WHAT IS ACCESS MANAGEMENT?

Access management is the process of providing access to developed land located adjacent to a roadway system while at the same time preserving the flow of traffic along the roadway in terms of safety, capacity, and speed. Generally state DOT's and local agencies manage the design, location, and supporting facilities for access points. Access management contributes to how well vehicles, bicycles, and pedestrians can enter and exit commercial and residential areas adjacent to highways or arterials.

Good access is a function of the design and location of driveways and side streets/arterials. Improved access is dependent on the following:

- Location of the driveway/arterial with reference to other access points
- Motorists' ability to easily access the property or road
- The placement of traffic signals

WHY ACCESS MANAGEMENT?

It is vital for transportation agencies to effectively manage their transportation system in order to extend the life of the infrastructure, reduce congestion, improve air quality, promote public safety and maintain or improve the appearance and overall quality of the system and surrounding areas. Access management provides for effective movement of people and goods to businesses, commercial properties, and residential developments, thereby aiding economic development and growth, preserving land values, and inspiring redevelopment.

The key to access management is planning for the number and location of access points rather than responding to requests by local governments or developers. It is better to have planned access as opposed to access that is the result of reactions to local governments and developers.

BENEFITS OF ACCESS MANAGEMENT

- Improved mobility
- Improved safety
- Improved corridor vitality

HOW IS ACCESS MANAGEMENT ACCOMPLISHED?

1. Policies, directives and guidelines
2. Access management regulations
3. Development review and traffic impact assessment
4. Geometric design

WHAT ARE SOME OF THE ACCESS MANAGEMENT TOOLS?

Access management is accomplished through a number of strategic measures aimed at improving mobility and safety. These measures include:

MEDIANS

The presence or absence of medians has a significant impact on roadway operations and safety, and on the provisions of left turn access to abutting properties. There are many types of median treatments such as:

No median – usually a center stripe treatment typically found on two or four-lane undivided roadways.

Flush median with a continuous two way left turn lane (TWLTL) – usually recommended for two and four-lane roadways with traffic volumes between 24,000 and 28,000 vehicles per day.

Adding a TWLTL in the median has the following advantages:

1. Removing left-turning traffic from the through lanes
2. Providing access to adjacent properties
3. Providing refuge area for vehicles turning left from a driveway
4. Separating the opposing through traffic streams

In spite of these safety and operational benefits, the TWLTL is generally associated with higher crash risk than a raised or depressed median when there are frequent busy driveways[1]. Roadways with TWLTL are generally safer than undivided roadways, with average crash rates that are about 35% lower than those of undivided roadways[2].

Raised medians with channelized median openings – usually the safest median treatment and is recommended for roadways with four or more lanes with high through and turning volumes and adequate right of way width.
Raised medians provide several safety benefits including:

1. Positive separation between oncoming traffic streams
2. Space and refuge for left-turn bays
3. Refuge for pedestrians
4. Control of access from adjacent properties
5. Limits the number of conflict points

Research shows that intersections with a median are associated with fewer crashes than intersections without medians. The degree of benefits correlates with the width and type of the median.

(1) TTI Procedures for Using Accident Modification Factors in the Highway Design Process, 4/1/2006.
(2) Access management Manual, TRB, 2003.

RIGHT AND LEFT TURN BAY

Turn bays offer an auxiliary lane for the right and left turns from a roadway and thus reduce disruption to the traffic flow. Turn bays improve safety and increase the capacity at signalized intersections so delays are reduced. Adding a left turn lane on one or both of the major road approaches can result in a 28 to 48% reduction in crashes. Adding a right turn lane on one or both of the major road approaches can result in a 14 to 26% reduction in crashes respectively.

UPSTREAM AND DOWNSTREAM CORNER CLEARANCES

Corner clearance is the distance required from the intersection to the first access connection. Corner clearance is directly related to the roadway speed and the queuing requirements at intersections[3]. Inadequate corner clearances can result in traffic–operation, safety, and capacity problems.

DRIVEWAY MODIFICATIONS

Part of access management is improving the flow of traffic to and from adjacent properties; this can be accomplished by modifying existing driveways along a roadway. There are two types of driveway modification techniques that can be used:

Minor Driveway Modification

Increasing driveway throat length - this is the distance, parallel to the centerline of the driveway, from major roadway to the first on-site location where a vehicle can make a turn. It is desirable to increase this distance to enable more efficient movement of vehicles and to provide a storage area for the entering and exiting vehicles, unimpeded from the circulating vehicles.

Driveway width and radius – If a driveway is too narrow or has an inadequate turning radius, vehicles will have difficulty in maneuvering in and out of the driveway.

Major Driveway Modification

Driveway consolidation, may offer a more efficient way to get vehicles in and out. Consolidation may also offer an opportunity for landscaping and additional parking spots.

Driveway closures or relocation, will limit interference with the upstream or downstream clearance distance to the intersection.

DRIVEWAY SPACING

Traffic turning in and out of driveways moves more slowly than through traffic, causing conflicts that can lead to crashes. The various methods that can be utilized to separate conflict areas include the following:

Minimum access spacing
Minimum corner clearance
Limited number of openings per property
Shared access between properties

DRIVEWAY DESIGN

It is essential that driveways be located and designed to ensure safe ingress and egress for the development while minimizing adverse impacts on roadway. The following objectives should be considered when considering access points and driveway design:

Preserve the functional integrity of the roadway
Minimize encroachment of turning vehicles on adjacent lanes

Use driveway design (throat length, driveway width, and driveway radii) to accommodate traffic intended for the development

CHARACTERISTICS TO CONSIDER IN ACCESS LOCATION AND DESIGN

1) Roadway Characteristics

- Functional classification
- Speed
- Functional area near intersections
- Traffic volumes
- Median type
- Crash history

2) Site Characteristics

- Type of development – residential, commercial, industrial, mixed use
- Size of development – number of dwelling units, floor area
- Volume of site traffic during peak hours for the development and the abutting roadway
- Availability of alternative access – such as joint access, interparcel circulation etc

3) User Characteristics

- Mix of vehicle types
- Presence of pedestrian and bicycles
- Frequency of use by large vehicles

(3) Access Management Manual TRB, 2003.

JOINT AND CROSS ACCESS AND INTERNAL ACCESS TO OUT-PARCELS

Joint and cross access - provides unified access and circulation system that is shared by multiple adjacent developments. It can include joint-use driveways, internal cross access or a combination.

Out-parcels - are lots on the perimeter of a larger parcel that breaks its frontage along the roadway. Direct access to major roadways from the out-parcels should be discouraged and more coordinated internal circulation should be encouraged.

Both treatments will limit the number of access points from the roadway, helping to reduce the number of conflict points thus reducing crashes caused by turning vehicles and improving the flow of traffic.

SIGNAL SYNCHRONIZATION

Synchronization involves the modification of the signal timing along a corridor to allow for progression of traffic at a planned rate without stopping through adjacent signalized locations within a traffic control system. A coordinated traffic signal system can yield a 12% reduction in crashes during peak morning and evening driving periods[(4)].

SUPPORTING STREET NETWORK

Side streets, parallel streets, and inter-parcel circulation systems can lead to improved accessibility to businesses and neighborhoods and reduce the need for individual driveway access to major arterials.

OTHER PROPOSED IMPROVEMENTS ALONG THE CORRIDOR

BETTER SIGNAGE

Block Numbers: The addition of block numbers to the street signs and better signing will lead to less confusion and more time to make decisions, which in turn may translate to fewer crashes.

Advanced Information Signs: A better informed driver is more prepared to make decisions and minimize confusion, which may lead to lower crash rates.

Warning Signs: Warning signs should be added to call attention to unexpected conditions and situations that might not be readily apparent to road users. Cited reduction in fatalities by 39% and injuries by 15% [5].

NEW PAVEMENT MARKINGS

Clearly visible markings will help drivers stay in their respective lane and will provide more organized and uniform movement of vehicles along the roadway. Good markings are especially critical during rain and at night, and also will result in less confusion and fewer crashes. Cited reductions of 15% in fatalities and 6% in injuries[6].

ADDITION OF BACK PANELS TO ALL SIGNAL HEADS

On east-west arterials, back panels help to minimize the sun glare in the morning and the afternoon. They also help drivers clearly see the signal head color and separate it from all other visual distractions along the corridor. Adding back plates can reduce red light running by 25% and result in a 32% reduction in related crashes[7].

SIDEWALK IMPROVEMENTS

Sidewalks should be considered, at a minimum, near schools and subdivisions to the nearest signalized intersection to provide a safe crossing for pedestrians.

SHOULDER WIDENING

Widen the shoulder at rural intersections. Cited crash reduction of 2.8% per foot of shoulder widening[8].

RUMBLE STRIPS AND RUMBLE GROOVES

Installing rumble strips perpendicular to the traffic lane to alert drivers in advance of intersections can help reduce rear-end and stop violation crashes by up to 50%.

Installing rumble grooves along the edge of the travel lane offers benefits of both an audible and a tactile warning to drivers that have drifted laterally from the travel lane. This measure can result in crash reductions from 20 to 49% on two-lane roads[9].

LONGITUDINAL CHANNELIZERS AT RAILROAD GRADE CROSSINGS

The use of longitudinal channelizers is an approved supplemental safety measure (SSM) that may be installed at highway-railroad grade crossings as an effective substitute for locomotive horn. The recommended length of the longitudinal channelizers from the gate arm is 100 feet, with a minimum of 60 feet where there is an intersecting roadway. The longitudinal channelizer will reduce gate violations and the probability of a collision at a highway-railroad grade crossing by 77%.

(4)(5)(6)(7)(8)(9) GAO Report to Congressional Committee: Highway Safety- Federal and State efforts to Address Rural Roads Safety Challenges, May 2004.

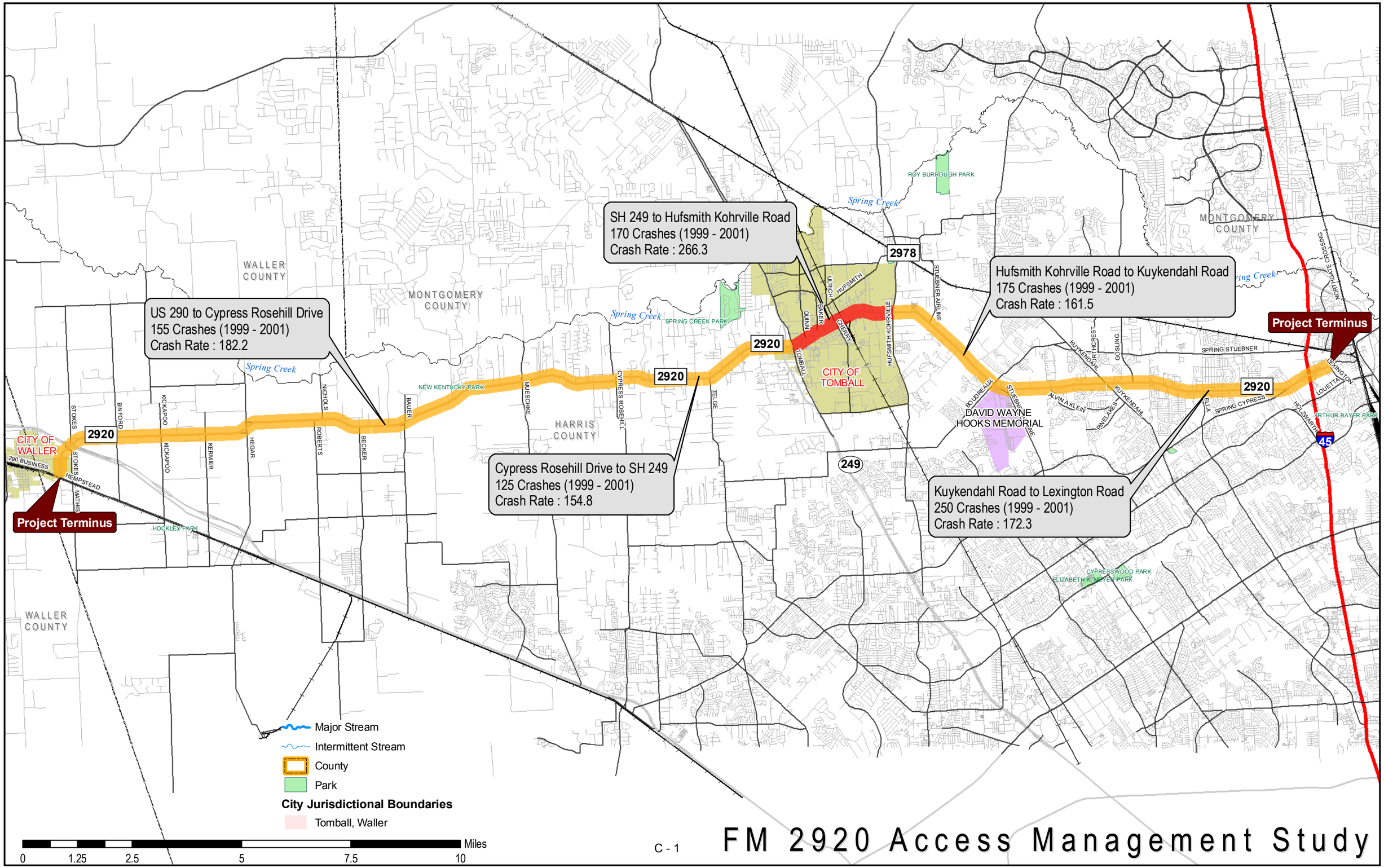
Summary of Corridor Characteristics

FM 2920 Access Management Study

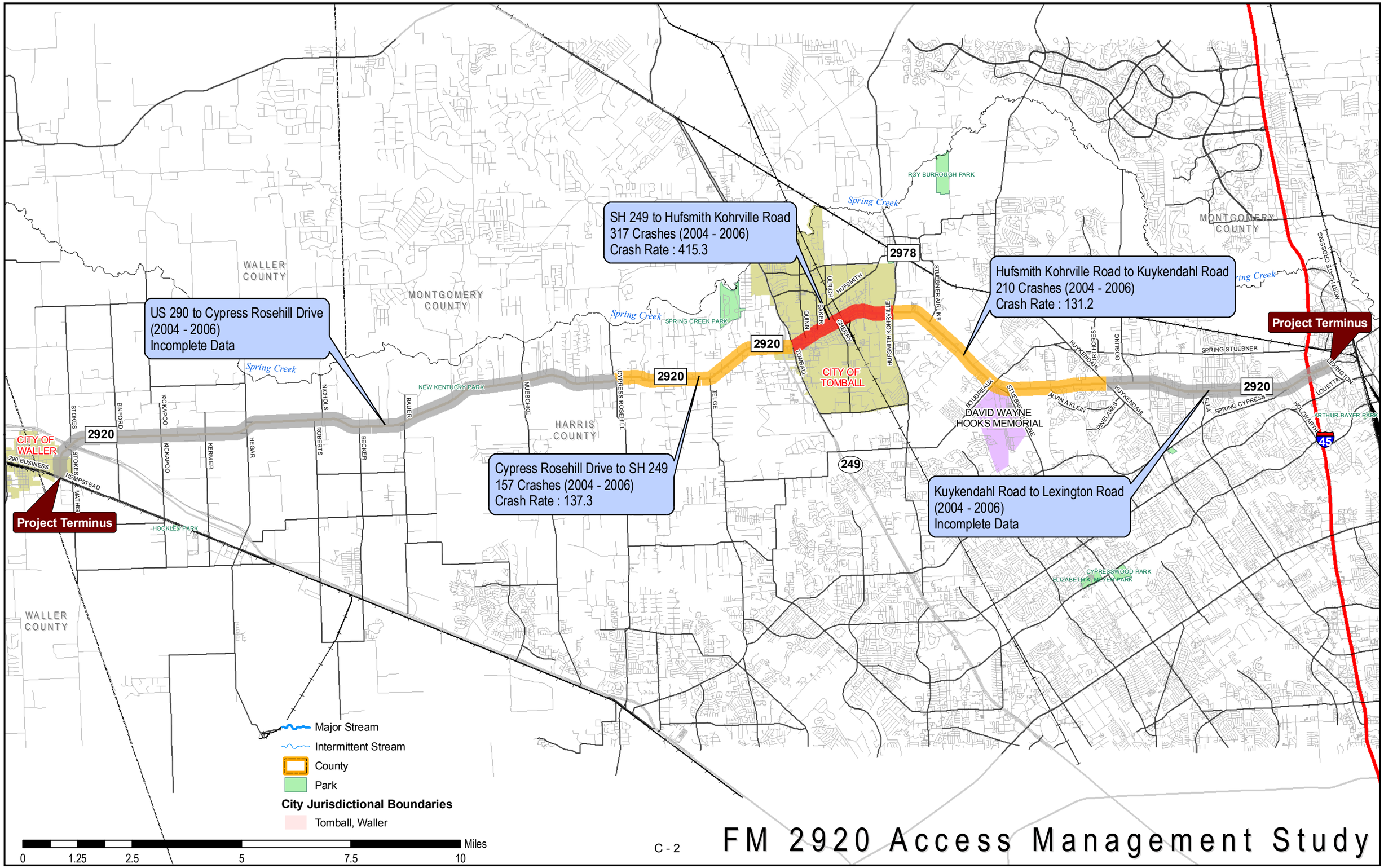
Study Limits: Southwest Segment of the FM 2920 Corridor from Lexington Road (east of I-45) to Hempstead (southwest of US 290)

FM 2920 Study Segment Length: 32 Miles

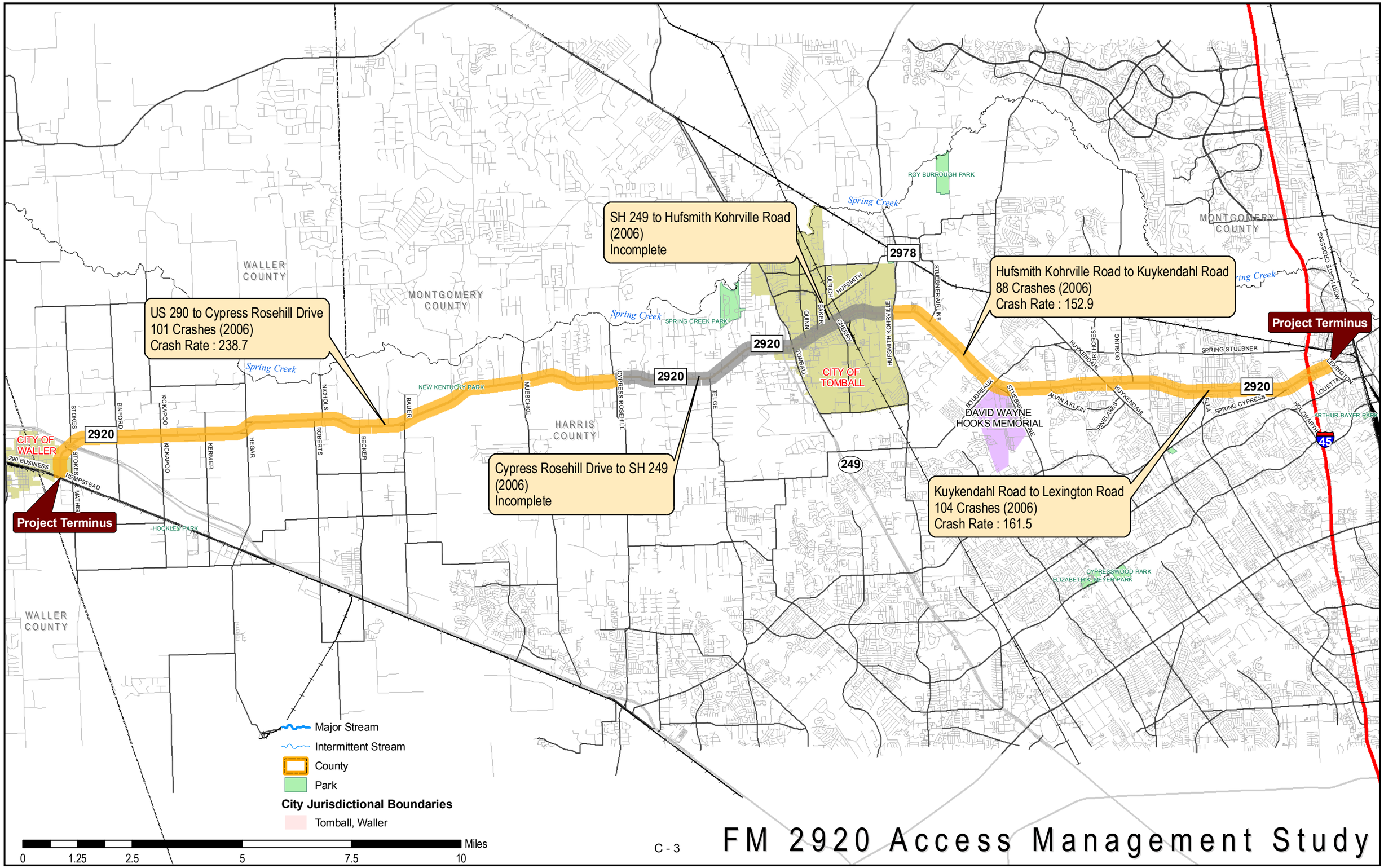
#	Segment	Distance (Miles)	Posted Speed (mph)	Median Type	Edge Treatment/ Drainage	Shoulders	Sidewalks	No of Lanes	Right of Way (ft.)
1	Lexington Road to IH 45	0.56	30	Stripe	Open Ditch	0' to 4'	None	5	100-120
2	IH 45 to Springwest Drive	0.64	40	CLTL	Open Ditch	8	None	5	120
3	Springwest Drive to Meadowhill Drive	1.39	55	CLTL	Open Ditch	8	None	5	120
4	Meadowhill Drive to Falvel Road	0.43	55	CLTL	Open Ditch	8	None	5	120
5	Falvel Road to Bridgestone Lane	0.57	55	CLTL	Open Ditch	8	None	5	120
6	Bridgestone Lane to Rhodes Road	0.71	55	CLTL	Open Ditch	8	None	5	120
7	Rhodes Road to Gosling Road	0.38	55	CLTL	Open Ditch	8	None	5	120
8	Gosling Road to Kuykendahl Road	0.61	55	CLTL	Open Ditch	8	None	5	120
9	Kuykendahl Road to T.C. Jester Boulevard	0.55	55	CLTL	Open Ditch	8	None	5	120
10	T.C. Jester Boulevard to Alvin A Klien Drive	0.7	55	CLTL	Open Ditch	8	None	5	120
11	Alvin A Klien Drive to Stuebner Airline Road	1.01	55	CLTL	Open Ditch	8	None	5	120
12	Stuebner Airline Road to Boudreaux Road	0.34	55	CLTL	Open Ditch	8	None	5	120
13	Boudreaux Road to Dowdell Road	0.67	55	CLTL	Open Ditch	8	None	5	120
14	Dowdell Road to Stuebner Airline Road North	1.39	55	CLTL	Open Ditch	8	None	5	120
15	Stuebner Airline Road North to Hufsmith Kohrville Rd	0.91	55	CLTL	Open Ditch	8	None	5	120
16	Hufsmith Kohrville Road to N Willow Street	0.81	50 to 45	CLTL	Open Ditch	8	None	5	120
17	N Willow Street to N Cherry Street	0.57	45 to 30	Stripe	Open Ditch/ C & G	8	Partial	4 & some Parking	60-100
18	N Cherry Street to N Pine Street	0.14	30	Stripe	C & G	0	Yes	4 & Parking	100
19	N Pine Street to Baker Drive	0.33	30	Stripe	C & G	0	Yes	4	60
20	Baker Drive to Holderrieth Blvd	0.09	30	Stripe	C & G	0	Yes	5	60-100
21	Holderrieth Blvd to Quinn Road/ Ella Street	0.23	30	CLTL	C & G	0	Yes	5	100
22	Quinn Road/Ella Street to Joe Bst/ Buvinghausen St	0.13	30	CLTL	C & G	0	Partial	5	100
23	Joe Bst/ Buvinghausen St to Tomball Parkway/ SH 249	0.21	30	CLTL	C & G	0	None	5	100-120
24	Tomball Parkway/SH 249 to Tom Calvert Road	0.76	30 to 45	CLTL	Open Ditch/ C & G	8	None	5	120
25	Tom Calvert Road to Park Road	0.51	45	CLTL	Open Ditch	8	None	5	120
26	Park Road to Telge Road	0.84	45	CLTL	Open Ditch	8	None	5	120
27	Telge Road to Lutheran Church Road	0.34	55	CLTL	Open Ditch	8	None	5	120
28	Lutheran Church Road to Cypress Rosehill Road	1.83	55	CLTL	Open Ditch	8	None	5	120
29	Cypress Rosehill Road to Sanders Cemetry RD/Mueschke Rd	2.22	55	Stripe	Open Ditch	4	None	2	100
30	Sanders Cemetry Road to US 290	10.67	55 to 45	Stripe	Open Ditch	4	None	2	100
31	US 290 to Old Waller Tomball Road	0.42	45	Stripe	Open Ditch	4	None	2	100
32	Old Waller Tomball Road to Hempstead Road	0.42	45	Stripe	Open Ditch	4	None	2	100



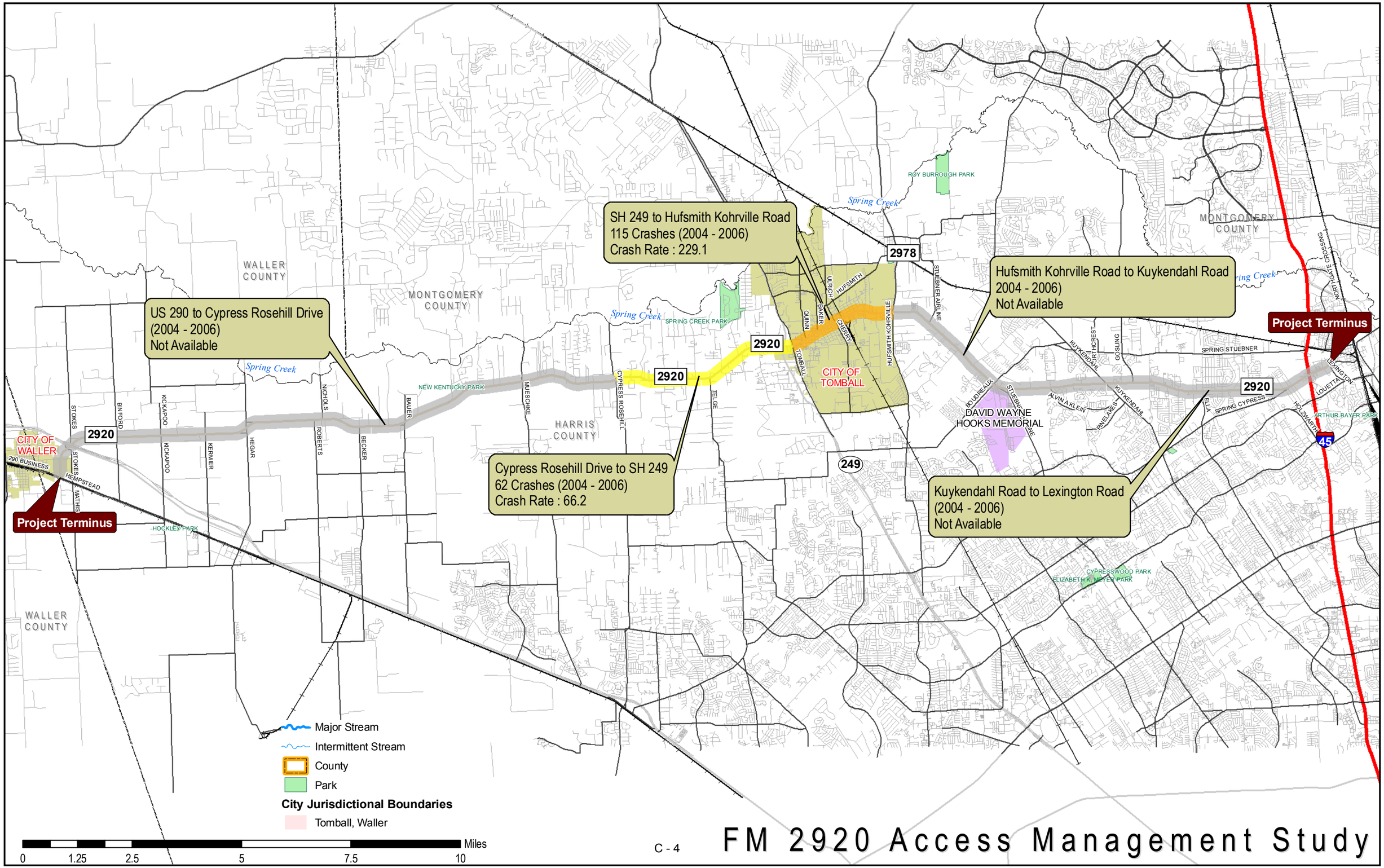
FM 2920 Access Management Study

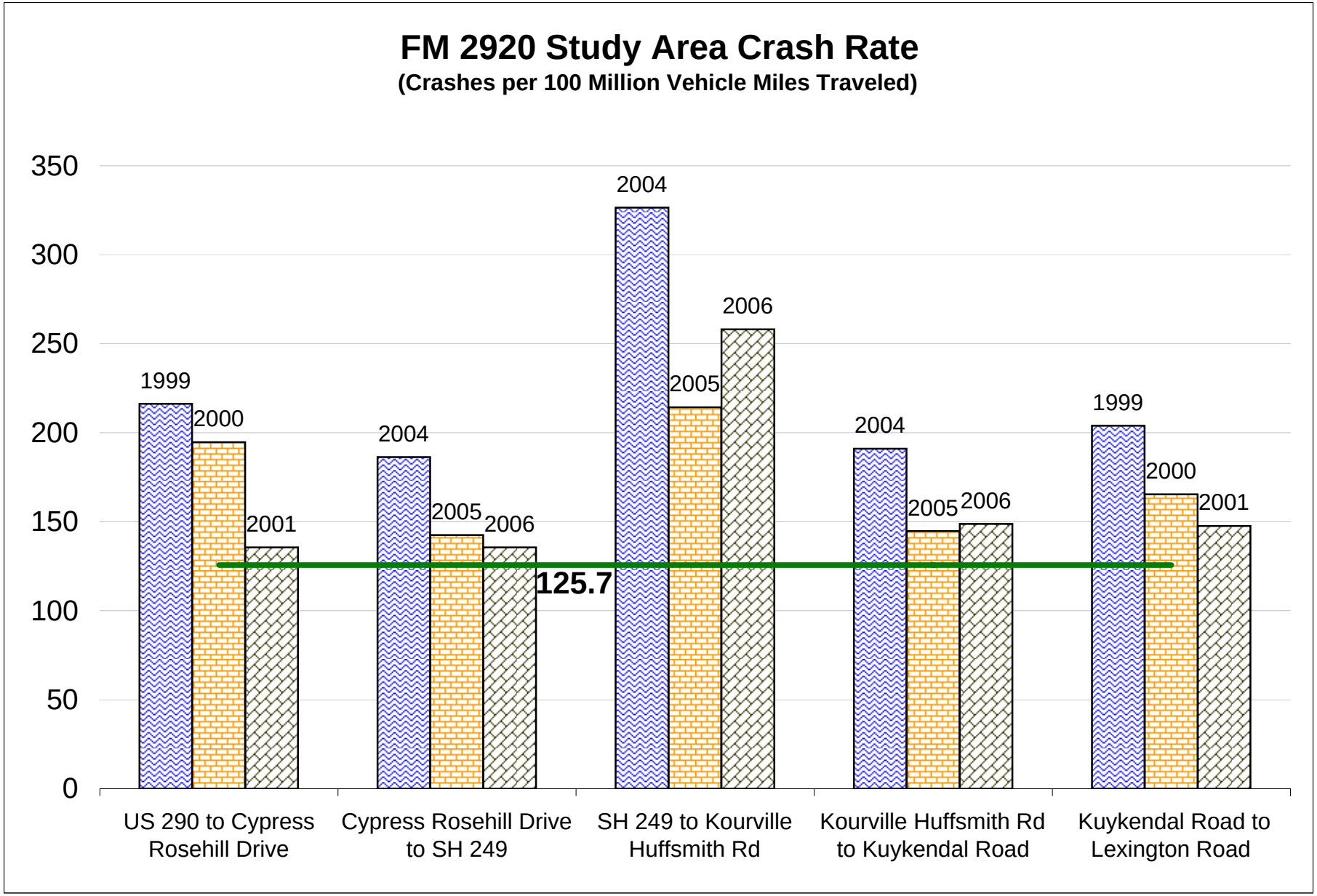


FM 2920 Access Management Study



FM 2920 Access Management Study


SH 249 to Hufsmith Kohrville Road
115 Crashes (2004 - 2006)
Crash Rate : 229.1
Hufsmith Kohrville Road to Kuykendahl Road
2004 - 2006)
Not Available
US 290 to Cypress Rosehill Drive
(2004 - 2006)
Not Available
Cypress Rosehill Drive to SH 249
62 Crashes (2004 - 2006)
Crash Rate : 66.2
Kuykendahl Road to Lexington Road
(2004 - 2006)
Not Available
Project Terminus
Project Terminus
WALLER COUNTY
MONTGOMERY COUNTY
HARRIS COUNTY
CITY OF WALLER
CITY OF TOMBALL
DAVID WAYNE HOOKS MEMORIAL
ROY BURROUGH PARK
SPRING CREEK PARK
NEW KENTUCKY PARK
HOCKLEY PARK
CYPRESSWOOD PARK
ELIZABETH K. MEYER PARK
ARTHUR BAYER PARK
Spring Creek
2920
2978
249
45
290 BUSINESS
STOKES
BINFORD
KICKAPOO
KERMER
HEGAR
NICHOLS
ROBERTS
BECKER
BAUER
MUESCHKE
CYPRESS ROSEHILL
TELGE
TOMBALL
QUINN
BAKER
ULRICH
HUFSMITH
CHERRY
HUFSMITH KOHRVILLE
STUEBNER AIRLINE
KUYKENDAHL
NORTHCREST
GOSLING
BOUDREAUX
ALVIN A KLEIN
PINELAKES
ELLA
SPRING STUEBNER
SPRING CYPRESS
LEXINGTON
LOUETTA
NORTHGATE CROSSING
HOLZWARTH
HEMPSTEAD
MATHIS
Major Stream
Intermittent Stream
County
Park
City Jurisdictional Boundaries
Tomball, Waller
Miles
0
1.25
2.5
5
7.5
10


FM 2920 Study Area Crash Rate
(Crashes per 100 Million Vehicle Miles Traveled)
350
300
250
200
150
100
50
0
1999
2000
2001
2004
2005
2006
2004
2005
2006
2004
2005
2006
1999
2000
2001
125.7
US 290 to Cypress Rosehill Drive
Cypress Rosehill Drive to SH 249
SH 249 to Kourville Huffsmith Rd
Kourville Huffsmith Rd to Kuykendal Road
Kuykendal Road to Lexington Road

EB FM 2920 East of US 290

Date Began:
9/11/2007

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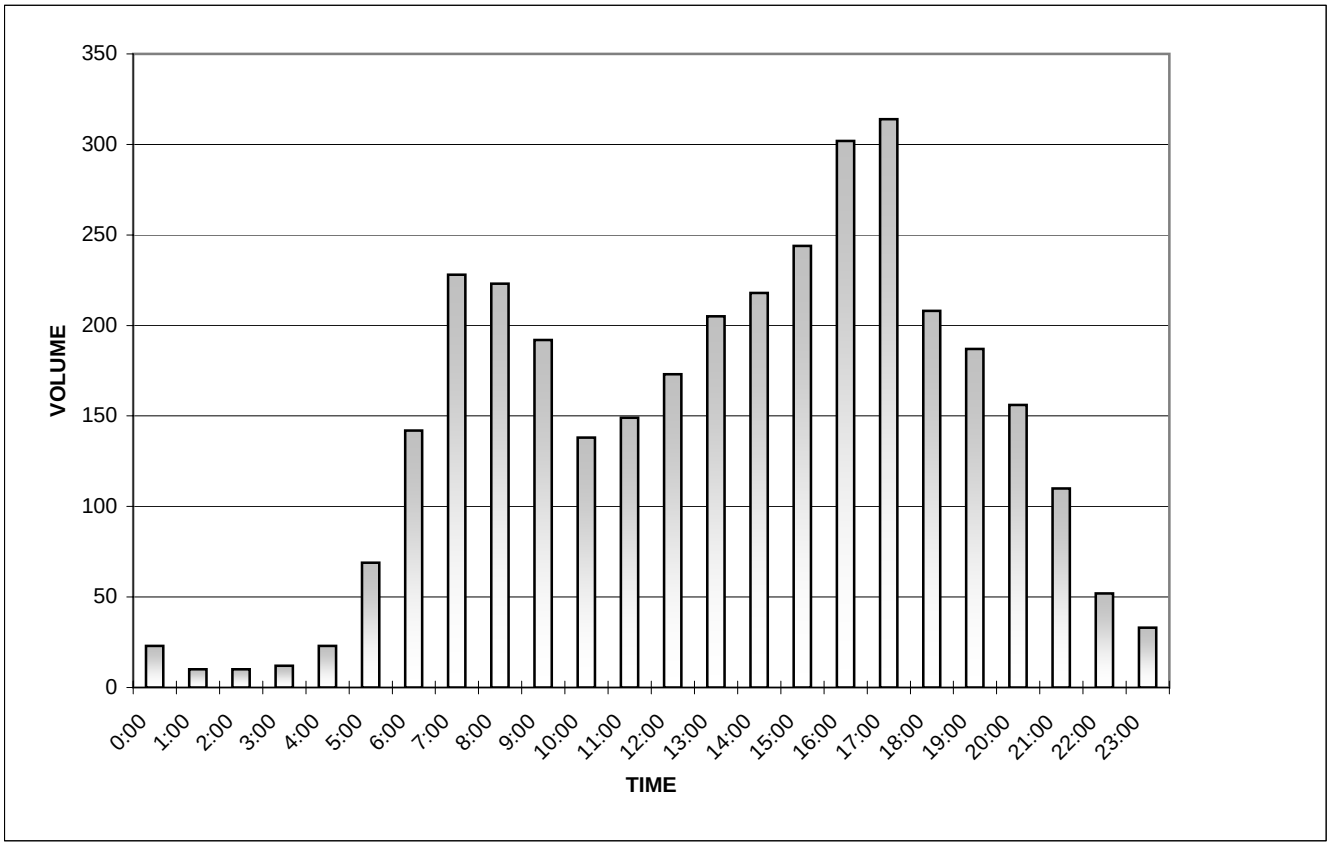

WB FM 2920 East of US 290

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9:00	55	57	69	51	232
10:00	58	58	58	62	236
11:00	47	48	34	56	185
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13:00	42	56	50	55	203
14:00	60	54	54	42	210
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16:00	76	63	58	87	284
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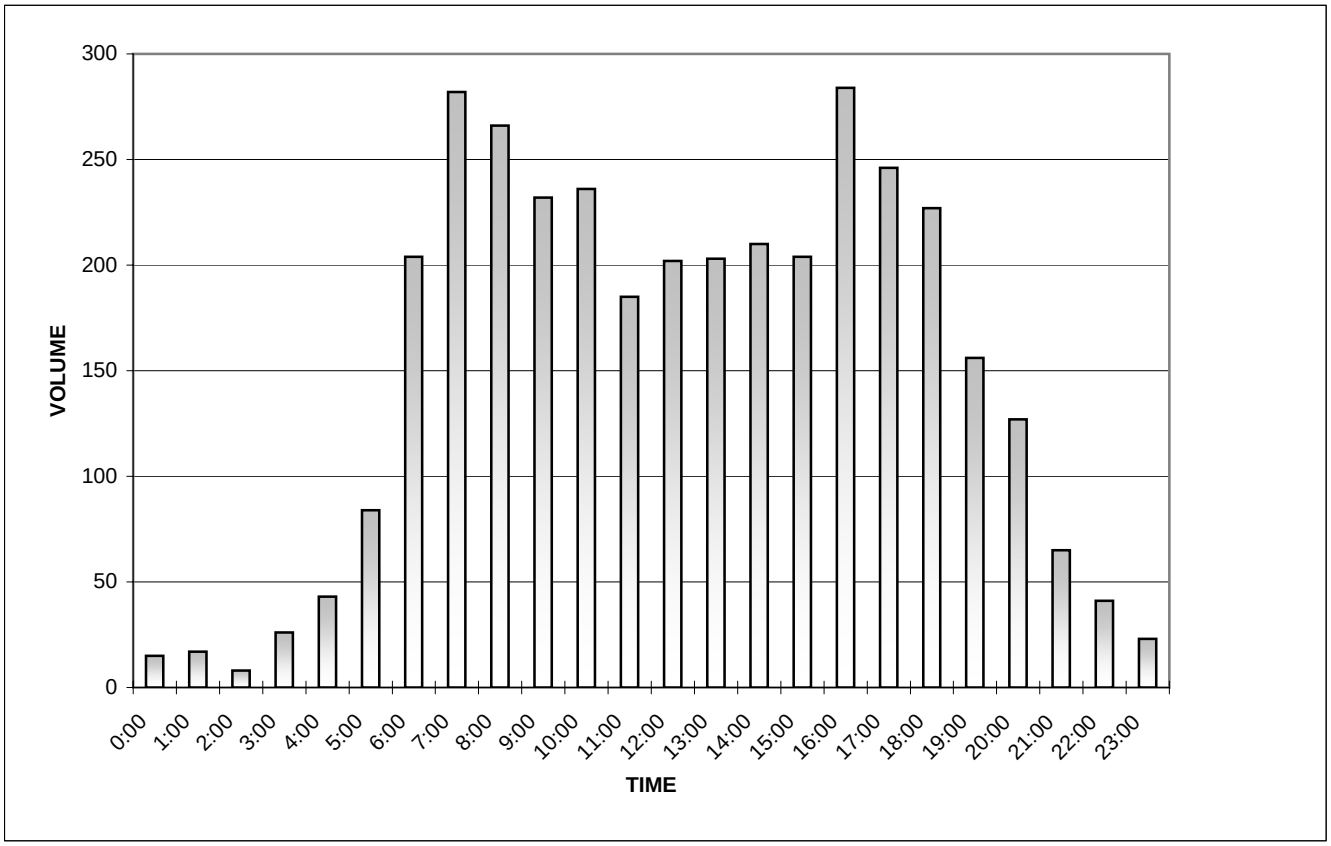

EB FM 2920 West of SH 249

Date Began:
9/11/2007

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4:00	14	13	36	52	115
5:00	53	84	114	158	409
6:00	183	290	334	355	1162
7:00	317	304	374	370	1365
8:00	342	296	300	328	1266
9:00	245	265	228	208	946
10:00	208	172	226	201	807
11:00	191	186	189	198	764
12:00	180	201	188	189	758
13:00	186	202	180	192	760
14:00	176	186	204	188	754
15:00	162	230	222	216	830
16:00	250	236	266	209	961
17:00	268	272	260	248	1048
18:00	188	233	206	185	812
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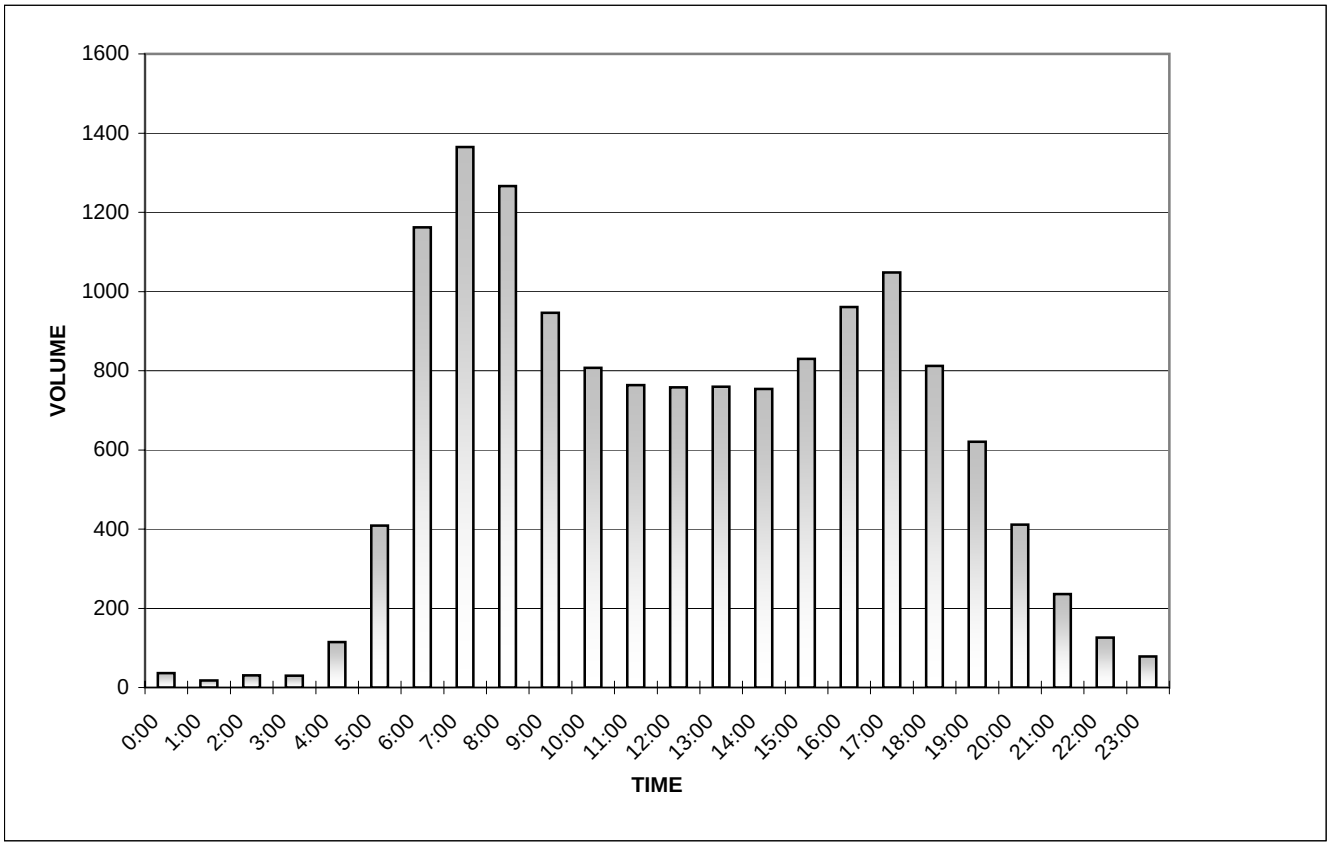

WB FM 2920 West of SH 249

Date Began:
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4:00	11	16	22	18	67
5:00	32	42	63	78	215
6:00	88	79	98	97	362
7:00	126	148	176	190	640
8:00	186	144	174	159	663
9:00	151	147	144	156	598
10:00	178	151	167	168	664
11:00	167	156	153	190	666
12:00	174	142	188	170	674
13:00	183	182	188	205	758
14:00	188	212	204	206	810
15:00	234	212	272	242	960
16:00	241	232	244	272	989
17:00	273	270	322	296	1161
18:00	287	262	238	212	999
19:00	207	183	168	168	726
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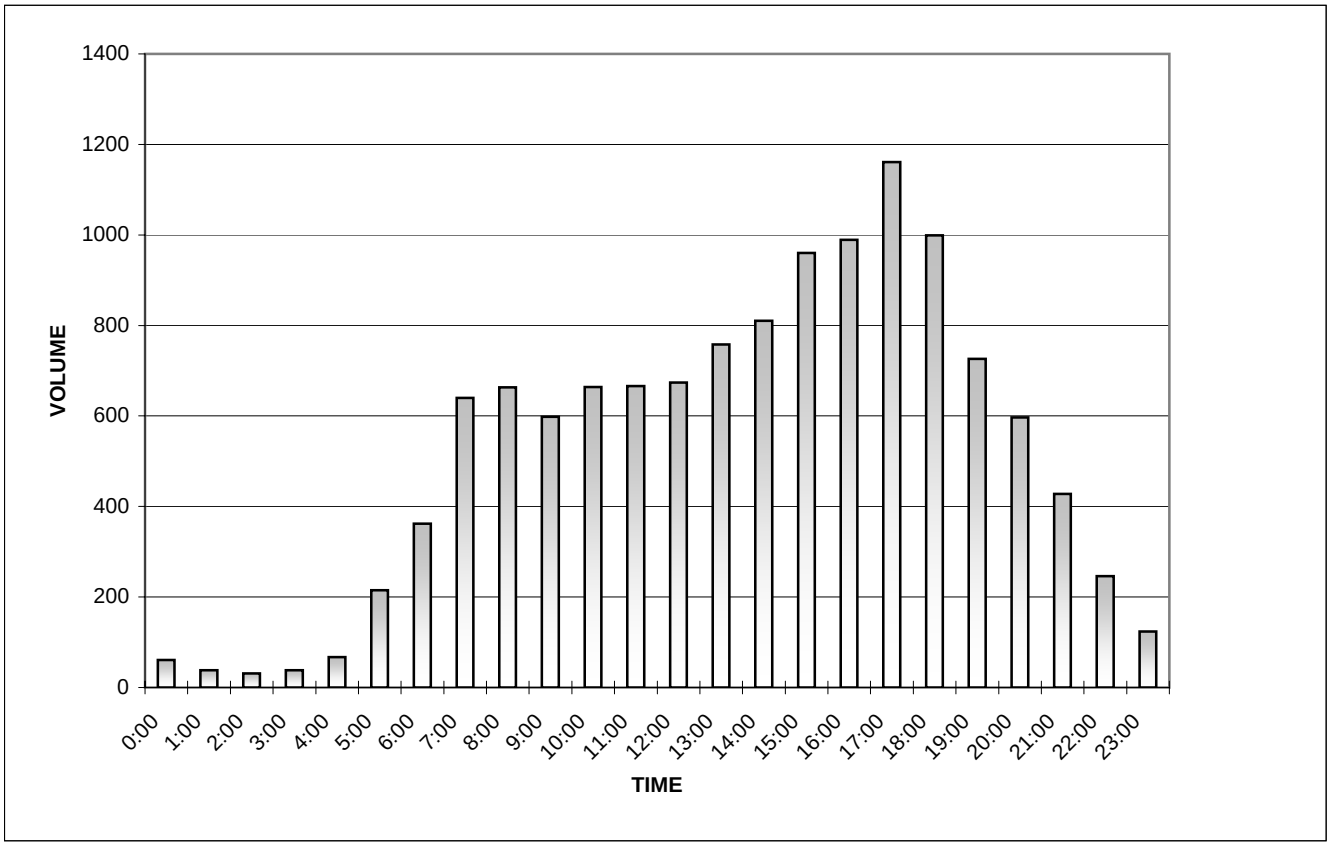

EB FM 2920 West of Kuykendahl

Date Began:
9/11/2007

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3:00	15	10	17	13	55
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5:00	50	63	79	102	294
6:00	140	167	220	252	779
7:00	249	247	266	212	974
8:00	256	254	250	242	1002
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14:00	206	192	176	196	770
15:00	199	280	280	242	1001
16:00	275	272	284	254	1085
17:00	240	286	270	270	1066
18:00	253	244	235	262	994
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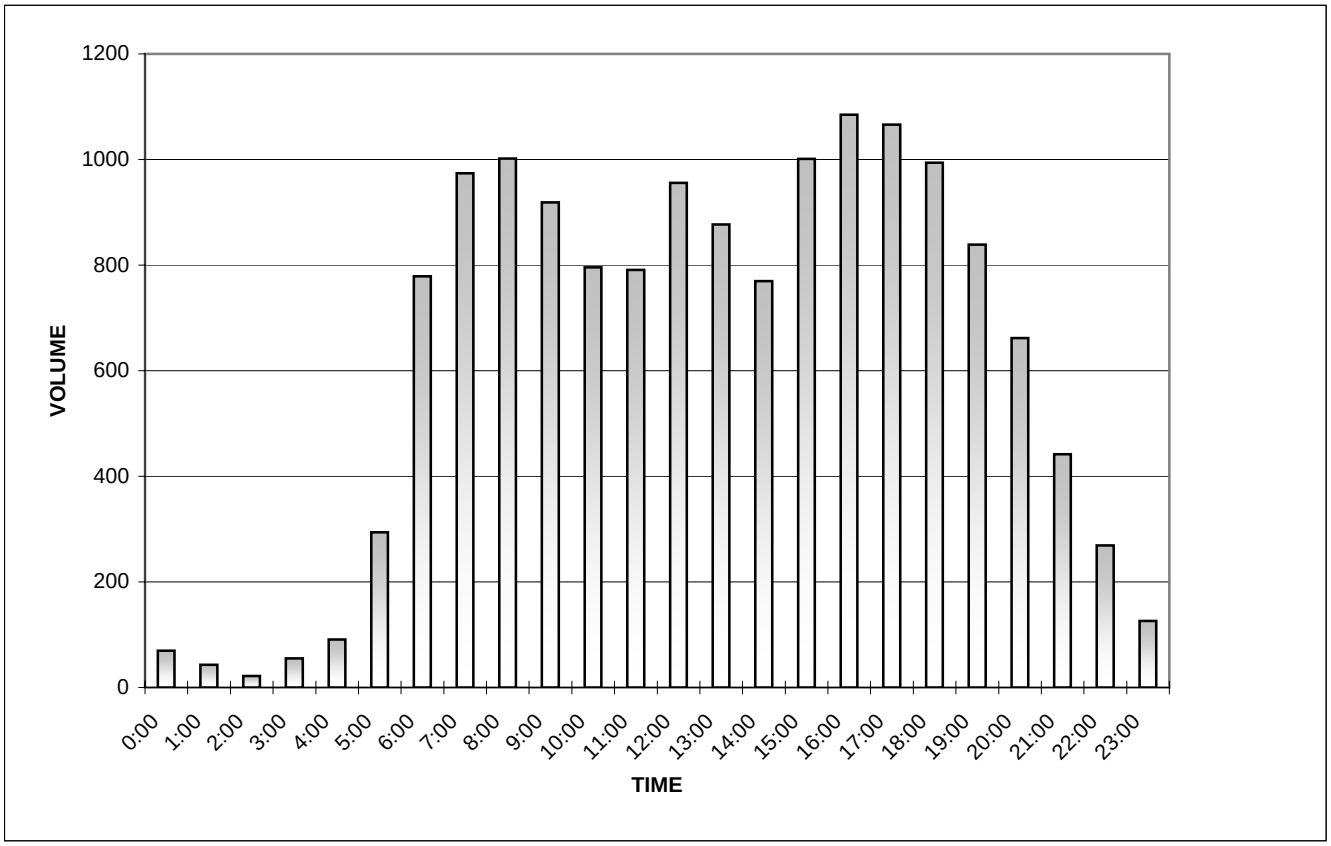

WB FM 2920 West of Kuykendahl

Date Began:
9/11/2007

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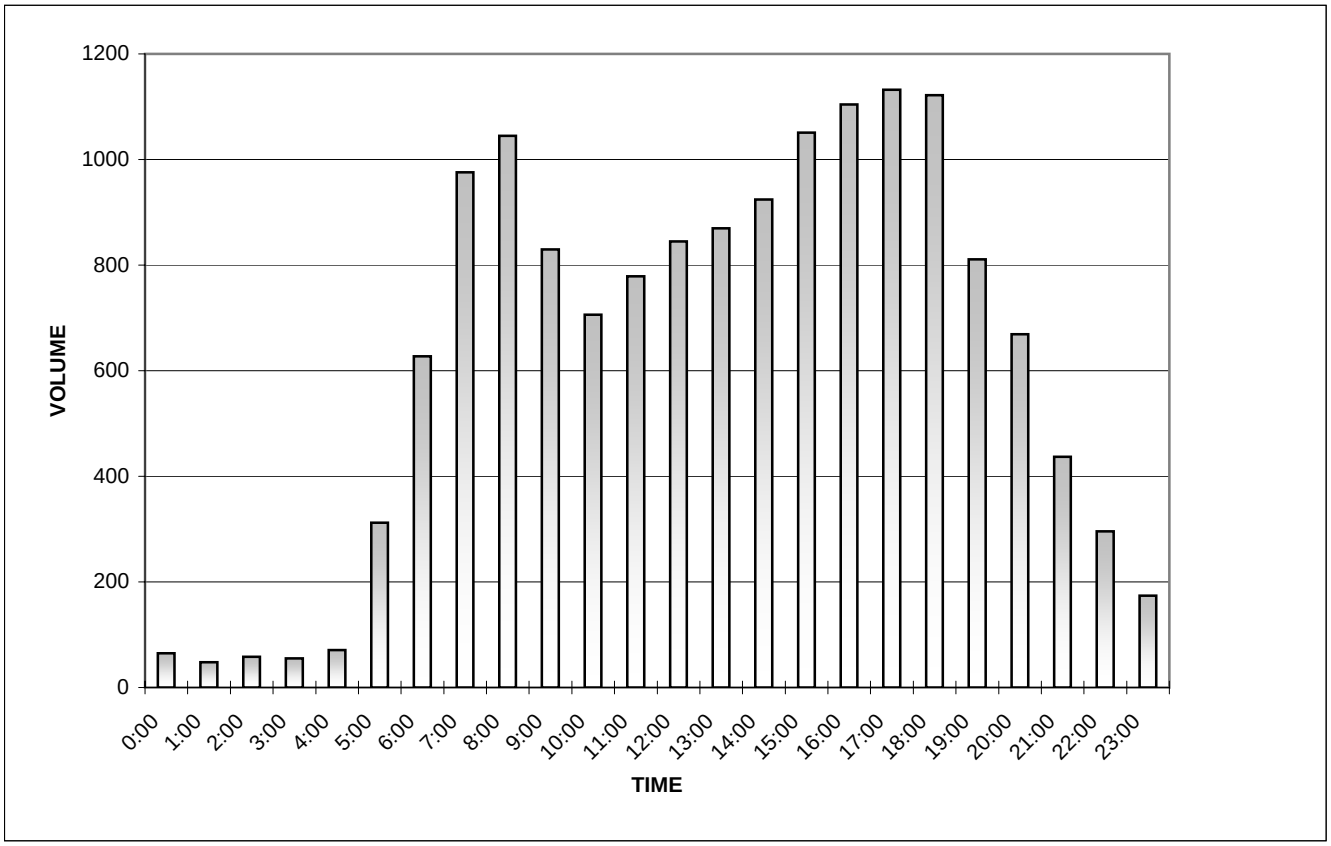
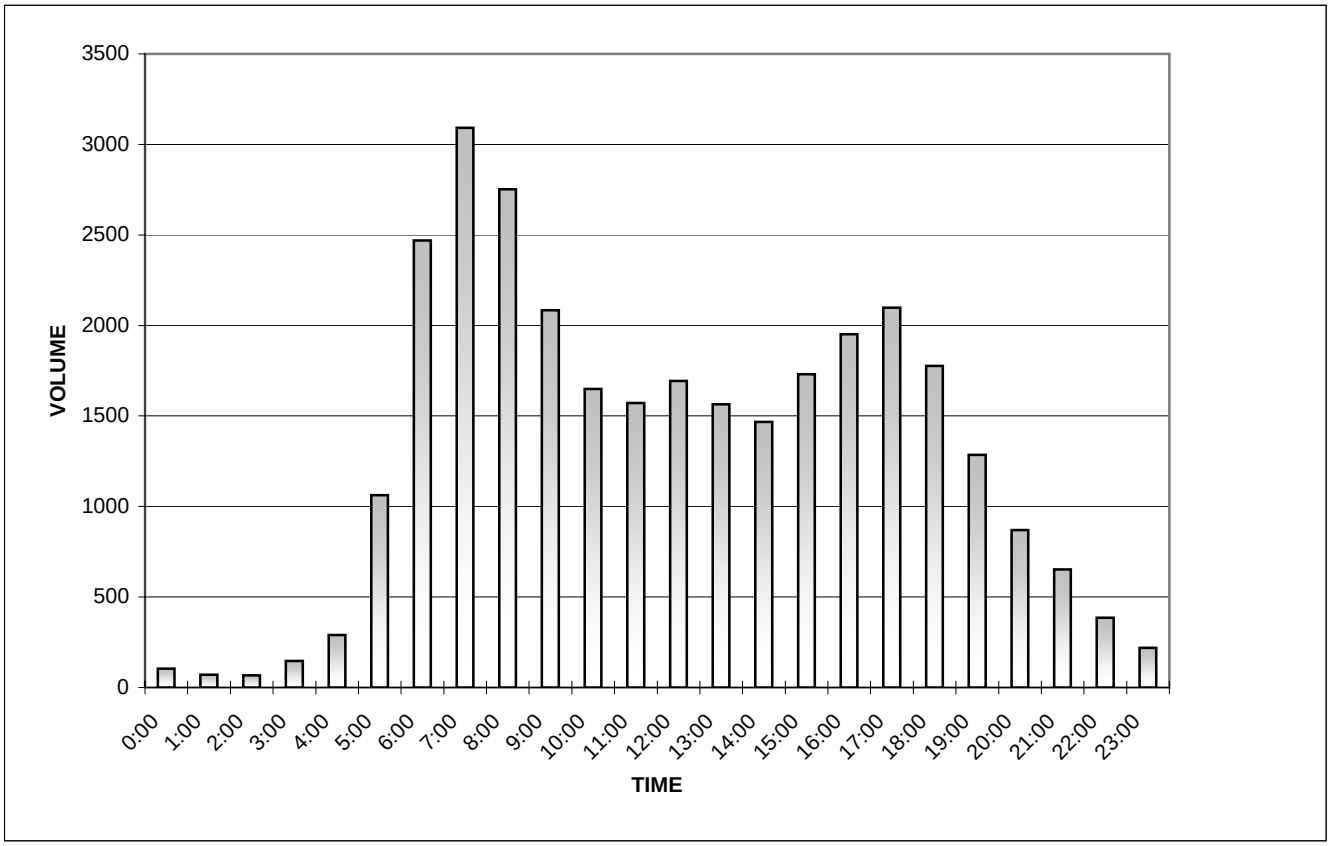
2:00	12	18	14	14	58
3:00	10	18	14	13	55
4:00	14	16	14	27	71
5:00	43	70	76	123	312
6:00	125	146	152	204	627
7:00	202	242	224	308	976
8:00	267	294	228	256	1045
9:00	212	216	194	208	830
10:00	167	179	182	178	706
11:00	168	224	187	200	779
12:00	202	191	225	227	845
13:00	214	212	200	244	870
14:00	224	234	250	216	924
15:00	298	246	254	253	1051
16:00	256	278	280	290	1104
17:00	266	302	278	286	1132
18:00	270	290	276	286	1122
19:00	230	188	222	171	811
20:00	190	177	156	146	669
21:00	124	106	112	95	437
22:00	96	68	78	54	296
23:00	50	44	42	38	174
				TOTAL:	15007



EB FM 2920 West of IH 45

Date Began:
9/11/2007

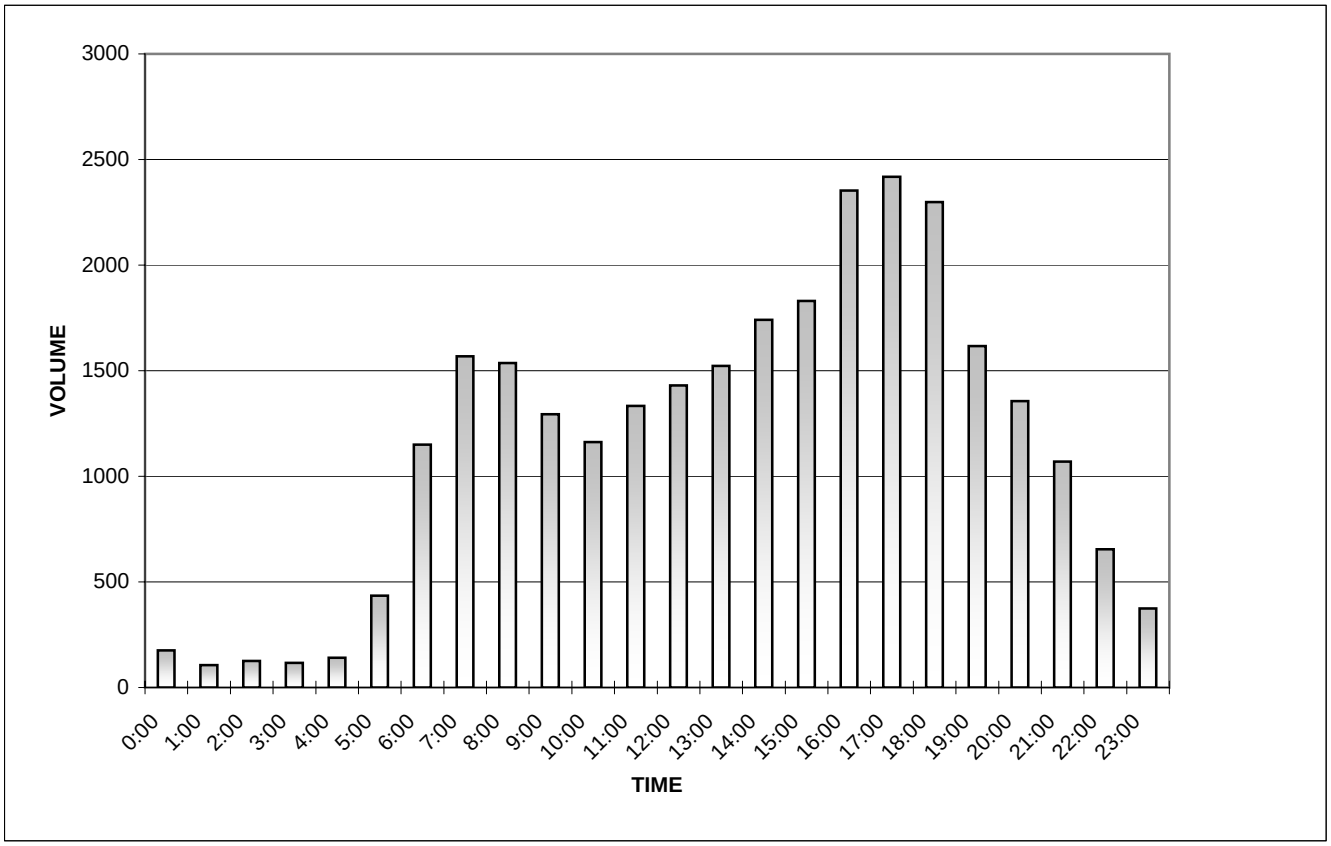
TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	40	30	21	13	104
1:00	20	18	18	14	70
2:00	14	18	20	16	68
3:00	26	20	64	37	147
4:00	48	62	82	98	290
5:00	136	236	286	405	1063
6:00	488	566	702	713	2469
7:00	728	736	812	815	3091
8:00	728	732	700	592	2752
9:00	596	506	500	482	2084
10:00	426	443	368	413	1650
11:00	406	349	422	395	1572
12:00	438	408	462	385	1693
13:00	384	378	430	372	1564
14:00	390	368	309	400	1467
15:00	432	374	444	480	1730
16:00	482	508	444	518	1952
17:00	501	502	572	523	2098
18:00	502	460	436	379	1777
19:00	396	314	289	286	1285
20:00	262	230	200	178	870
21:00	186	182	151	134	653
22:00	96	111	108	70	385
23:00	56	67	50	46	219
				TOTAL:	31053



WB FM 2920 West of IH 45

Date Began:
9/11/2007

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	50	50	30	46	176
1:00	19	36	21	30	106
2:00	40	32	26	28	126
3:00	21	30	30	36	117
4:00	24	46	24	47	141
5:00	75	101	114	145	435
6:00	190	254	316	390	1150
7:00	320	386	424	438	1568
8:00	426	384	355	372	1537
9:00	300	314	335	345	1294
10:00	300	320	248	294	1162
11:00	326	334	352	322	1334
12:00	342	339	400	350	1431
13:00	378	350	402	392	1522
14:00	402	404	447	488	1741
15:00	457	460	474	440	1831
16:00	538	588	617	610	2353
17:00	591	675	580	572	2418
18:00	646	616	598	438	2298
19:00	413	431	376	396	1616
20:00	382	358	334	282	1356
21:00	293	286	246	244	1069
22:00	188	169	154	144	655
23:00	106	100	86	83	375
				TOTAL:	27811



EB FM 2920 East of US 290

September 11,2007

Mechanical Vehicle Classification

	EASTBOUND													
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
0:00	6	0	1	3	1	1	0	0	0	0	0	0	0	0
0:15	5	0	3	0	0	1	0	0	1	0	0	0	0	0
0:30	4	0	1	1	1	1	0	0	0	0	0	0	0	0
0:45	5	0	2	2	0	1	0	0	0	0	0	0	0	0
Hr Total	**20**	**0**	**7**	**6**	**2**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
1:00	5	0	2	1	0	2	0	0	0	0	0	0	0	0
1:15	3	0	3	0	0	0	0	0	0	0	0	0	0	0
1:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**9**	**0**	**5**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0
2:15	4	0	1	1	0	1	0	0	0	1	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	4	0	2	1	0	1	0	0	0	0	0	0	0	0
Hr Total	**10**	**0**	**3**	**4**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
3:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	3	0	0	1	0	1	0	0	0	1	0	0	0	0
3:45	4	0	3	0	0	1	0	0	0	0	0	0	0	0
Hr Total	**8**	**0**	**3**	**1**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
4:00	2	0	1	0	0	1	0	0	0	0	0	0	0	0
4:15	6	0	2	2	0	1	0	0	0	0	0	1	0	0
4:30	5	0	1	0	0	3	0	0	0	1	0	0	0	0
4:45	3	0	2	0	0	1	0	0	0	0	0	0	0	0
Hr Total	**16**	**0**	**6**	**2**	**0**	**6**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**
5:00	7	0	3	1	0	3	0	0	0	0	0	0	0	0
5:15	14	0	3	5	0	4	0	0	1	1	0	0	0	0
5:30	18	0	2	10	2	3	0	0	0	1	0	0	0	0
5:45	19	0	5	4	4	4	0	0	1	1	0	0	0	0
Hr Total	**58**	**0**	**13**	**20**	**6**	**14**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**
6:00	31	0	12	10	2	6	0	0	0	1	0	0	0	0
6:15	31	0	10	8	2	6	0	0	2	3	0	0	0	0
6:30	36	0	9	8	1	17	0	0	0	1	0	0	0	0
6:45	38	0	13	13	1	7	0	0	3	1	0	0	0	0
Hr Total	**136**	**0**	**44**	**39**	**6**	**36**	**0**	**0**	**5**	**6**	**0**	**0**	**0**	**0**
7:00	33	0	6	6	1	16	0	0	0	4	0	0	0	0
7:15	70	0	22	20	4	21	1	0	2	0	0	0	0	0
7:30	54	0	21	11	3	16	0	0	2	1	0	0	0	0
7:45	49	0	13	20	1	13	0	0	1	1	0	0	0	0
Hr Total	**206**	**0**	**62**	**57**	**9**	**66**	**1**	**0**	**5**	**6**	**0**	**0**	**0**	**0**
8:00	46	0	18	11	1	13	0	0	0	3	0	0	0	0
8:15	53	0	11	18	0	17	0	0	4	3	0	0	0	0
8:30	41	0	13	13	2	9	1	0	3	0	0	0	0	0
8:45	53	0	17	15	1	14	1	0	2	2	0	0	0	1
Hr Total	**193**	**0**	**59**	**57**	**4**	**53**	**2**	**0**	**9**	**8**	**0**	**0**	**0**	**1**
9:00	40	0	8	13	0	14	0	0	3	2	0	0	0	0
9:15	35	0	13	8	1	9	0	0	3	1	0	0	0	0
9:30	38	0	8	15	1	13	0	0	0	0	1	0	0	0
9:45	30	0	9	9	0	10	0	0	2	0	0	0	0	0
Hr Total	**143**	**0**	**38**	**45**	**2**	**46**	**0**	**0**	**8**	**3**	**1**	**0**	**0**	**0**
10:00	40	0	8	17	0	13	0	0	2	0	0	0	0	0
10:15	39	0	9	13	2	12	0	0	2	1	0	0	0	0
10:30	45	0	13	17	2	12	0	0	0	1	0	0	0	0
10:45	38	0	12	12	1	11	1	0	0	1	0	0	0	0
Hr Total	**162**	**0**	**42**	**59**	**5**	**48**	**1**	**0**	**4**	**3**	**0**	**0**	**0**	**0**

EB FM 2920 East of US 290

September 11,2007

Mechanical Vehicle Classification

	EASTBOUND													
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
11:00	29	0	11	10	0	6	0	0	2	0	0	0	0	0
11:15	31	0	10	9	2	6	1	0	3	0	0	0	0	0
11:30	30	0	8	10	0	9	1	0	0	1	1	0	0	0
11:45	36	0	10	9	3	11	0	0	3	0	0	0	0	0
Hr Total	**126**	**0**	**39**	**38**	**5**	**32**	**2**	**0**	**8**	**1**	**1**	**0**	**0**	**0**
12:00	37	0	16	14	0	5	0	0	1	1	0	0	0	0
12:15	33	0	15	6	1	11	0	0	0	0	0	0	0	0
12:30	46	0	12	15	0	18	0	0	0	1	0	0	0	0
12:45	51	0	18	12	1	16	0	0	3	1	0	0	0	0
Hr Total	**167**	**0**	**61**	**47**	**2**	**50**	**0**	**0**	**4**	**3**	**0**	**0**	**0**	**0**
13:00	34	0	7	15	1	9	0	0	1	1	0	0	0	0
13:15	55	0	13	20	1	17	0	0	2	2	0	0	0	0
13:30	36	0	7	10	1	12	0	0	4	1	1	0	0	0
13:45	50	0	11	22	2	11	0	0	2	2	0	0	0	0
Hr Total	**175**	**0**	**38**	**67**	**5**	**49**	**0**	**0**	**9**	**6**	**1**	**0**	**0**	**0**
14:00	36	0	14	8	0	10	0	0	0	4	0	0	0	0
14:15	46	0	20	10	0	11	0	0	4	1	0	0	0	0
14:30	42	0	17	9	0	12	1	0	3	0	0	0	0	0
14:45	54	1	15	14	3	15	1	0	5	0	0	0	0	0
Hr Total	**178**	**1**	**66**	**41**	**3**	**48**	**2**	**0**	**12**	**5**	**0**	**0**	**0**	**0**
15:00	69	0	20	23	5	16	0	0	4	1	0	0	0	0
15:15	56	0	20	18	1	13	0	0	4	0	0	0	0	0
15:30	76	0	26	17	1	27	0	0	3	2	0	0	0	0
15:45	59	0	16	15	1	21	1	0	4	1	0	0	0	0
Hr Total	**260**	**0**	**82**	**73**	**8**	**77**	**1**	**0**	**15**	**4**	**0**	**0**	**0**	**0**
16:00	65	1	23	21	0	17	0	0	3	0	0	0	0	0
16:15	68	0	21	19	2	22	1	0	3	0	0	0	0	0
16:30	69	0	19	18	2	24	1	0	3	2	0	0	0	0
16:45	71	0	23	22	0	24	0	0	0	2	0	0	0	0
Hr Total	**273**	**1**	**86**	**80**	**4**	**87**	**2**	**0**	**9**	**4**	**0**	**0**	**0**	**0**
17:00	68	0	26	22	1	17	0	0	1	1	0	0	0	0
17:15	90	0	31	31	2	21	0	0	5	0	0	0	0	0
17:30	85	0	34	29	1	19	0	0	2	0	0	0	0	0
17:45	77	1	29	25	0	18	0	0	3	1	0	0	0	0
Hr Total	**320**	**1**	**120**	**107**	**4**	**75**	**0**	**0**	**11**	**2**	**0**	**0**	**0**	**0**
18:00	81	0	34	24	0	19	1	0	3	0	0	0	0	0
18:15	74	0	19	31	0	21	0	0	3	0	0	0	0	0
18:30	57	0	26	15	0	11	1	0	3	1	0	0	0	0
18:45	40	0	14	7	2	11	0	0	2	4	0	0	0	0
Hr Total	**252**	**0**	**93**	**77**	**2**	**62**	**2**	**0**	**11**	**5**	**0**	**0**	**0**	**0**
19:00	42	1	12	10	2	14	1	0	1	1	0	0	0	0
19:15	38	0	12	12	1	11	0	0	2	0	0	0	0	0
19:30	52	0	21	19	0	10	0	0	2	0	0	0	0	0
19:45	41	0	12	13	0	14	0	0	2	0	0	0	0	0
Hr Total	**173**	**1**	**57**	**54**	**3**	**49**	**1**	**0**	**7**	**1**	**0**	**0**	**0**	**0**
20:00	41	0	9	17	1	14	0	0	0	0	0	0	0	0
20:15	45	0	17	19	1	7	0	0	1	0	0	0	0	0
20:30	49	1	15	12	0	20	0	0	1	0	0	0	0	0
20:45	31	0	10	13	0	7	0	0	1	0	0	0	0	0
Hr Total	**166**	**1**	**51**	**61**	**2**	**48**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
21:00	32	0	8	11	1	11	0	0	1	0	0	0	0	0
21:15	36	0	15	6	0	14	0	0	1	0	0	0	0	0
21:30	35	0	14	13	0	7	0	0	1	0	0	0	0	0
21:45	25	0	8	11	0	6	0	0	0	0	0	0	0	0
Hr Total	**128**	**0**	**45**	**41**	**1**	**38**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**

EB FM 2920 East of US 290

September 11,2007

Mechanical Vehicle Classification

	EASTBOUND													
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
22:00	16	0	5	8	0	3	0	0	0	0	0	0	0	0
22:15	14	0	7	3	1	2	0	0	1	0	0	0	0	0
22:30	4	0	2	1	0	1	0	0	0	0	0	0	0	0
22:45	19	0	8	8	0	3	0	0	0	0	0	0	0	0
Hr Total	**53**	**0**	**22**	**20**	**1**	**9**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
23:00	12	0	5	1	0	6	0	0	0	0	0	0	0	0
23:15	8	0	2	3	0	3	0	0	0	0	0	0	0	0
23:30	7	0	3	2	0	1	0	0	0	1	0	0	0	0
23:45	10	0	5	2	1	2	0	0	0	0	0	0	0	0
Hr Total	**37**	**0**	**15**	**8**	**1**	**12**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
Gr. Total	3269	5	1057	1006	75	916	14	0	127	64	3	1	0	1
% of Total	100.0%	0.2%	32.3%	30.8%	2.3%	28.0%	0.4%	0.0%	3.9%	2.0%	0.1%	0.0%	0.0%	0.0%
	Total	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
	EASTBOUND													

WB FM 2920 East of US 290

September 11,2007

Mechanical Vehicle Classification

	WESTBOUND													
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
0:00	4	0	1	2	0	1	0	0	0	0	0	0	0	0
0:15	3	0	0	1	0	1	0	0	1	0	0	0	0	0
0:30	5	0	2	2	0	0	0	0	1	0	0	0	0	0
0:45	4	0	2	2	0	0	0	0	0	0	0	0	0	0
Hr Total	**16**	**0**	**5**	**7**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
1:00	3	0	1	2	0	0	0	0	0	0	0	0	0	0
1:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0
1:30	2	0	1	0	0	1	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**6**	**0**	**2**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2:15	5	0	2	1	0	2	0	0	0	0	0	0	0	0
2:30	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**8**	**0**	**3**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00	3	0	0	1	0	0	0	0	2	0	0	0	0	0
3:15	6	0	2	1	1	2	0	0	0	0	0	0	0	0
3:30	3	0	0	0	0	2	0	0	1	0	0	0	0	0
3:45	6	0	2	1	2	1	0	0	0	0	0	0	0	0
Hr Total	**18**	**0**	**4**	**3**	**3**	**5**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
4:00	5	0	0	2	0	0	0	0	3	0	0	0	0	0
4:15	6	0	1	1	0	2	0	0	2	0	0	0	0	0
4:30	6	0	2	1	1	1	0	0	1	0	0	0	0	0
4:45	17	0	5	5	0	5	0	0	2	0	0	0	0	0
Hr Total	**34**	**0**	**8**	**9**	**1**	**8**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**
5:00	8	0	1	4	1	1	0	0	1	0	0	0	0	0
5:15	17	0	4	3	0	8	0	0	2	0	0	0	0	0
5:30	27	0	11	8	0	6	0	0	2	0	0	0	0	0
5:45	27	0	12	5	0	9	0	0	1	0	0	0	0	0
Hr Total	**79**	**0**	**28**	**20**	**1**	**24**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**
6:00	25	0	6	11	0	8	0	0	0	0	0	0	0	0
6:15	32	0	9	8	0	15	0	0	0	0	0	0	0	0
6:30	39	0	9	14	0	13	0	0	3	0	0	0	0	0
6:45	61	0	22	17	3	16	0	0	3	0	0	0	0	0
Hr Total	**157**	**0**	**46**	**50**	**3**	**52**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**
7:00	85	0	28	26	1	23	1	0	4	1	1	0	0	0
7:15	69	0	25	16	2	23	0	0	3	0	0	0	0	0
7:30	73	0	17	25	1	26	0	0	4	0	0	0	0	0
7:45	60	0	22	22	0	11	0	0	5	0	0	0	0	0
Hr Total	**287**	**0**	**92**	**89**	**4**	**83**	**1**	**0**	**16**	**1**	**1**	**0**	**0**	**0**
8:00	71	0	25	12	3	28	0	0	3	0	0	0	0	0
8:15	67	0	22	19	1	18	0	0	6	1	0	0	0	0
8:30	56	0	15	22	2	13	0	0	4	0	0	0	0	0
8:45	70	0	26	19	0	21	0	0	4	0	0	0	0	0
Hr Total	**264**	**0**	**88**	**72**	**6**	**80**	**0**	**0**	**17**	**1**	**0**	**0**	**0**	**0**
9:00	43	0	9	16	2	11	0	0	5	0	0	0	0	0
9:15	48	0	16	12	3	9	0	0	8	0	0	0	0	0
9:30	50	0	13	16	2	16	0	0	3	0	0	0	0	0
9:45	50	0	13	16	2	15	0	0	3	1	0	0	0	0
Hr Total	**191**	**0**	**51**	**60**	**9**	**51**	**0**	**0**	**19**	**1**	**0**	**0**	**0**	**0**
10:00	44	0	13	19	1	8	0	0	3	0	0	0	0	0
10:15	39	0	11	11	1	11	0	0	5	0	0	0	0	0
10:30	49	0	20	19	0	7	0	0	3	0	0	0	0	0
10:45	41	0	9	16	1	11	0	0	4	0	0	0	0	0
Hr Total	**173**	**0**	**53**	**65**	**3**	**37**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**

WB FM 2920 East of US 290

September 11,2007

Mechanical Vehicle Classification

	WESTBOUND													
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
11:00	50	0	13	15	1	11	0	0	10	0	0	0	0	0
11:15	50	0	21	10	0	16	0	0	3	0	0	0	0	0
11:30	45	0	9	15	2	14	0	0	5	0	0	0	0	0
11:45	47	0	14	18	1	13	1	0	0	0	0	0	0	0
Hr Total	**192**	**0**	**57**	**58**	**4**	**54**	**1**	**0**	**18**	**0**	**0**	**0**	**0**	**0**
12:00	50	0	13	19	2	10	0	0	6	0	0	0	0	0
12:15	38	0	14	10	1	10	0	0	3	0	0	0	0	0
12:30	39	0	8	17	0	13	0	0	1	0	0	0	0	0
12:45	32	0	8	11	2	11	0	0	0	0	0	0	0	0
Hr Total	**159**	**0**	**43**	**57**	**5**	**44**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**
13:00	39	0	11	18	1	7	0	0	2	0	0	0	0	0
13:15	49	0	12	19	1	14	0	0	3	0	0	0	0	0
13:30	49	0	17	18	0	10	0	0	4	0	0	0	0	0
13:45	39	0	11	11	1	10	0	0	6	0	0	0	0	0
Hr Total	**176**	**0**	**51**	**66**	**3**	**41**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**
14:00	57	0	18	19	0	17	0	0	3	0	0	0	0	0
14:15	56	0	19	17	0	18	0	0	1	0	0	0	0	1
14:30	54	0	21	17	0	12	0	0	4	0	0	0	0	0
14:45	57	0	22	21	1	10	0	0	3	0	0	0	0	0
Hr Total	**224**	**0**	**80**	**74**	**1**	**57**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**1**
15:00	38	0	16	13	2	6	0	0	1	0	0	0	0	0
15:15	47	0	11	19	2	10	0	0	5	0	0	0	0	0
15:30	49	0	17	17	1	11	0	0	3	0	0	0	0	0
15:45	59	0	19	21	5	14	0	0	0	0	0	0	0	0
Hr Total	**193**	**0**	**63**	**70**	**10**	**41**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**
16:00	51	0	9	20	1	16	0	0	5	0	0	0	0	0
16:15	57	0	19	17	2	17	0	0	2	0	0	0	0	0
16:30	46	0	12	16	1	12	0	0	4	1	0	0	0	0
16:45	62	0	20	15	1	24	0	0	2	0	0	0	0	0
Hr Total	**216**	**0**	**60**	**68**	**5**	**69**	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**0**
17:00	60	0	23	21	6	9	0	0	1	0	0	0	0	0
17:15	78	0	27	21	1	27	0	0	2	0	0	0	0	0
17:30	72	0	25	32	0	12	0	0	3	0	0	0	0	0
17:45	74	0	21	24	0	25	0	0	4	0	0	0	0	0
Hr Total	**284**	**0**	**96**	**98**	**7**	**73**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**
18:00	56	0	16	19	0	17	0	0	4	0	0	0	0	0
18:15	48	0	19	17	1	9	0	0	2	0	0	0	0	0
18:30	51	0	18	19	2	11	0	0	1	0	0	0	0	0
18:45	58	0	19	24	0	13	0	0	2	0	0	0	0	0
Hr Total	**213**	**0**	**72**	**79**	**3**	**50**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**
19:00	43	0	12	16	1	10	0	0	4	0	0	0	0	0
19:15	31	0	13	9	1	7	0	0	1	0	0	0	0	0
19:30	48	0	17	16	0	10	0	0	5	0	0	0	0	0
19:45	27	0	11	7	1	7	0	0	1	0	0	0	0	0
Hr Total	**149**	**0**	**53**	**48**	**3**	**34**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**
20:00	41	1	14	20	0	5	0	0	1	0	0	0	0	0
20:15	19	0	7	6	0	5	0	0	0	1	0	0	0	0
20:30	31	0	9	8	1	11	0	0	2	0	0	0	0	0
20:45	26	0	13	5	0	7	0	0	1	0	0	0	0	0
Hr Total	**117**	**1**	**43**	**39**	**1**	**28**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**
21:00	19	0	6	7	0	6	0	0	0	0	0	0	0	0
21:15	22	0	8	5	0	9	0	0	0	0	0	0	0	0
21:30	17	0	7	7	0	3	0	0	0	0	0	0	0	0
21:45	10	0	6	3	0	1	0	0	0	0	0	0	0	0
Hr Total	**68**	**0**	**27**	**22**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

WB FM 2920 East of US 290

September 11,2007

Mechanical Vehicle Classification

	WESTBOUND													
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
22:00	13	0	6	4	0	3	0	0	0	0	0	0	0	0
22:15	12	0	5	7	0	0	0	0	0	0	0	0	0	0
22:30	10	0	6	3	0	1	0	0	0	0	0	0	0	0
22:45	5	0	2	2	0	1	0	0	0	0	0	0	0	0
Hr Total	**40**	**0**	**19**	**16**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
23:00	5	0	0	2	0	2	0	0	1	0	0	0	0	0
23:15	3	0	2	1	0	0	0	0	0	0	0	0	0	0
23:30	6	0	4	0	0	2	0	0	0	0	0	0	0	0
23:45	7	0	3	2	0	1	0	0	1	0	0	0	0	0
Hr Total	**21**	**0**	**9**	**5**	**0**	**5**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
Gr. Total	3285	1	1053	1081	72	865	2	0	204	5	1	0	0	1
% of Total	100.0%	0.0%	32.1%	32.9%	2.2%	26.3%	0.1%	0.0%	6.2%	0.2%	0.0%	0.0%	0.0%	0.0%
	Total	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**
	WESTBOUND													

Texas Transportation Institute
701 N. Post Oak, Suite 430
Houston, Texas 77024

Location : FM 2920 EB W. OF FALVEL
Direction : FM 2920 EB
Weather : RAIN

DirectiorEB1

Site: 0064A-2568
Date: 05/07/07

Interval Begin	Mon 5/7	Tue 5/8	Wed 5/9	Thu 5/10	Fri 5/11	Sat 5/12	Sun 5/13	Weekday Avg	Week Avg
12:AM	*	*	*	83	109	276	322	96	197
1:00	*	*	*	58	72	140	230	65	125
2:00	*	*	*	67	72	135	166	69	110
3:00	*	*	*	82	106	116	86	94	97
4:00	*	*	*	193	180	120	86	186	144
5:00	*	*	*	722	696	250	158	709	456
6:00	*	*	*	1,480	1,414	421	208	1,447	880
7:00	*	*	*	1,530	1,510	752	371	1,520	1,040
8:00	*	*	*	1,448	1,494	1,039	598	1,471	1,144
9:00	*	*	*	1,210	1,256	1,234	940	1,233	1,160
10:00	*	*	*	1,100	1,208	1,384	1,084	1,154	1,194
11:00	*	*	1,074	1,106	1,209	1,388	1,144	1,129	1,184
12:PM	*	*	1,078	1,195	1,212	1,493	1,260	1,161	1,247
1:00	*	*	1,099	1,092	1,179	1,357	1,132	1,123	1,171
2:00	*	*	1,192	1,171	1,274	1,276	1,024	1,212	1,187
3:00	*	*	1,203	1,282	1,432	1,283	1,072	1,305	1,254
4:00	*	*	1,260	1,310	1,443	1,345	1,026	1,337	1,276
5:00	*	*	1,426	1,400	1,430	1,204	940	1,418	1,280
6:00	*	*	1,236	1,306	1,346	1,091	960	1,296	1,187
7:00	*	*	866	1,097	1,093	990	868	1,018	982
8:00	*	*	764	796	964	882	762	841	833
9:00	*	*	556	569	774	802	578	633	655
10:00	*	*	357	360	622	650	384	446	474
11:00	*	*	211	203	504	456	198	306	314
Totals	0	0	12,322	20,860	22,599	20,084	15,597	21,269	19,591
AM Peak	*	*	11:00	7:00	7:00	11:00	11:00	7:00	10:00
Volume	*	*	1,074	1,530	1,510	1,388	1,144	1,520	1,194
PM Peak	*	*	5:00	5:00	4:00	12:00	12:00	5:00	5:00
Volume	*	*	1,426	1,400	1,443	1,493	1,260	1,418	1,280

Texas Transportation Institute

701 N. Post Oak, Suite 430
Houston, Texas 77024

Appendix D - Traffic Count Raw Data

Location : FM 2920 WB E. OF FALVEL
Direction : FM 2920 WB
Weather : RAIN

DirectiorWB1

Site: 0064A-2563
Date: 05/07/07

Interval Begin	Mon 5/7	Tue 5/8	Wed 5/9	Thu 5/10	Fri 5/11	Sat 5/12	Sun 5/13	Weekday Avg	Week Avg
12:AM	*	*	*	0	182	314	376	91	218
1:00	*	*	*	28	171	216	284	99	174
2:00	*	*	*	100	108	190	217	104	153
3:00	*	*	*	91	84	133	131	87	109
4:00	*	*	*	108	89	97	78	98	93
5:00	*	*	*	294	273	158	106	283	207
6:00	*	*	*	712	670	364	220	691	491
7:00	*	*	*	1,122	1,124	654	290	1,123	797
8:00	*	*	*	1,051	1,025	754	426	1,038	814
9:00	*	*	*	888	924	882	560	906	813
10:00	*	*	*	890	966	1,052	734	928	910
11:00	*	*	918	962	1,062	1,096	940	980	995
12:PM	*	*	909	963	1,100	1,266	1,044	990	1,056
1:00	*	*	1,041	1,080	1,017	1,177	955	1,046	1,054
2:00	*	*	1,188	1,172	1,294	1,264	1,008	1,218	1,185
3:00	*	*	1,264	1,378	1,444	1,229	1,061	1,362	1,275
4:00	*	*	1,366	1,423	1,474	1,182	1,040	1,421	1,297
5:00	*	*	1,412	1,444	1,374	1,232	992	1,410	1,290
6:00	*	*	1,401	1,355	1,396	1,102	1,038	1,384	1,258
7:00	*	*	1,070	1,157	1,118	977	885	1,115	1,041
8:00	*	*	766	816	947	918	746	843	838
9:00	*	*	8	724	874	890	672	535	633
10:00	*	*	5	444	726	660	454	391	457
11:00	*	*	4	261	477	578	276	247	319
Totals	0	0	11,352	18,463	19,919	18,385	14,533	18,390	17,477
AM Peak	*	*	11:00	7:00	7:00	11:00	11:00	7:00	11:00
Volume	*	*	918	1,122	1,124	1,096	940	1,123	995
PM Peak	*	*	5:00	5:00	4:00	12:00	3:00	4:00	4:00
Volume	*	*	1,412	1,444	1,474	1,266	1,061	1,421	1,297

Texas Transportation Institute
701 N. Post Oak, Suite 430
Houston, Texas 77024

Location : FALVEL NB S. OF FM 2920
Direction : FALVEL NB
Weather : RAIN

DirectionNB1

Site: 00064A-2572
Date: 05/07/07

Interval Begin	Mon 5/7	Tue 5/8	Wed 5/9	Thu 5/10	Fri 5/11	Sat 5/12	Sun 5/13	Weekday Avg	Week Avg
12:AM	*	*	*	31	28	50	54	29	40
1:00	*	*	*	19	12	29	46	15	26
2:00	*	*	*	10	9	27	34	9	20
3:00	*	*	*	18	10	19	16	14	15
4:00	*	*	*	14	14	12	11	14	12
5:00	*	*	*	36	40	12	10	38	24
6:00	*	*	*	188	125	63	26	156	100
7:00	*	*	*	284	248	104	65	266	175
8:00	*	*	*	368	376	180	124	372	262
9:00	*	*	*	198	199	218	173	198	197
10:00	*	*	*	168	178	264	204	173	203
11:00	*	*	218	198	211	289	201	209	223
12:PM	*	*	206	228	238	280	292	224	248
1:00	*	*	246	226	280	317	238	250	261
2:00	*	*	344	392	378	254	192	371	312
3:00	*	*	290	362	358	290	196	336	299
4:00	*	*	420	410	410	273	194	413	341
5:00	*	*	456	456	435	253	213	449	362
6:00	*	*	444	408	394	228	198	415	334
7:00	*	*	277	354	252	226	186	294	259
8:00	*	*	265	302	234	197	146	267	228
9:00	*	*	272	154	239	178	104	221	189
10:00	*	*	188	86	148	131	83	140	127
11:00	*	*	63	42	114	90	32	73	68
Totals	0	0	3,689	4,952	4,930	3,984	3,038	4,946	4,325
AM Peak	*	*	11:00	8:00	8:00	11:00	10:00	8:00	8:00
Volume	*	*	218	368	376	289	204	372	262
PM Peak	*	*	5:00	5:00	5:00	1:00	12:00	5:00	5:00
Volume	*	*	456	456	435	317	292	449	362

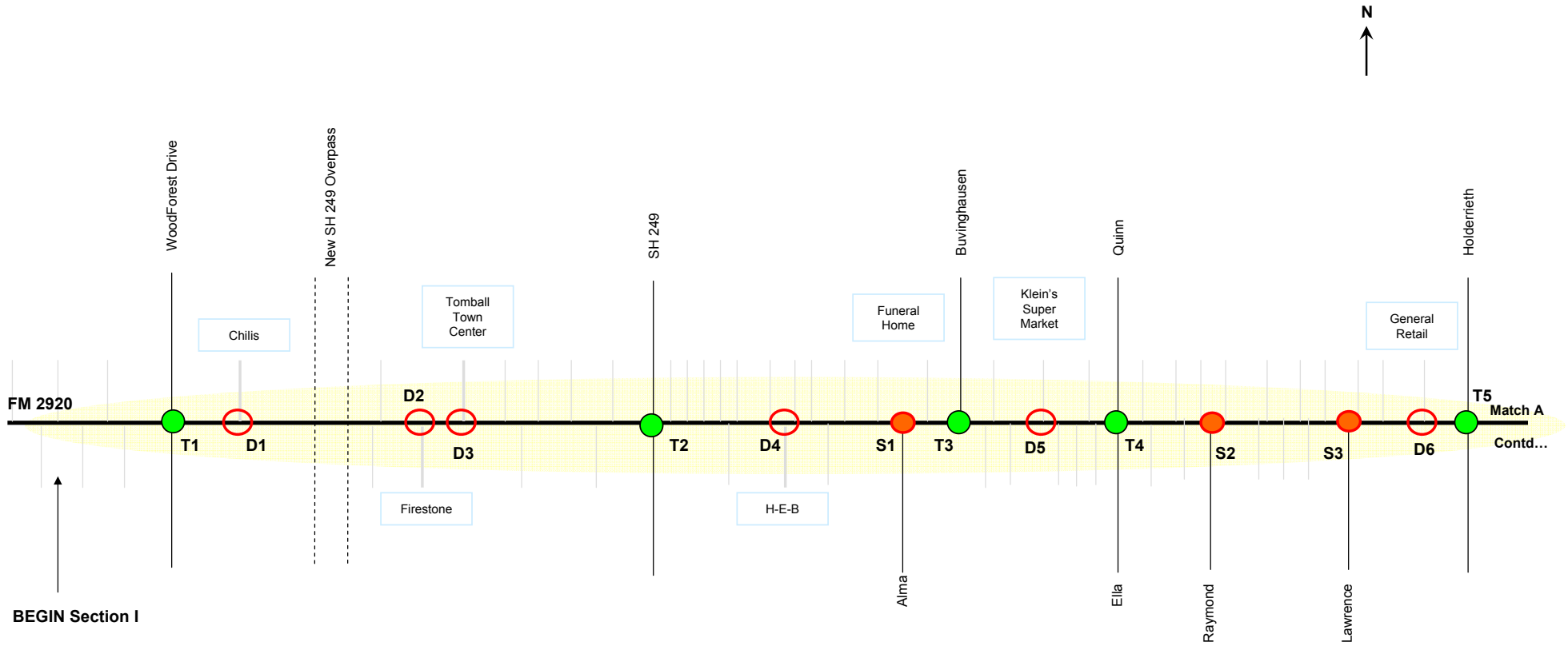
Texas Transportation Institute
701 N. Post Oak, Suite 430
Houston, Texas 77024

Location : FALVEL SB N. OF FM 2920
Direction : FALVEL SB
Weather : RAIN

Site: 0064a-3635
Date: 05/07/07

DirectiorSB1

Interval Begin	Mon 5/7	Tue 5/8	Wed 5/9	Thu 5/10	Fri 5/11	Sat 5/12	Sun 5/13	Weekday Avg	Week Avg
12:AM	*	*	*	58	16	38	41	37	38
1:00	*	*	*	36	8	27	27	22	24
2:00	*	*	*	3	16	24	22	9	16
3:00	*	*	*	12	10	27	11	11	15
4:00	*	*	*	22	16	16	11	19	16
5:00	*	*	*	82	66	35	15	74	49
6:00	*	*	*	383	351	61	22	367	204
7:00	*	*	*	626	546	122	60	586	338
8:00	*	*	*	444	453	176	125	448	299
9:00	*	*	*	201	230	292	170	215	223
10:00	*	*	*	166	207	241	238	186	213
11:00	*	*	184	180	216	210	190	193	196
12:PM	*	*	192	182	188	281	210	187	210
1:00	*	*	194	206	180	247	215	193	208
2:00	*	*	200	243	245	213	169	229	214
3:00	*	*	276	309	310	222	176	298	258
4:00	*	*	286	316	300	226	187	300	263
5:00	*	*	458	526	448	232	155	477	363
6:00	*	*	424	488	366	280	146	426	340
7:00	*	*	232	399	245	194	162	292	246
8:00	*	*	208	194	178	149	118	193	169
9:00	*	*	290	127	114	154	86	177	154
10:00	*	*	148	78	88	100	66	104	96
11:00	*	*	152	36	82	84	28	90	76
Totals	0	0	3,244	5,317	4,879	3,651	2,650	5,133	4,228
AM Peak	*	*	11:00	7:00	7:00	9:00	10:00	7:00	7:00
Volume	*	*	184	626	546	292	238	586	338
PM Peak	*	*	5:00	5:00	5:00	12:00	1:00	5:00	5:00
Volume	*	*	458	526	448	281	215	477	363



LEGEND

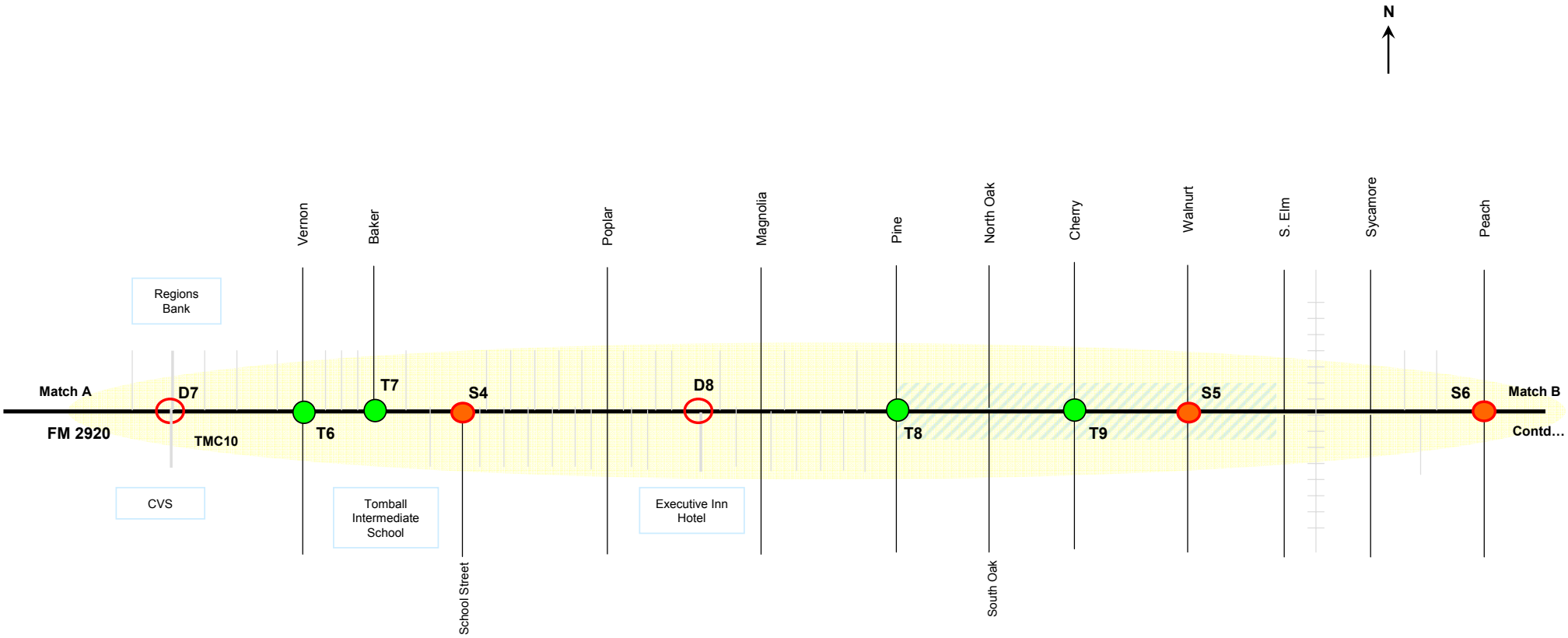
- **– Signalized Intersection (T1)**
- **– Stop-Controlled Intersection (S1)**
- **– Driveway Count (D1)**
- **– VISSIM Model Corridor**
- **– On-Street Parking**

SECTION I – Woodforest Drive (West of SH 249) to Willow Street

(Sheet 1)

Traffic Count Data Collection

FM 2920 Access Management Study



LEGEND

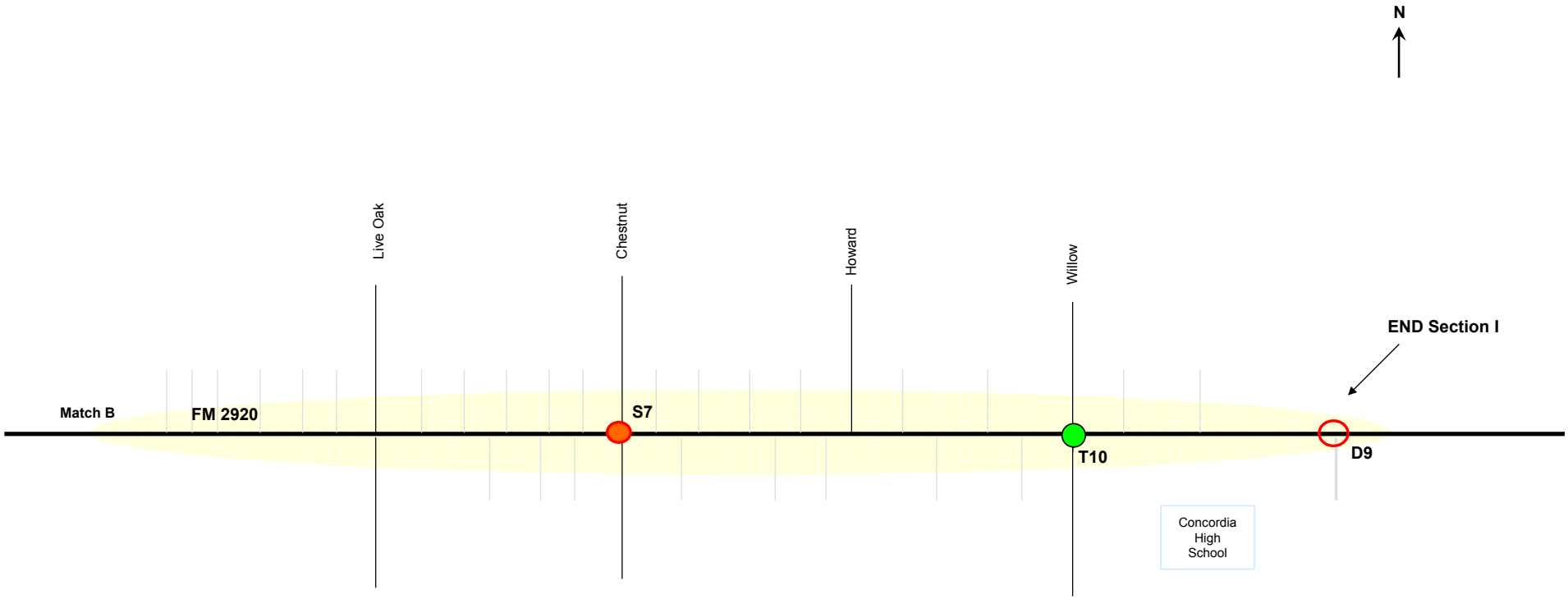
- **– Signalized Intersection (T1)**
- **– Stop-Controlled Intersection (S1)**
- **– Driveway Count (D1)**
- **– VISSIM Model Corridor**
- **– On-Street Parking**

SECTION I – Woodforest Drive (West of SH 249) to Willow Street

(sheet 2)

Traffic Count Data Collection

FM 2920 Access Management Study



LEGEND

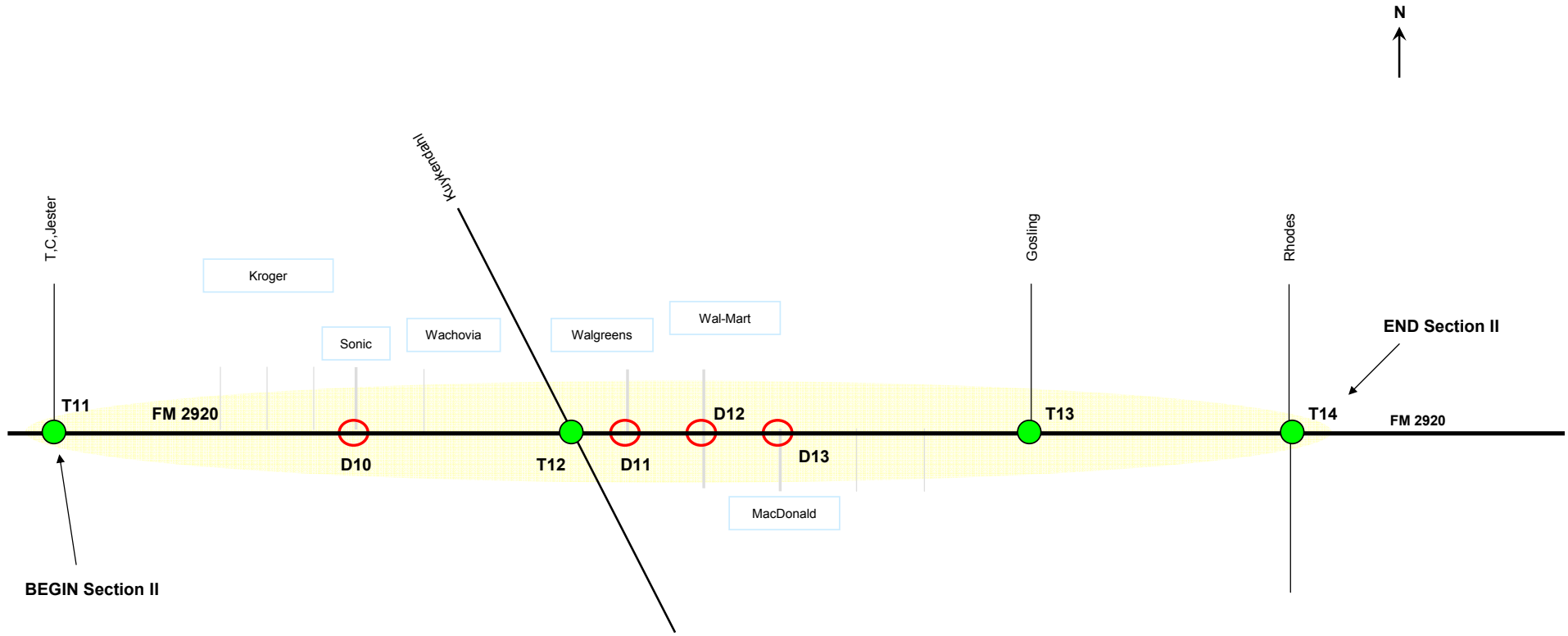
- **– Signalized Intersection (T1)**
- **– Stop-Controlled Intersection (S1)**
- **– Driveway Count (D1)**
- **– VISSIM Model Corridor**
- **– On-Street Parking**

SECTION I – Woodforest Drive (West of SH 249) to Willow Street

(sheet 3)

Traffic Count Data Collection

FM 2920 Access Management Study



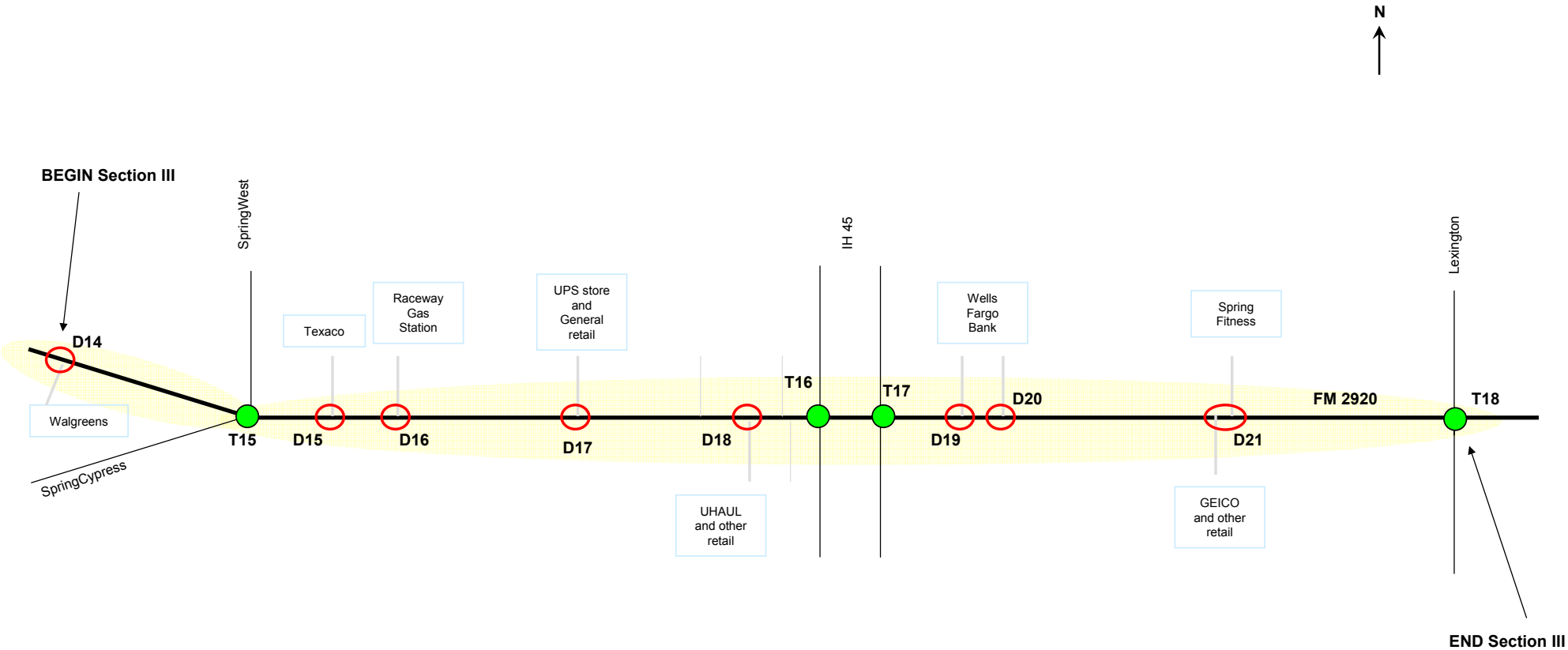
LEGEND

- **– Signalized Intersection (T1)**
- **– Stop-Controlled Intersection (S1)**
- **– Driveway Count (D1)**
- **– VISSIM Model Corridor**
- **– On-Street Parking**

SECTION II – T.C.Jester to Rhodes

Traffic Count Data Collection

FM 2920 Access Management Study



LEGEND

- **– Signalized Intersection (T1)**
- **– Stop-Controlled Intersection (S1)**
- **– Driveway Count (D1)**
- **– VISSIM Model Corridor**
- **– On-Street Parking**

SECTION III – Spring Cypress/Springwest to Lexington

Traffic Count Data Collection

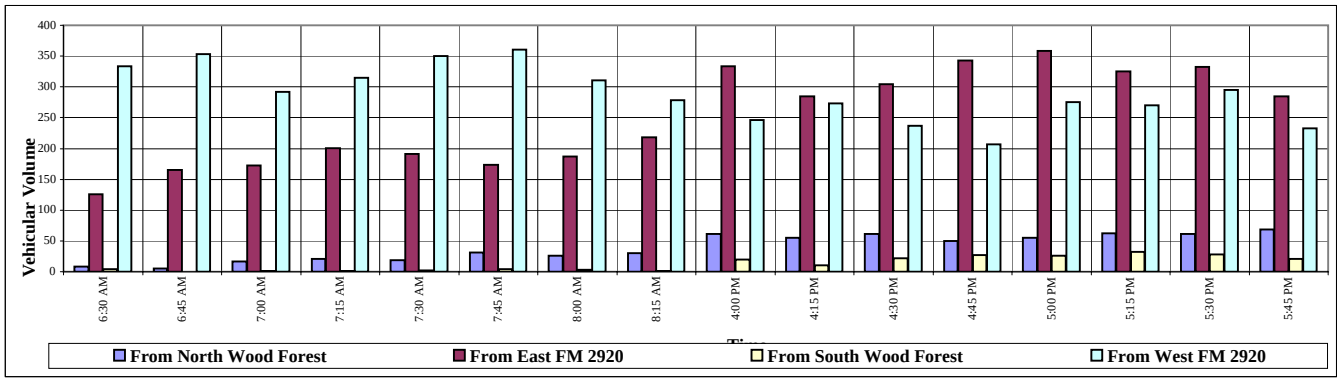
FM 2920 Access Management Study

FM 2920 at Wood Forest

September 25, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Wood Forest				FM 2920				Wood Forest				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	7	0	1	0	7	109	10	0	1	0	3	0	3	327	3	0
6:45	3	0	2	0	5	142	18	0	0	0	0	0	2	350	1	0
Hr. Total:	**10**	**0**	**3**	**0**	**12**	**251**	**28**	**0**	**1**	**0**	**3**	**0**	**5**	**677**	**4**	**0**
7:00	12	1	4	0	3	161	8	0	0	1	0	0	4	285	3	0
7:15	16	3	2	0	8	181	12	0	0	1	0	0	3	311	1	0
7:30	15	0	4	0	6	165	20	0	1	1	0	0	2	345	3	0
7:45	24	2	5	0	5	150	18	0	1	0	3	0	8	350	3	0
Hr. Total:	**67**	**6**	**15**	**0**	**22**	**657**	**58**	**0**	**2**	**3**	**3**	**0**	**17**	**1291**	**10**	**0**
8:00	20	1	5	0	2	147	38	0	0	2	1	0	12	290	9	0
8:15	22	1	7	0	7	180	31	0	0	1	0	0	9	264	5	0
Hr. Total:	**42**	**2**	**12**	**0**	**9**	**327**	**69**	**0**	**0**	**3**	**1**	**0**	**21**	**554**	**14**	**0**
16:00	48	6	7	0	16	287	31	0	5	4	11	0	11	224	11	0
16:15	42	5	8	0	15	249	21	0	4	0	6	0	10	256	7	0
16:30	44	6	11	0	15	259	30	0	4	0	18	0	8	221	8	0
16:45	40	1	9	0	20	290	33	0	11	3	13	0	8	191	8	0
Hr. Total:	**174**	**18**	**35**	**0**	**66**	**1085**	**115**	**0**	**24**	**7**	**48**	**0**	**37**	**892**	**34**	**0**
17:00	47	3	5	0	6	315	37	0	11	2	13	0	5	263	7	0
17:15	53	1	8	0	25	264	36	0	11	1	20	0	13	249	8	0
17:30	47	4	10	0	11	295	26	0	6	1	21	0	10	275	10	0
17:45	61	3	5	0	9	240	36	0	8	1	12	0	13	214	6	0
Hr. Total:	**208**	**11**	**28**	**0**	**51**	**1114**	**135**	**0**	**36**	**5**	**66**	**0**	**41**	**1001**	**31**	**0**
Gr. Total	501	37	93	0	160	3434	405	0	63	18	121	0	121	4415	93	0
% of Tot.	5%	0%	1%	0%	2%	36%	4%	0%	1%	0%	1%	0%	1%	47%	1%	0%
Apprch%	7%				42%				2%				49%			
% of Apprch	79%	6%	15%	0%	4%	86%	10%	0%	31%	9%	60%	0%	3%	95%	2%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Wood Forest				FM 2920				Wood Forest				FM 2920			
	From North				**From East**				**From South**				**From West**			

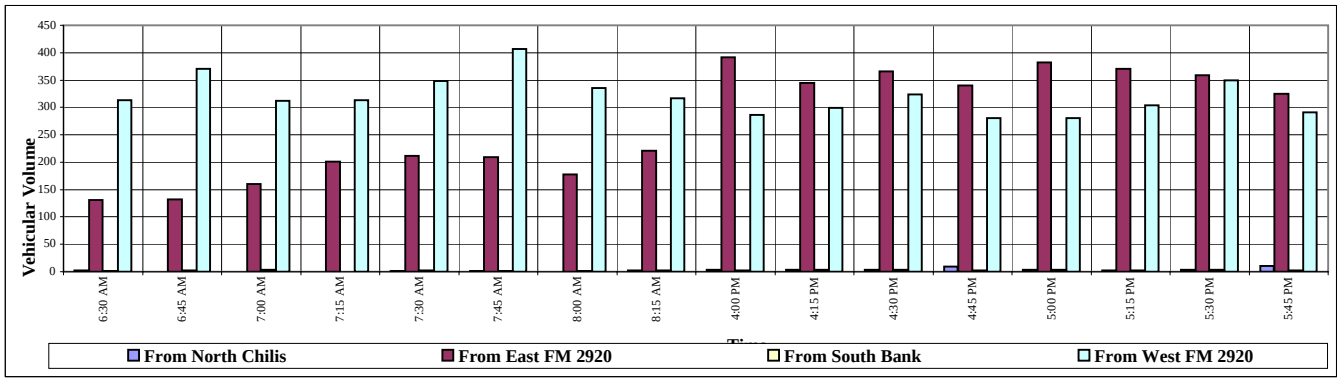


FM 2920 at Chilis

September 25, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Chilis				FM 2920				Bank				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	2	0	0	0	0	127	4	0	0	0	1	0	0	313	0	0
6:45	0	0	0	0	1	127	4	0	0	0	2	0	1	370	0	0
Hr. Total:	**2**	**0**	**0**	**0**	**1**	**254**	**8**	**0**	**0**	**0**	**3**	**0**	**1**	**683**	**0**	**0**
7:00	0	0	0	0	0	156	4	0	0	0	3	0	0	312	0	0
7:15	0	0	0	0	0	199	2	0	0	0	0	0	0	313	0	0
7:30	1	0	0	0	0	204	8	0	0	0	2	0	0	348	0	0
7:45	0	0	1	0	0	199	10	0	0	0	1	0	0	407	0	0
Hr. Total:	**1**	**0**	**1**	**0**	**0**	**758**	**24**	**0**	**0**	**0**	**6**	**0**	**0**	**1380**	**0**	**0**
8:00	0	0	0	0	1	173	4	0	0	0	1	0	0	335	0	0
8:15	1	0	1	0	1	208	12	0	0	0	2	0	2	315	0	0
Hr. Total:	**1**	**0**	**1**	**0**	**2**	**381**	**16**	**0**	**0**	**0**	**3**	**0**	**2**	**650**	**0**	**0**
16:00	1	0	2	2	0	374	18	0	0	0	2	0	2	284	0	0
16:15	1	0	2	0	2	326	17	0	0	0	4	0	0	298	1	0
16:30	4	0	0	0	2	334	30	0	0	0	3	0	0	324	0	0
16:45	3	0	6	0	0	283	57	3	0	0	2	0	0	281	0	0
Hr. Total:	**9**	**0**	**10**	**2**	**4**	**1317**	**122**	**3**	**0**	**0**	**11**	**0**	**2**	**1187**	**1**	**0**
17:00	2	0	1	0	0	363	19	0	0	0	4	0	0	281	0	0
17:15	1	0	1	1	0	355	15	0	0	0	2	0	1	303	0	0
17:30	1	0	2	0	0	343	16	0	0	0	4	0	0	349	0	0
17:45	4	0	6	0	0	302	23	0	0	0	2	0	0	291	0	0
Hr. Total:	**8**	**0**	**10**	**1**	**0**	**1363**	**73**	**0**	**0**	**0**	**12**	**0**	**1**	**1224**	**0**	**0**
Gr. Total	21	0	22	3	7	4073	243	3	0	0	35	0	6	5124	1	0
% of Tot.	0%	0%	0%	0%	0%	43%	3%	0%	0%	0%	0%	0%	0%	54%	0%	0%
Apprch%	0%				45%				0%				54%			
% of Apprch	46%	0%	48%	7%	0%	94%	6%	0%	0%	0%	100%	0%	0%	100%	0%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Chilis				FM 2920				Bank				FM 2920			
	From North				**From East**				**From South**				**From West**			

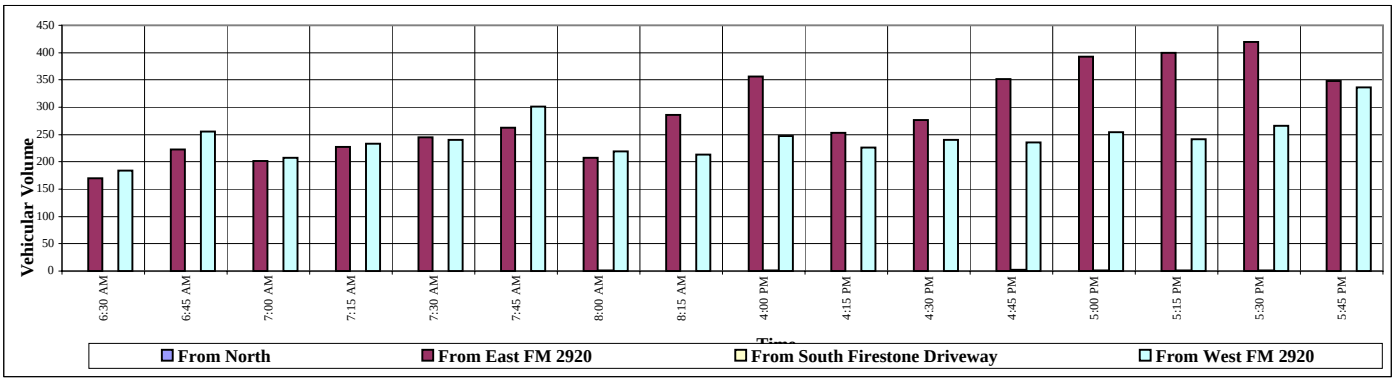


FM 2920 at Firestone Driveway

September 26, 2007

Turning Movement Count

	From North				From East				From South				From West			
					FM 2920				Firestone Driveway				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	0	0	0	0	0	170	0	0	0	0	0	0	0	184	0	0
6:45	0	0	0	0	0	223	0	0	0	0	0	0	0	256	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**393**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**440**	**0**	**0**
7:00	0	0	0	0	0	202	0	0	0	0	0	0	0	206	2	0
7:15	0	0	0	0	0	227	0	0	0	0	0	0	1	230	2	0
7:30	0	0	0	0	0	245	0	0	0	0	0	0	0	237	3	0
7:45	0	0	0	0	0	262	0	0	0	0	0	0	0	298	3	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**936**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**971**	**10**	**0**
8:00	0	0	0	0	0	208	0	0	0	0	1	0	0	215	4	0
8:15	0	0	0	0	0	286	0	0	0	0	0	0	0	213	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**494**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**428**	**4**	**0**
16:00	0	0	0	0	0	356	0	0	0	0	1	0	0	247	0	0
16:15	0	0	0	0	0	253	0	0	0	0	0	0	0	225	1	0
16:30	0	0	0	0	0	276	0	0	0	0	0	0	0	239	1	0
16:45	0	0	0	0	0	352	0	0	0	0	2	0	0	235	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**1237**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**946**	**2**	**0**
17:00	0	0	0	0	0	392	0	0	0	0	1	0	1	252	1	0
17:15	0	0	0	0	0	400	0	0	0	0	1	0	1	240	0	0
17:30	0	0	0	0	0	419	0	0	0	0	1	0	0	264	2	0
17:45	0	0	0	0	0	348	0	0	0	0	0	0	0	334	2	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**1559**	**0**	**0**	**0**	**0**	**3**	**0**	**2**	**1090**	**5**	**0**
Gr. Total	0	0	0	0	0	4619	0	0	0	0	7	0	3	3875	21	0
% of Tot.	0%	0%	0%	0%	0%	54%	0%	0%	0%	0%	0%	0%	0%	45%	0%	0%
Apprch%	0%				54%				0%				46%			
% of Apprch	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0%	100%	0%	0%	0%	0%	100%	0%	0%	99%	1%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
					FM 2920				Firestone Driveway				FM 2920			
	From North				**From East**				**From South**				**From West**			

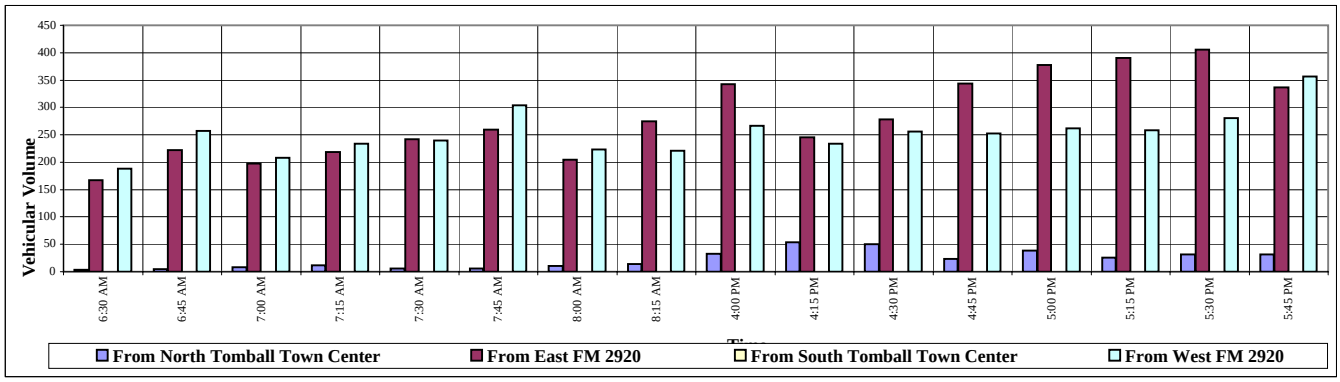


FM 2920 at Tomball Town Center

September 26, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Tomball Town Center				FM 2920				Tomball Town Center				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	0	0	3	0	0	167	0	0	0	0	0	0	4	184	0	0
6:45	0	0	5	0	0	218	4	0	0	0	0	0	1	256	0	0
Hr. Total:	**0**	**0**	**8**	**0**	**0**	**385**	**4**	**0**	**0**	**0**	**0**	**0**	**5**	**440**	**0**	**0**
7:00	0	0	8	0	0	194	3	0	0	0	0	0	2	206	0	0
7:15	0	0	12	0	0	215	3	0	0	0	0	0	4	230	0	0
7:30	0	0	6	0	0	239	3	0	0	0	0	0	3	237	0	0
7:45	0	0	6	0	0	256	3	0	0	0	0	0	6	298	0	0
Hr. Total:	**0**	**0**	**32**	**0**	**0**	**904**	**12**	**0**	**0**	**0**	**0**	**0**	**15**	**971**	**0**	**0**
8:00	1	0	10	0	0	198	6	0	0	0	0	0	7	216	0	0
8:15	1	0	13	0	0	273	2	0	0	0	0	0	8	213	0	0
Hr. Total:	**2**	**0**	**23**	**0**	**0**	**471**	**8**	**0**	**0**	**0**	**0**	**0**	**15**	**429**	**0**	**0**
16:00	1	0	32	0	0	324	18	0	0	0	0	0	19	248	0	0
16:15	1	36	17	0	1	236	8	0	0	0	0	0	5	225	4	0
16:30	0	33	17	0	0	259	19	0	0	0	0	0	13	239	4	0
16:45	1	0	22	0	0	330	14	0	0	0	0	0	16	237	0	0
Hr. Total:	**3**	**69**	**88**	**0**	**1**	**1149**	**59**	**0**	**0**	**0**	**0**	**0**	**53**	**949**	**8**	**0**
17:00	6	0	32	0	0	360	17	0	0	0	0	0	9	253	0	0
17:15	1	0	25	0	0	375	15	0	0	0	0	0	17	241	0	0
17:30	3	0	29	0	0	390	16	0	0	0	0	0	16	265	0	0
17:45	2	0	30	0	0	318	19	0	0	0	0	0	22	334	0	0
Hr. Total:	**12**	**0**	**116**	**0**	**0**	**1443**	**67**	**0**	**0**	**0**	**0**	**0**	**64**	**1093**	**0**	**0**
Gr. Total	17	69	267	0	1	4352	150	0	0	0	0	0	152	3882	8	0
% of Tot.	0%	1%	3%	0%	0%	49%	2%	0%	0%	0%	0%	0%	2%	44%	0%	0%
Apprch%	4%				51%				0%				45%			
% of Apprch	5%	20%	76%	0%	0%	97%	3%	0%	#####	#####	#####	#####	4%	96%	0%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Tomball Town Center				FM 2920				Tomball Town Center				FM 2920			
	From North				**From East**				**From South**				**From West**			

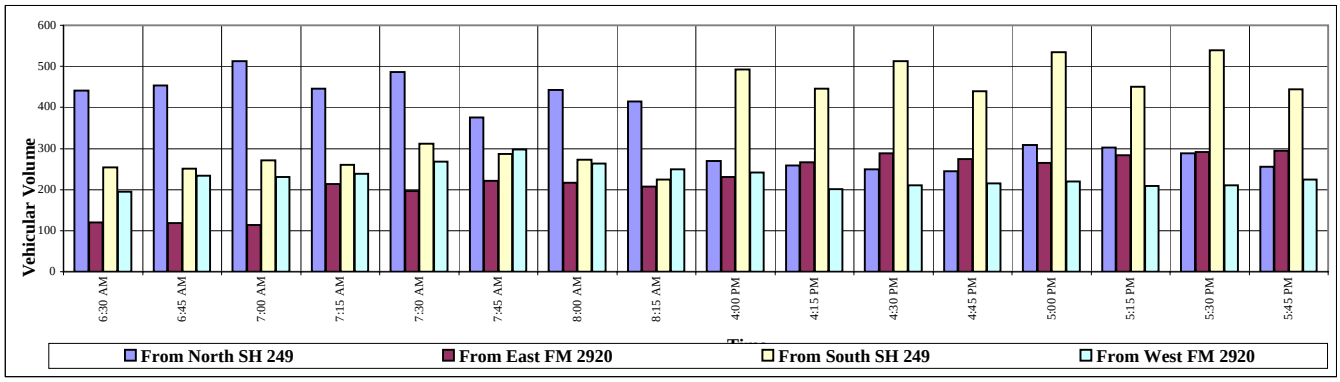


FM 2920 at SH 249

September 25, 2007

Turning Movement Count

	From North				From East				From South				From West			
	SH 249				FM 2920				SH 249				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	58	310	73	0	54	41	25	0	43	190	21	0	47	127	21	0
6:45	75	316	62	0	51	42	25	0	38	181	32	0	50	151	33	0
Hr. Total:	**133**	**626**	**135**	**0**	**105**	**83**	**50**	**0**	**81**	**371**	**53**	**0**	**97**	**278**	**54**	**0**
7:00	69	365	79	0	47	49	18	0	48	198	25	0	48	162	20	0
7:15	71	297	77	0	63	114	37	0	53	188	20	0	40	175	23	0
7:30	69	357	60	0	53	109	35	0	59	226	27	0	54	172	42	0
7:45	65	257	53	0	68	116	38	0	63	186	37	0	66	192	39	0
Hr. Total:	**274**	**1276**	**269**	**0**	**231**	**388**	**128**	**0**	**223**	**798**	**109**	**0**	**208**	**701**	**124**	**0**
8:00	66	310	67	0	67	113	36	0	68	183	21	0	32	183	49	0
8:15	57	314	43	0	71	97	39	0	51	138	36	0	50	169	31	0
Hr. Total:	**123**	**624**	**110**	**0**	**138**	**210**	**75**	**0**	**119**	**321**	**57**	**0**	**82**	**352**	**80**	**0**
16:00	49	166	55	0	66	128	37	0	109	358	26	0	64	155	22	0
16:15	39	171	49	0	74	143	49	0	88	314	44	0	74	105	22	0
16:30	38	164	47	0	59	170	60	0	110	375	28	0	83	112	16	0
16:45	45	158	41	0	65	157	53	0	95	321	24	0	97	97	21	0
Hr. Total:	**171**	**659**	**192**	**0**	**264**	**598**	**199**	**0**	**402**	**1368**	**122**	**0**	**318**	**469**	**81**	**0**
17:00	64	213	32	0	66	152	47	0	117	397	21	0	82	111	26	0
17:15	60	183	60	0	68	179	36	1	103	332	16	0	89	104	16	0
17:30	46	186	57	0	53	177	61	0	91	422	27	0	71	119	21	0
17:45	42	166	48	0	73	171	50	0	78	358	8	0	85	116	24	0
Hr. Total:	**212**	**748**	**197**	**0**	**260**	**679**	**194**	**1**	**389**	**1509**	**72**	**0**	**327**	**450**	**87**	**0**
Gr. Total	913	3933	903	0	998	1958	646	1	1214	4367	413	0	1032	2250	426	0
% of Tot.	5%	21%	5%	0%	5%	10%	3%	0%	6%	23%	2%	0%	5%	12%	2%	0%
Apprch%	30%				19%				31%				19%			
% of Apprch	16%	68%	16%	0%	28%	54%	18%	0%	20%	73%	7%	0%	28%	61%	11%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	SH 249				FM 2920				SH 249				FM 2920			
	From North				**From East**				**From South**				**From West**			

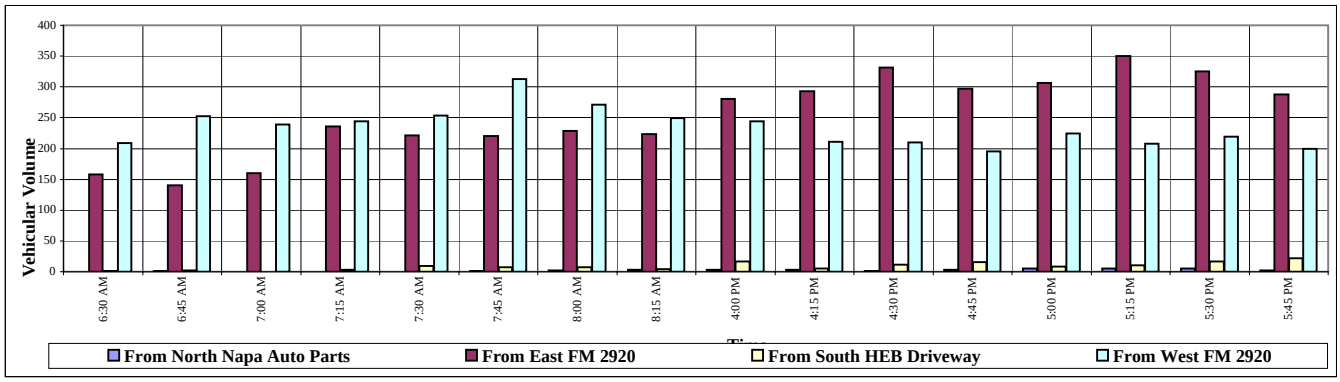


FM 2920 at HEB Driveway

September 25, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Napa Auto Parts				FM 2920				HEB Driveway				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	0	0	0	0	3	155	0	0	0	0	1	0	0	208	1	0
6:45	0	0	1	0	4	136	0	0	1	0	1	0	1	250	1	0
Hr. Total:	**0**	**0**	**1**	**0**	**7**	**291**	**0**	**0**	**1**	**0**	**2**	**0**	**1**	**458**	**2**	**0**
7:00	0	0	0	0	3	157	0	0	0	0	0	0	0	239	0	0
7:15	0	0	0	0	3	233	0	0	0	0	3	0	0	244	0	0
7:30	0	0	0	0	6	214	1	0	0	1	8	0	0	253	0	0
7:45	0	0	1	0	2	218	0	0	2	0	5	0	0	313	0	0
Hr. Total:	**0**	**0**	**1**	**0**	**14**	**822**	**1**	**0**	**2**	**1**	**16**	**0**	**0**	**1049**	**0**	**0**
8:00	0	0	2	0	9	218	2	0	0	0	7	0	0	270	1	0
8:15	1	0	2	0	4	216	3	0	2	0	2	0	1	246	2	0
Hr. Total:	**1**	**0**	**4**	**0**	**13**	**434**	**5**	**0**	**2**	**0**	**9**	**0**	**1**	**516**	**3**	**0**
16:00	1	0	2	0	8	272	1	0	4	0	13	0	0	243	1	0
16:15	1	0	2	0	11	280	2	0	2	0	3	0	1	208	2	0
16:30	0	0	1	0	26	302	3	0	3	0	8	0	1	209	0	0
16:45	1	0	2	0	12	285	0	0	0	0	16	0	1	192	2	0
Hr. Total:	**3**	**0**	**7**	**0**	**57**	**1139**	**6**	**0**	**9**	**0**	**40**	**0**	**3**	**852**	**5**	**0**
17:00	0	0	5	0	20	286	1	0	0	0	8	0	3	220	1	0
17:15	0	0	5	0	20	326	4	0	1	0	9	0	1	207	0	0
17:30	0	0	5	0	8	317	0	0	1	0	16	0	1	217	1	0
17:45	0	0	2	0	7	279	2	0	1	0	21	0	3	196	0	0
Hr. Total:	**0**	**0**	**17**	**0**	**55**	**1208**	**7**	**0**	**3**	**0**	**54**	**0**	**8**	**840**	**2**	**0**
Gr. Total	4	0	30	0	146	3894	19	0	17	1	121	0	13	3715	12	0
% of Tot.	0%	0%	0%	0%	2%	49%	0%	0%	0%	0%	2%	0%	0%	47%	0%	0%
Apprch%	0%				51%				2%				47%			
% of Apprch	12%	0%	88%	0%	4%	96%	0%	0%	12%	1%	87%	0%	0%	99%	0%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Napa Auto Parts				FM 2920				HEB Driveway				FM 2920			
	From North				**From East**				**From South**				**From West**			

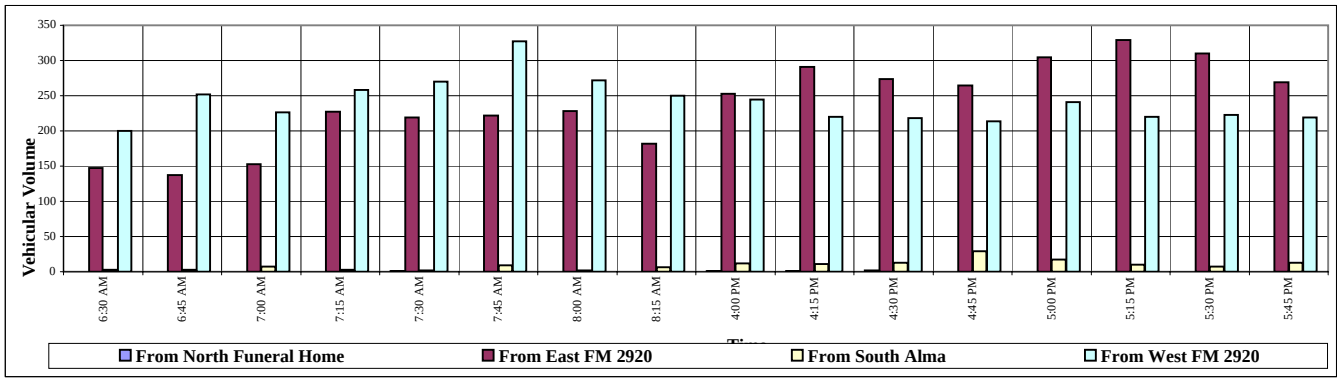


FM 2920 at Alma/Funeral Home

September 25, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Funeral Home				FM 2920				Alma				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	0	0	0	0	1	146	0	0	3	0	0	0	0	169	31	0
6:45	0	0	0	0	1	136	0	0	3	0	0	0	0	219	33	0
Hr. Total:	**0**	**0**	**0**	**0**	**2**	**282**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**388**	**64**	**0**
7:00	0	0	0	0	0	153	0	0	7	0	0	0	0	200	26	0
7:15	0	0	0	0	0	227	0	0	3	0	0	0	1	228	29	0
7:30	0	0	1	0	1	218	0	0	2	0	0	0	1	234	35	0
7:45	0	0	0	0	2	220	0	0	9	0	0	0	0	286	41	0
Hr. Total:	**0**	**0**	**1**	**0**	**3**	**818**	**0**	**0**	**21**	**0**	**0**	**0**	**2**	**948**	**131**	**0**
8:00	0	0	0	0	0	228	0	0	2	0	0	0	0	234	38	0
8:15	0	0	0	0	1	180	1	0	6	0	0	0	2	216	32	0
Hr. Total:	**0**	**0**	**0**	**0**	**1**	**408**	**1**	**0**	**8**	**0**	**0**	**0**	**2**	**450**	**70**	**0**
16:00	0	0	1	0	4	249	0	0	11	0	1	0	0	222	23	0
16:15	0	0	1	0	3	287	1	0	9	0	2	0	1	202	17	0
16:30	0	0	2	0	1	272	1	0	11	0	2	0	0	194	24	0
16:45	0	0	0	0	5	260	0	0	27	0	2	0	0	193	21	0
Hr. Total:	**0**	**0**	**4**	**0**	**13**	**1068**	**2**	**0**	**58**	**0**	**7**	**0**	**1**	**811**	**85**	**0**
17:00	0	0	0	0	1	302	2	0	14	0	3	0	0	220	21	0
17:15	0	0	0	0	3	326	0	0	9	0	1	0	0	201	19	0
17:30	0	0	0	0	4	306	0	0	7	0	0	0	1	200	22	0
17:45	0	0	0	0	2	267	0	0	13	0	0	0	0	202	17	0
Hr. Total:	**0**	**0**	**0**	**0**	**10**	**1201**	**2**	**0**	**43**	**0**	**4**	**0**	**1**	**823**	**79**	**0**
Gr. Total	0	0	5	0	29	3777	5	0	136	0	11	0	6	3420	429	0
% of Tot.	0%	0%	0%	0%	0%	48%	0%	0%	2%	0%	0%	0%	0%	44%	5%	0%
Apprch%	0%				49%				2%				49%			
% of Apprch	0%	0%	100%	0%	1%	99%	0%	0%	93%	0%	7%	0%	0%	89%	11%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Funeral Home				FM 2920				Alma				FM 2920			
	From North				**From East**				**From South**				**From West**			

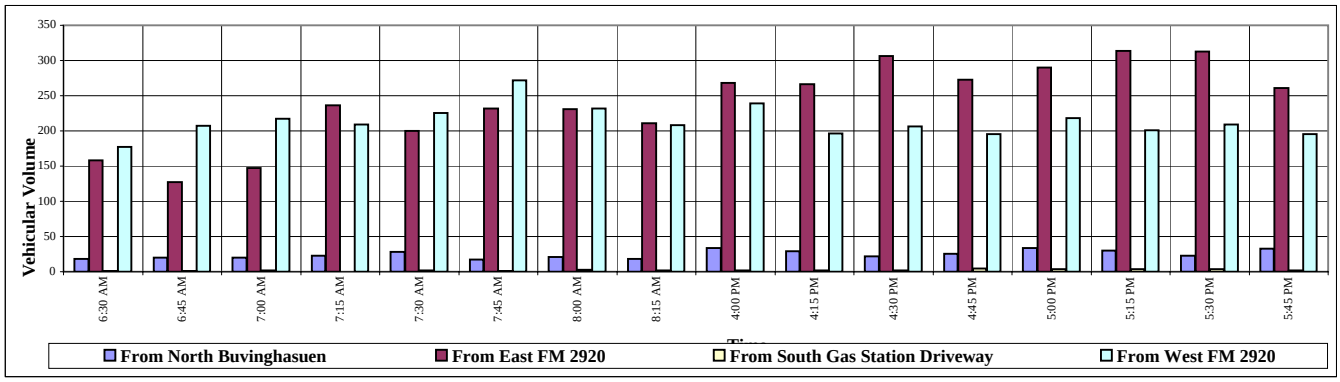


FM 2920 at Buvinghausen

September 26, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Buvinghasuen				FM 2920				Gas Station Driveway				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	2	0	16	0	0	155	3	0	1	0	0	0	4	173	0	0
6:45	6	2	12	0	1	122	4	0	0	0	1	0	3	204	0	0
Hr. Total:	**8**	**2**	**28**	**0**	**1**	**277**	**7**	**0**	**1**	**0**	**1**	**0**	**7**	**377**	**0**	**0**
7:00	6	1	13	0	0	143	4	0	0	1	1	0	0	217	0	0
7:15	4	2	17	0	0	234	2	0	0	0	0	0	1	208	0	0
7:30	9	0	19	0	1	195	4	0	0	1	1	0	1	224	0	0
7:45	11	0	6	0	0	224	8	0	1	0	0	0	5	267	0	0
Hr. Total:	**30**	**3**	**55**	**0**	**1**	**796**	**18**	**0**	**1**	**2**	**2**	**0**	**7**	**916**	**0**	**0**
8:00	9	1	11	0	1	222	8	0	0	3	0	0	4	228	0	0
8:15	13	0	5	0	1	200	10	0	1	0	1	0	1	207	0	0
Hr. Total:	**22**	**1**	**16**	**0**	**2**	**422**	**18**	**0**	**1**	**3**	**1**	**0**	**5**	**435**	**0**	**0**
16:00	14	0	20	0	1	261	6	0	1	0	1	0	9	230	0	0
16:15	8	0	21	0	0	261	5	1	0	1	1	0	8	188	0	0
16:30	9	1	12	0	1	295	10	1	0	1	1	0	12	194	0	0
16:45	3	0	22	0	2	265	6	0	3	1	1	0	7	188	0	0
Hr. Total:	**34**	**1**	**75**	**0**	**4**	**1082**	**27**	**2**	**4**	**3**	**4**	**0**	**36**	**800**	**0**	**0**
17:00	7	1	26	0	1	284	5	0	3	1	0	0	9	209	0	0
17:15	5	2	23	0	1	306	7	0	4	0	0	0	14	187	0	0
17:30	6	3	14	0	0	306	7	0	1	1	2	0	11	198	0	0
17:45	12	0	21	0	0	259	2	0	2	0	0	0	9	186	0	0
Hr. Total:	**30**	**6**	**84**	**0**	**2**	**1155**	**21**	**0**	**10**	**2**	**2**	**0**	**43**	**780**	**0**	**0**
Gr. Total	124	13	258	0	10	3732	91	2	17	10	10	0	98	3308	0	0
% of Tot.	2%	0%	3%	0%	0%	49%	1%	0%	0%	0%	0%	0%	1%	43%	0%	0%
Apprch%	5%				50%				0%				44%			
% of Apprch	31%	3%	65%	0%	0%	97%	2%	0%	46%	27%	27%	0%	3%	97%	0%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Buvinghasuen				FM 2920				Gas Station Driveway				FM 2920			
	From North				**From East**				**From South**				**From West**			

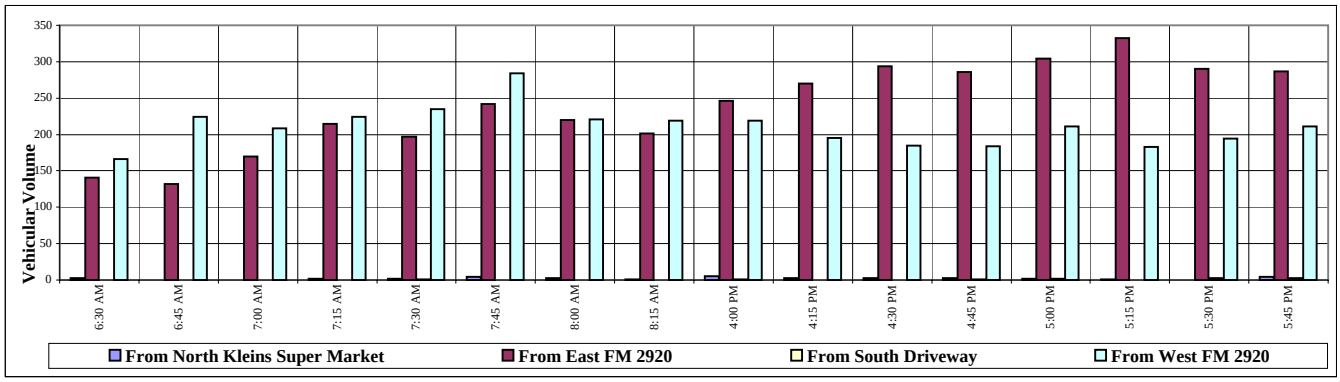


FM 2920 at Kleins Super Market

September 26, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Kleins Super Market				FM 2920				Driveway				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	3	0	0	0	0	138	3	0	0	0	0	0	0	166	0	0
6:45	0	0	0	0	0	128	4	0	0	0	0	0	2	222	0	0
Hr. Total:	**3**	**0**	**0**	**0**	**0**	**266**	**7**	**0**	**0**	**0**	**0**	**0**	**2**	**388**	**0**	**0**
7:00	0	0	0	0	0	165	5	0	0	0	0	0	2	206	0	0
7:15	2	0	0	0	0	215	0	0	0	0	0	0	0	224	0	0
7:30	2	0	0	0	0	194	3	0	1	0	0	0	1	234	0	0
7:45	3	0	1	0	0	239	3	0	0	0	0	0	0	284	0	0
Hr. Total:	**7**	**0**	**1**	**0**	**0**	**813**	**11**	**0**	**1**	**0**	**0**	**0**	**3**	**948**	**0**	**0**
8:00	1	0	2	0	0	218	2	0	0	0	0	0	0	221	0	0
8:15	1	0	0	0	0	186	15	0	0	0	0	0	3	216	0	0
Hr. Total:	**2**	**0**	**2**	**0**	**0**	**404**	**17**	**0**	**0**	**0**	**0**	**0**	**3**	**437**	**0**	**0**
16:00	2	0	3	0	0	237	9	0	1	0	0	0	1	218	0	0
16:15	2	0	1	0	0	268	2	0	0	0	0	0	1	194	0	0
16:30	0	0	3	0	0	289	5	0	0	0	0	0	2	183	0	0
16:45	2	0	1	0	4	276	6	0	0	0	1	0	2	182	0	0
Hr. Total:	**6**	**0**	**8**	**0**	**4**	**1070**	**22**	**0**	**1**	**0**	**1**	**0**	**6**	**777**	**0**	**0**
17:00	2	0	0	0	0	292	12	0	0	0	2	0	1	209	1	0
17:15	1	0	0	0	3	317	12	0	0	0	0	0	1	181	1	0
17:30	0	0	0	0	1	279	10	0	2	0	1	0	2	191	1	0
17:45	3	0	1	0	3	277	7	0	2	1	0	0	0	210	1	0
Hr. Total:	**6**	**0**	**1**	**0**	**7**	**1165**	**41**	**0**	**4**	**1**	**3**	**0**	**4**	**791**	**4**	**0**
Gr. Total	24	0	12	0	11	3718	98	0	6	1	4	0	18	3341	4	0
% of Tot.	0%	0%	0%	0%	0%	51%	1%	0%	0%	0%	0%	0%	0%	46%	0%	0%
Apprch%	0%				53%				0%				46%			
% of Apprch	67%	0%	33%	0%	0%	97%	3%	0%	55%	9%	36%	0%	1%	99%	0%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Kleins Super Market				FM 2920				Driveway				FM 2920			
	From North				**From East**				**From South**				**From West**			

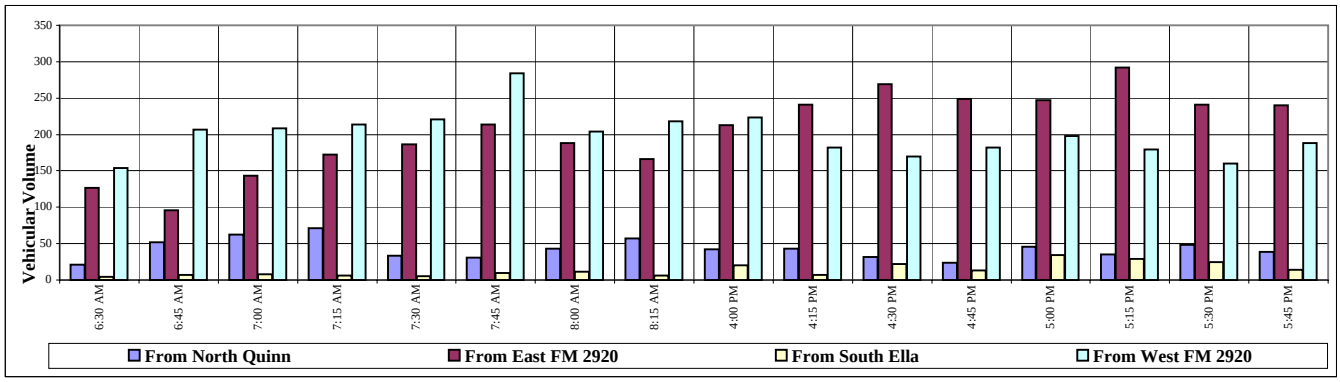


FM 2920 at Quinn

September 26, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Quinn				FM 2920				Ella				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	5	1	15	0	6	120	1	0	3	0	1	0	16	138	0	0
6:45	10	9	33	0	2	92	2	0	6	1	0	0	17	189	1	0
Hr. Total:	**15**	**10**	**48**	**0**	**8**	**212**	**3**	**0**	**9**	**1**	**1**	**0**	**33**	**327**	**1**	**0**
7:00	26	6	30	0	0	135	8	0	3	3	2	0	30	177	1	0
7:15	19	13	39	0	1	160	11	0	1	5	0	0	8	206	0	0
7:30	11	6	16	1	0	180	6	0	3	2	0	0	11	207	3	0
7:45	12	11	8	0	1	211	2	0	3	5	2	0	10	269	5	0
Hr. Total:	**68**	**36**	**93**	**1**	**2**	**686**	**27**	**0**	**10**	**15**	**4**	**0**	**59**	**859**	**9**	**0**
8:00	15	12	16	0	3	178	7	0	3	5	3	0	12	190	2	0
8:15	19	18	20	0	4	156	6	0	1	3	2	0	8	209	1	0
Hr. Total:	**34**	**30**	**36**	**0**	**7**	**334**	**13**	**0**	**4**	**8**	**5**	**0**	**20**	**399**	**3**	**0**
16:00	15	8	19	0	0	201	12	0	5	13	2	0	13	208	2	0
16:15	7	5	31	0	0	231	10	0	2	4	1	0	17	151	14	0
16:30	5	5	22	0	5	259	5	0	7	11	4	0	16	151	3	0
16:45	7	4	13	0	3	235	11	0	5	8	0	0	16	163	3	0
Hr. Total:	**34**	**22**	**85**	**0**	**8**	**926**	**38**	**0**	**19**	**36**	**7**	**0**	**62**	**673**	**22**	**0**
17:00	6	9	31	0	0	240	7	0	14	19	1	0	16	178	4	0
17:15	5	6	24	0	2	278	12	0	12	16	1	0	20	157	2	0
17:30	13	12	23	0	2	235	4	0	8	17	0	0	11	148	1	0
17:45	15	5	19	0	0	233	7	0	9	5	0	0	22	164	2	0
Hr. Total:	**39**	**32**	**97**	**0**	**4**	**986**	**30**	**0**	**43**	**57**	**2**	**0**	**69**	**647**	**9**	**0**
Gr. Total	190	130	359	1	29	3144	111	0	85	117	19	0	243	2905	44	0
% of Tot.	3%	2%	5%	0%	0%	43%	2%	0%	1%	2%	0%	0%	3%	39%	1%	0%
Apprch%	9%				45%				3%				43%			
% of Apprch	28%	19%	53%	0%	1%	96%	3%	0%	38%	53%	9%	0%	8%	91%	1%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Quinn				FM 2920				Ella				FM 2920			
	From North				**From East**				**From South**				**From West**			

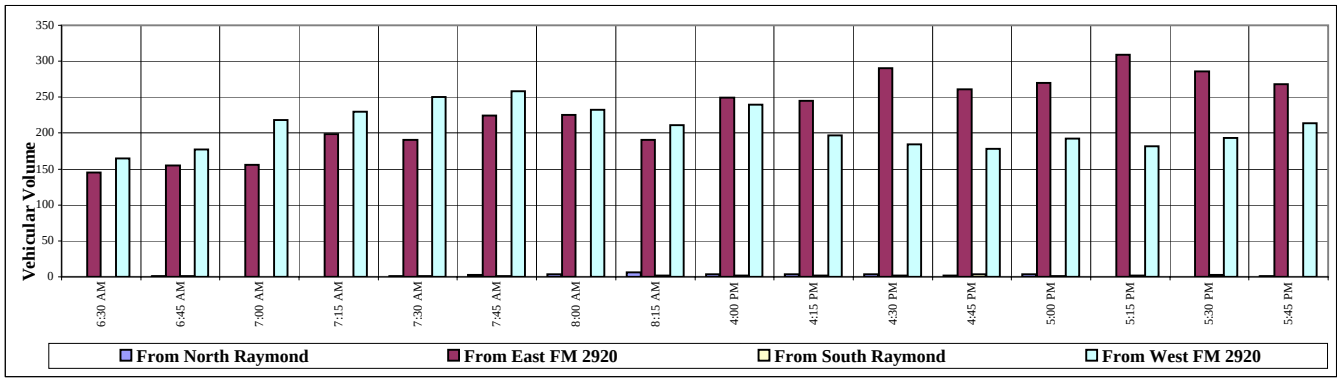


FM 2920 at Raymond

September 25, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Raymond				FM 2920				Raymond				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	0	0	0	0	0	145	0	0	0	0	0	0	0	165	0	0
6:45	0	0	1	0	0	155	0	0	0	0	1	0	0	177	0	0
Hr. Total:	**0**	**0**	**1**	**0**	**0**	**300**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**342**	**0**	**0**
7:00	0	0	0	0	0	156	0	0	0	0	0	0	1	217	0	0
7:15	0	0	0	0	0	199	0	0	0	0	0	0	1	228	1	0
7:30	0	0	1	0	0	191	0	0	1	0	0	0	1	249	0	0
7:45	1	0	2	0	1	223	0	0	0	0	1	0	3	253	2	0
Hr. Total:	**1**	**0**	**3**	**0**	**1**	**769**	**0**	**0**	**1**	**0**	**1**	**0**	**6**	**947**	**3**	**0**
8:00	0	0	4	0	3	222	0	0	0	0	0	0	1	228	3	0
8:15	2	0	4	0	1	190	0	0	0	0	2	0	1	208	2	0
Hr. Total:	**2**	**0**	**8**	**0**	**4**	**412**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**436**	**5**	**0**
16:00	1	0	3	0	4	245	0	0	1	0	1	0	1	238	1	0
16:15	1	0	3	0	3	241	1	0	1	0	1	0	0	197	0	0
16:30	0	0	4	0	2	288	0	0	0	0	2	0	0	184	0	0
16:45	0	0	2	0	3	258	0	0	2	0	2	0	0	178	0	0
Hr. Total:	**2**	**0**	**12**	**0**	**12**	**1032**	**1**	**0**	**4**	**0**	**6**	**0**	**1**	**797**	**1**	**0**
17:00	0	0	4	0	1	268	1	0	0	0	1	0	0	192	0	0
17:15	0	0	0	0	2	307	0	0	0	0	2	0	0	182	0	0
17:30	0	0	0	0	0	286	0	0	1	0	2	1	0	193	0	0
17:45	0	0	1	0	5	263	0	0	0	0	0	0	0	214	0	0
Hr. Total:	**0**	**0**	**5**	**0**	**8**	**1124**	**1**	**0**	**1**	**0**	**5**	**1**	**0**	**781**	**0**	**0**
Gr. Total	5	0	29	0	25	3637	2	0	6	0	15	1	9	3303	9	0
% of Tot.	0%	0%	0%	0%	0%	52%	0%	0%	0%	0%	0%	0%	0%	47%	0%	0%
Apprch%	0%				52%				0%				47%			
% of Apprch	15%	0%	85%	0%	1%	99%	0%	0%	27%	0%	68%	5%	0%	99%	0%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Raymond				FM 2920				Raymond				FM 2920			
	From North				**From East**				**From South**				**From West**			

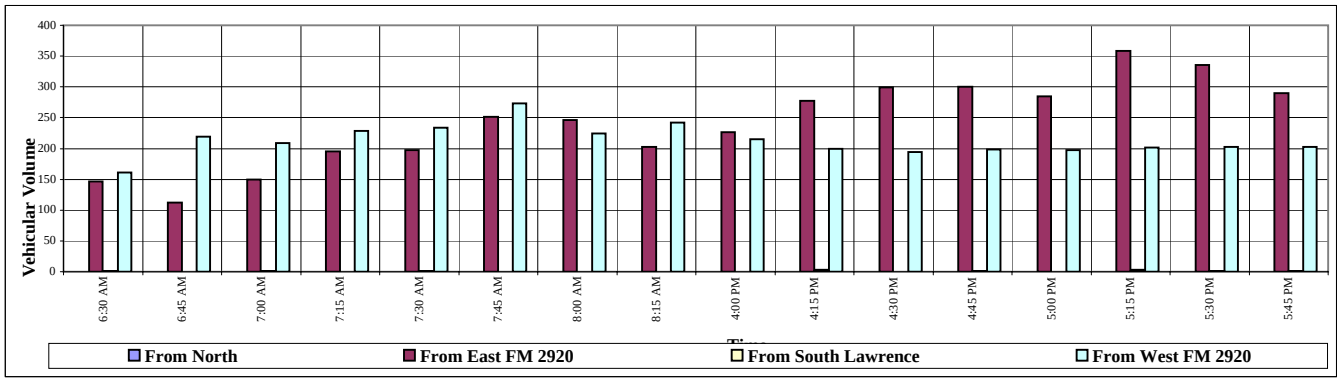


FM 2920 at Lawrence

September 25, 2007

Turning Movement Count

	From North				From East				From South				From West			
					FM 2920				Lawrence				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	0	0	0	0	1	146	0	0	1	0	0	0	0	161	0	0
6:45	0	0	0	0	1	111	0	0	0	0	0	0	0	219	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**2**	**257**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**380**	**0**	**0**
7:00	0	0	0	0	0	150	0	0	1	0	0	0	0	209	0	0
7:15	0	0	0	0	0	195	0	0	0	0	0	0	0	228	1	0
7:30	0	0	0	0	1	196	0	0	0	0	1	0	0	234	0	0
7:45	0	0	0	0	0	251	0	0	0	0	0	0	0	271	2	0
Hr. Total:	**0**	**0**	**0**	**0**	**1**	**792**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**942**	**3**	**0**
8:00	0	0	0	0	1	245	0	0	0	0	0	0	0	223	1	0
8:15	0	0	0	0	2	201	0	0	0	0	0	0	0	241	1	0
Hr. Total:	**0**	**0**	**0**	**0**	**3**	**446**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**464**	**2**	**0**
16:00	0	0	0	0	1	226	0	0	0	0	0	0	0	214	1	0
16:15	0	0	0	0	3	274	0	0	1	0	2	0	0	200	0	0
16:30	0	0	0	0	2	297	0	0	0	0	0	0	0	192	2	0
16:45	0	0	0	0	0	300	0	0	1	0	0	0	0	198	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**6**	**1097**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**804**	**3**	**0**
17:00	0	0	0	0	3	282	0	0	0	0	0	0	0	191	6	0
17:15	0	0	0	0	2	356	0	0	0	0	3	0	0	199	3	0
17:30	0	0	0	0	1	335	0	0	1	0	0	0	0	199	4	0
17:45	0	0	0	0	2	288	0	0	0	0	1	0	0	203	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**8**	**1261**	**0**	**0**	**1**	**0**	**4**	**0**	**0**	**792**	**13**	**0**
Gr. Total	0	0	0	0	20	3853	0	0	5	0	7	0	0	3382	21	0
% of Tot.	0%	0%	0%	0%	0%	53%	0%	0%	0%	0%	0%	0%	0%	46%	0%	0%
Apprch%	0%				53%				0%				47%			
% of Apprch	#####	#####	#####	#####	1%	99%	0%	0%	42%	0%	58%	0%	0%	99%	1%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
					FM 2920				Lawrence				FM 2920			
	From North				**From East**				**From South**				**From West**			

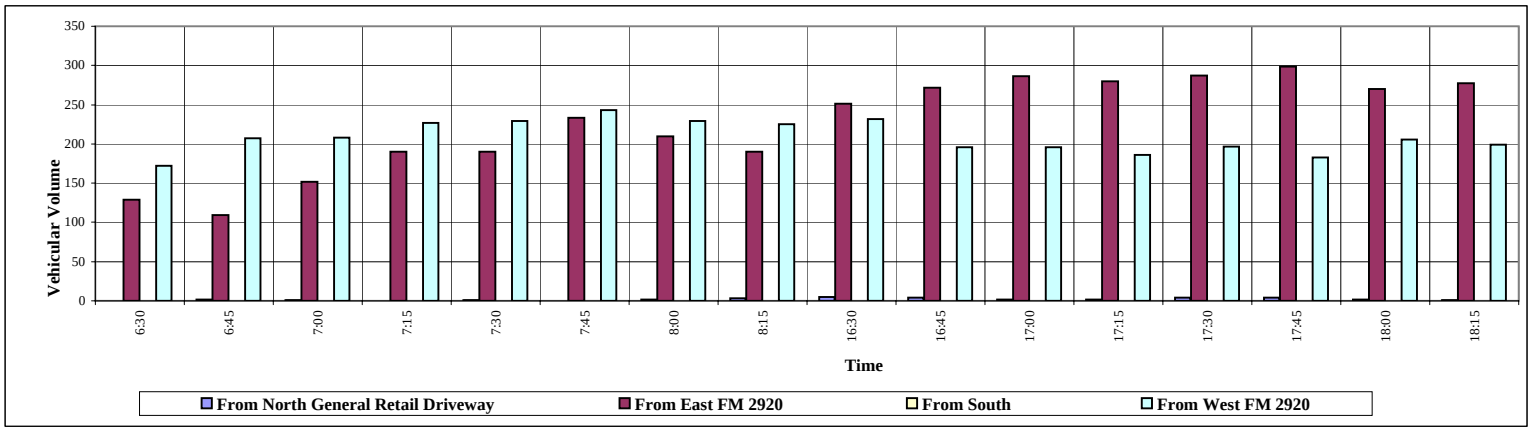


FM 2920 at General Retail Driveway (D6)

September 27, 2007

Turning Movement Count

	From North					From East					From South					From West				
	General Retail Driveway					FM 2920										FM 2920				
Time	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**
6:30	0	0	0	0	0	0	128	1	0	0	0	0	0	0	0	1	171	0	0	0
6:45	0	0	2	0	0	0	109	0	0	0	0	0	0	0	0	1	206	0	0	0
Hr. Total:	**0**	**0**	**2**	**0**	**0**	**0**	**237**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**377**	**0**	**0**	**0**
7:00	0	0	1	0	0	0	152	0	0	0	0	0	0	0	0	0	208	0	0	0
7:15	0	0	0	0	0	0	189	1	0	0	0	0	0	0	0	3	224	0	0	0
7:30	0	0	1	0	0	0	190	0	0	0	0	0	0	0	0	1	228	0	0	0
7:45	0	0	0	0	0	0	233	0	0	0	0	0	0	0	0	3	240	0	0	0
Hr. Total:	**0**	**0**	**2**	**0**	**0**	**0**	**764**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**900**	**0**	**0**	**0**
8:00	1	0	1	0	0	0	210	0	0	0	0	0	0	0	0	4	225	0	0	0
8:15	0	0	3	0	0	0	190	0	0	0	0	0	0	0	0	0	225	0	0	0
Hr. Total:	**1**	**0**	**4**	**0**	**0**	**0**	**400**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**450**	**0**	**0**	**0**
16:30	1	0	4	0	0	0	247	4	0	0	0	0	0	0	0	0	232	0	0	0
16:45	1	0	3	0	0	0	272	0	0	0	0	0	0	0	0	4	192	0	0	0
17:00	0	0	2	0	0	0	285	1	0	0	0	0	0	0	0	0	196	0	0	0
17:15	0	0	2	0	0	0	277	3	0	0	0	0	0	0	0	4	182	0	0	0
Hr. Total:	**2**	**0**	**11**	**0**	**0**	**0**	**1081**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**802**	**0**	**0**	**0**
17:30	0	0	4	0	0	0	287	0	0	0	0	0	0	0	0	4	193	0	0	0
17:45	0	0	4	0	0	0	299	0	0	0	0	0	0	0	0	0	183	0	0	0
18:00	0	0	2	0	0	0	269	1	0	0	0	0	0	0	0	2	204	0	0	0
18:15	0	0	1	0	0	0	274	3	0	0	0	0	0	0	0	0	199	0	0	0
Hr. Total:	**0**	**0**	**11**	**0**	**0**	**0**	**1129**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**779**	**0**	**0**	**0**
Gr. Total	3	0	30	0	0	0	3611	14	0	0	0	0	0	0	0	27	3308	0	0	0
% of Tot.	0%	0%	0%	0%	0%	0%	52%	0%	0%	0%	0%	0%	0%	0%	0%	0%	47%	0%	0%	0%
Apprch%	0%					52%					0%					48%				
% of Apprch	9%	0%	91%	0%	0%	0%	100%	0%	0%	0%	####	####	####	####	####	1%	99%	0%	0%	0%
	Left	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**
	General Retail Driveway					FM 2920										FM 2920				
	From North					**From East**					**From South**					**From West**				

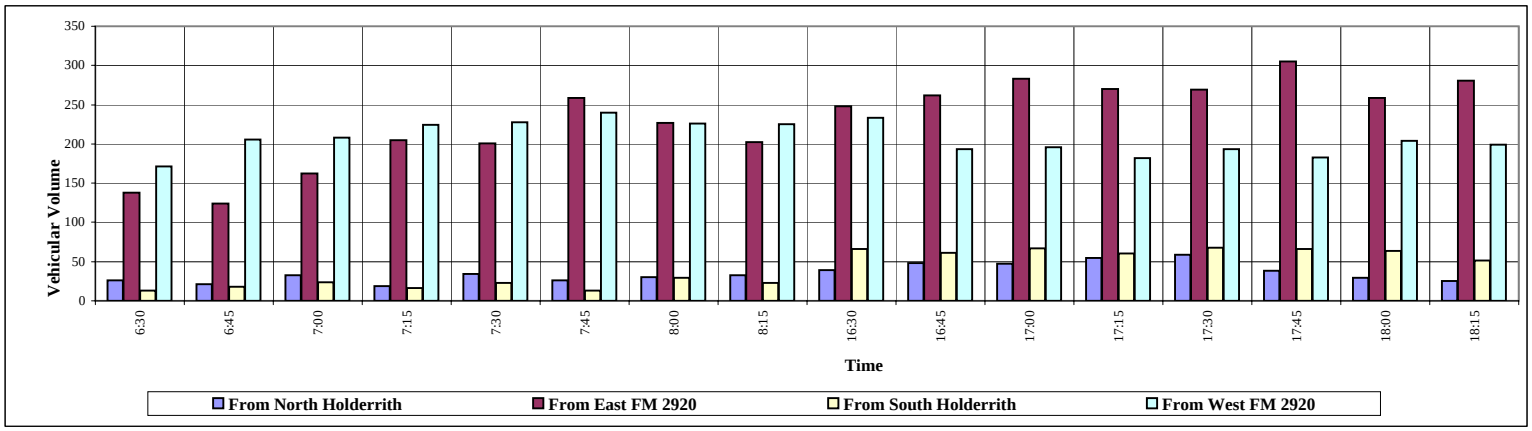


FM 2920 at Holderrith

September 27, 2007

Turning Movement Count

	From North					From East					From South					From West				
	Holderrith					FM 2920					Holderrith					FM 2920				
Time	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**
6:30	5	12	9	0	2	16	120	2	0	0	0	2	11	0	0	1	167	3	0	0
6:45	8	10	3	0	0	18	103	3	0	0	3	8	7	0	0	6	197	3	0	0
Hr. Total:	**13**	**22**	**12**	**0**	**2**	**34**	**223**	**5**	**0**	**0**	**3**	**10**	**18**	**0**	**0**	**7**	**364**	**6**	**0**	**0**
7:00	8	18	7	0	1	16	141	5	0	0	4	8	12	0	0	2	203	3	0	0
7:15	6	7	6	0	0	21	181	3	0	0	3	6	7	0	0	7	213	4	0	0
7:30	9	17	8	0	0	18	180	3	0	0	2	7	14	0	0	5	221	2	0	0
7:45	5	9	12	0	0	32	221	6	0	0	0	2	11	0	0	3	231	6	0	0
Hr. Total:	**28**	**51**	**33**	**0**	**1**	**87**	**723**	**17**	**0**	**0**	**9**	**23**	**44**	**0**	**0**	**17**	**868**	**15**	**0**	**0**
8:00	6	14	10	0	0	30	194	3	0	0	6	6	17	0	0	5	214	7	0	0
8:15	7	12	14	0	0	20	172	10	0	0	4	5	14	0	0	5	218	2	0	0
Hr. Total:	**13**	**26**	**24**	**0**	**0**	**50**	**366**	**13**	**0**	**0**	**10**	**11**	**31**	**0**	**0**	**10**	**432**	**9**	**0**	**0**
16:30	9	19	11	0	0	13	223	12	0	0	17	29	20	0	0	12	217	4	0	0
16:45	8	16	24	0	0	13	234	15	0	0	14	19	28	0	0	9	181	3	0	0
17:00	8	13	26	0	0	24	247	12	0	0	13	27	27	0	0	7	187	2	0	0
17:15	13	14	28	0	1	14	244	12	0	0	8	24	28	0	0	8	169	5	0	0
Hr. Total:	**38**	**62**	**89**	**0**	**1**	**64**	**948**	**51**	**0**	**0**	**52**	**99**	**103**	**0**	**0**	**36**	**754**	**14**	**0**	**0**
17:30	18	15	26	0	0	10	249	10	0	0	12	27	29	0	0	8	179	6	0	0
17:45	11	13	14	0	0	18	272	15	0	0	13	26	27	0	1	9	173	1	0	0
18:00	8	4	17	0	0	5	242	12	0	0	11	27	26	0	0	3	195	6	0	0
18:15	4	11	10	0	0	19	258	4	0	0	9	18	24	0	0	5	193	1	0	0
Hr. Total:	**41**	**43**	**67**	**0**	**0**	**52**	**1021**	**41**	**0**	**0**	**45**	**98**	**106**	**0**	**1**	**25**	**740**	**14**	**0**	**0**
Gr. Total	133	204	225	0	4	287	3281	127	0	0	119	241	302	0	1	95	3158	58	0	0
% of Tot.	2%	2%	3%	0%	0%	3%	40%	2%	0%	0%	1%	3%	4%	0%	0%	1%	38%	1%	0%	0%
Apprch%			7%					45%					8%					40%		
% of Apprch	23%	36%	40%	0%	1%	8%	89%	3%	0%	0%	18%	36%	46%	0%	0%	3%	95%	2%	0%	0%
	Left	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**
	Holderrith					FM 2920					Holderrith					FM 2920				
	From North					**From East**					**From South**					**From West**				

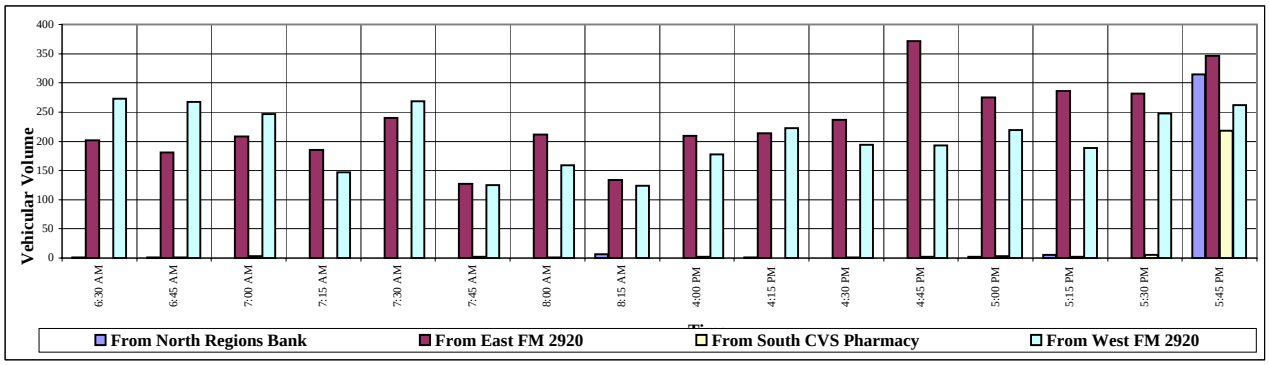


FM 2920 at Regions Bank Driveway

September 26, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Regions Bank				FM 2920				CVS Pharmacy				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	0	0	1	0	1	200	1	0	0	0	0	0	1	271	1	0
6:45	0	0	1	0	0	180	1	0	1	0	0	0	0	265	2	0
Hr. Total:	**0**	**0**	**2**	**0**	**1**	**380**	**2**	**0**	**1**	**0**	**0**	**0**	**1**	**536**	**3**	**0**
7:00	0	0	0	0	3	205	0	0	1	0	2	0	0	243	4	0
7:15	0	0	0	0	0	182	3	0	0	0	0	0	0	144	3	0
7:30	0	0	0	0	1	238	1	0	0	0	0	0	2	266	1	0
7:45	0	0	0	0	2	124	1	0	0	0	2	0	0	125	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**6**	**749**	**5**	**0**	**1**	**0**	**4**	**0**	**2**	**778**	**8**	**0**
8:00	0	0	0	0	2	205	4	0	0	0	1	0	0	157	2	0
8:15	2	0	5	0	1	130	3	0	0	0	0	0	0	122	2	0
Hr. Total:	**2**	**0**	**5**	**0**	**3**	**335**	**7**	**0**	**0**	**0**	**1**	**0**	**0**	**279**	**4**	**0**
16:00	0	0	0	0	3	204	2	0	1	0	1	0	1	174	3	0
16:15	1	0	0	0	0	214	0	0	0	0	0	0	0	222	0	0
16:30	0	0	0	0	1	232	4	0	0	0	1	0	2	188	4	0
16:45	0	0	0	0	7	359	5	0	1	0	1	0	2	189	2	0
Hr. Total:	**1**	**0**	**0**	**0**	**11**	**1009**	**11**	**0**	**2**	**0**	**3**	**0**	**5**	**773**	**9**	**0**
17:00	0	0	2	0	0	275	0	0	1	0	2	0	1	216	2	0
17:15	3	0	2	0	5	280	1	0	1	0	1	0	1	185	3	0
17:30	0	0	0	0	3	277	2	0	2	0	4	0	0	245	3	0
17:45	21	282	12	1	91	249	6	0	17	144	57	0	21	224	17	0
Hr. Total:	**24**	**282**	**16**	**1**	**99**	**1081**	**9**	**0**	**21**	**144**	**64**	**0**	**23**	**870**	**25**	**0**
Gr. Total	27	282	23	1	120	3554	34	0	25	144	72	0	31	3236	49	0
% of Tot.	0%	4%	0%	0%	2%	47%	0%	0%	0%	2%	1%	0%	0%	43%	1%	0%
Apprch%	4%				49%				3%				44%			
% of Apprch	8%	85%	7%	0%	3%	96%	1%	0%	10%	60%	30%	0%	1%	98%	1%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Regions Bank				FM 2920				CVS Pharmacy				FM 2920			
	From North				**From East**				**From South**				**From West**			

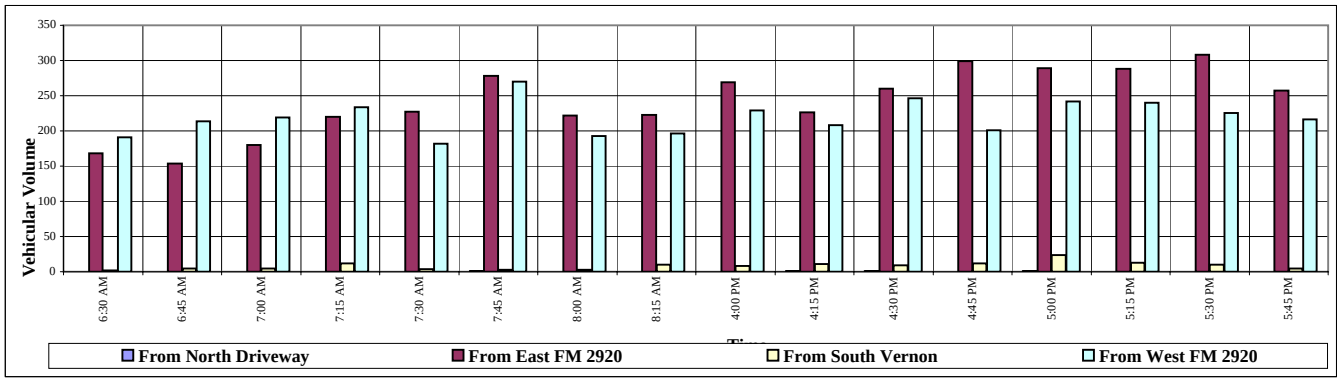


FM 2920 at Vernon

September 26, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Driveway				FM 2920				Vernon				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	0	0	0	0	0	160	8	0	0	0	2	0	11	180	0	0
6:45	0	0	0	0	0	145	9	0	0	0	5	0	13	201	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**305**	**17**	**0**	**0**	**0**	**7**	**0**	**24**	**381**	**0**	**0**
7:00	0	0	0	0	0	170	10	0	2	0	3	0	20	199	0	0
7:15	0	0	0	0	0	210	10	0	6	0	6	0	12	222	0	0
7:30	0	0	0	0	0	214	13	0	2	0	2	0	4	178	0	0
7:45	0	0	1	0	0	256	22	0	2	0	1	0	5	264	1	0
Hr. Total:	**0**	**0**	**1**	**0**	**0**	**850**	**55**	**0**	**12**	**0**	**12**	**0**	**41**	**863**	**1**	**0**
8:00	0	0	0	0	0	206	16	0	0	0	3	0	4	189	0	0
8:15	0	0	0	0	0	208	15	0	0	0	10	0	12	184	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**414**	**31**	**0**	**0**	**0**	**13**	**0**	**16**	**373**	**0**	**0**
16:00	0	0	0	0	1	254	14	0	0	0	8	3	12	217	0	0
16:15	0	0	1	0	0	210	16	0	3	0	8	6	13	195	0	0
16:30	1	0	0	0	0	250	10	0	4	0	5	4	10	236	0	0
16:45	0	0	0	0	0	288	11	0	6	0	6	4	20	181	0	0
Hr. Total:	**1**	**0**	**1**	**0**	**1**	**1002**	**51**	**0**	**13**	**0**	**27**	**17**	**55**	**829**	**0**	**0**
17:00	0	0	1	0	0	270	19	0	9	0	15	3	17	225	0	0
17:15	0	0	0	0	0	273	15	0	7	0	6	5	21	219	0	0
17:30	0	0	0	0	0	292	16	0	2	0	8	4	11	214	0	0
17:45	0	0	0	0	0	234	23	0	2	0	3	7	12	204	0	0
Hr. Total:	**0**	**0**	**1**	**0**	**0**	**1069**	**73**	**0**	**20**	**0**	**32**	**19**	**61**	**862**	**0**	**0**
Gr. Total	1	0	3	0	1	3640	227	0	45	0	91	36	197	3308	1	0
% of Tot.	0%	0%	0%	0%	0%	48%	3%	0%	1%	0%	1%	0%	3%	44%	0%	0%
Apprch%	0%				51%				2%				46%			
% of Apprch	25%	0%	75%	0%	0%	94%	6%	0%	26%	0%	53%	21%	6%	94%	0%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Driveway				FM 2920				Vernon				FM 2920			
	From North				**From East**				**From South**				**From West**			

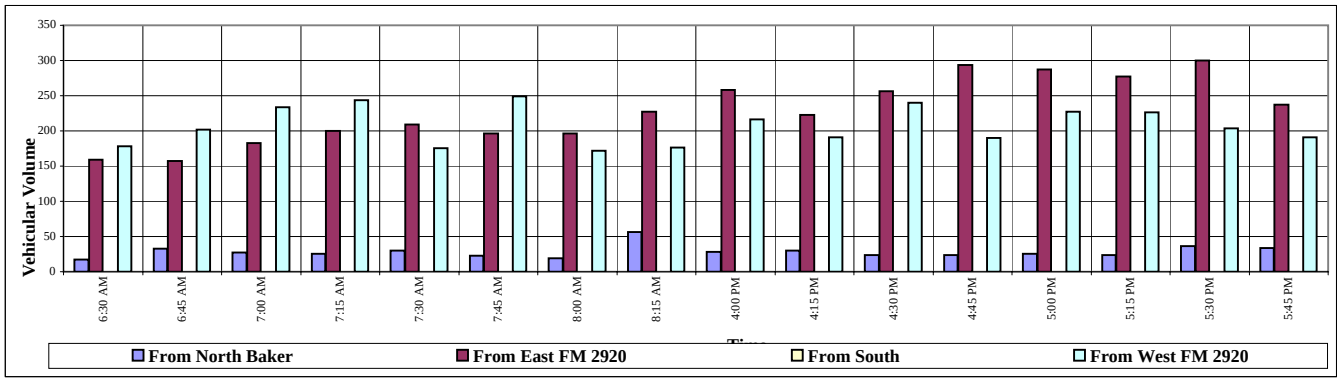


FM 2920 at Baker

September 26, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Baker				FM 2920								FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	4	0	13	0	10	149	0	0	0	0	0	0	0	175	3	0
6:45	8	0	25	0	17	140	0	0	0	0	0	0	0	182	20	0
Hr. Total:	**12**	**0**	**38**	**0**	**27**	**289**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**357**	**23**	**0**
7:00	6	0	21	0	19	164	0	4	0	0	0	0	0	199	35	0
7:15	9	0	16	2	16	184	0	1	0	0	0	0	0	215	29	0
7:30	14	0	16	0	8	201	0	0	0	0	0	0	0	171	4	0
7:45	7	0	16	0	9	187	0	1	0	0	0	0	0	247	2	0
Hr. Total:	**36**	**0**	**69**	**2**	**52**	**736**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**832**	**70**	**0**
8:00	3	0	16	0	10	186	0	0	0	0	0	0	0	171	1	0
8:15	15	0	41	0	20	207	0	0	0	0	0	0	0	176	0	0
Hr. Total:	**18**	**0**	**57**	**0**	**30**	**393**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**347**	**1**	**0**
16:00	14	0	14	0	5	253	0	0	0	0	0	0	0	214	2	0
16:15	13	0	17	0	5	218	0	0	0	0	0	0	0	191	0	0
16:30	10	0	14	0	9	247	0	0	0	0	0	0	0	232	8	0
16:45	13	0	11	0	10	284	0	0	0	0	0	0	0	190	0	0
Hr. Total:	**50**	**0**	**56**	**0**	**29**	**1002**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**827**	**10**	**0**
17:00	8	0	17	1	4	283	0	0	0	0	0	0	0	225	2	0
17:15	10	0	14	0	9	268	0	0	0	0	0	0	0	226	0	0
17:30	15	0	21	0	6	294	0	0	0	0	0	0	0	204	0	0
17:45	9	0	25	0	5	232	0	0	0	0	0	0	0	191	0	0
Hr. Total:	**42**	**0**	**77**	**1**	**24**	**1077**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**846**	**2**	**0**
Gr. Total	158	0	297	3	162	3497	0	6	0	0	0	0	0	3209	106	0
% of Tot.	2%	0%	4%	0%	2%	47%	0%	0%	0%	0%	0%	0%	0%	43%	1%	0%
Apprch%	6%				49%				0%				45%			
% of Apprch	34%	0%	65%	1%	4%	95%	0%	0%	#####	#####	#####	#####	0%	97%	3%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Baker				FM 2920								FM 2920			
	From North				**From East**				**From South**				**From West**			

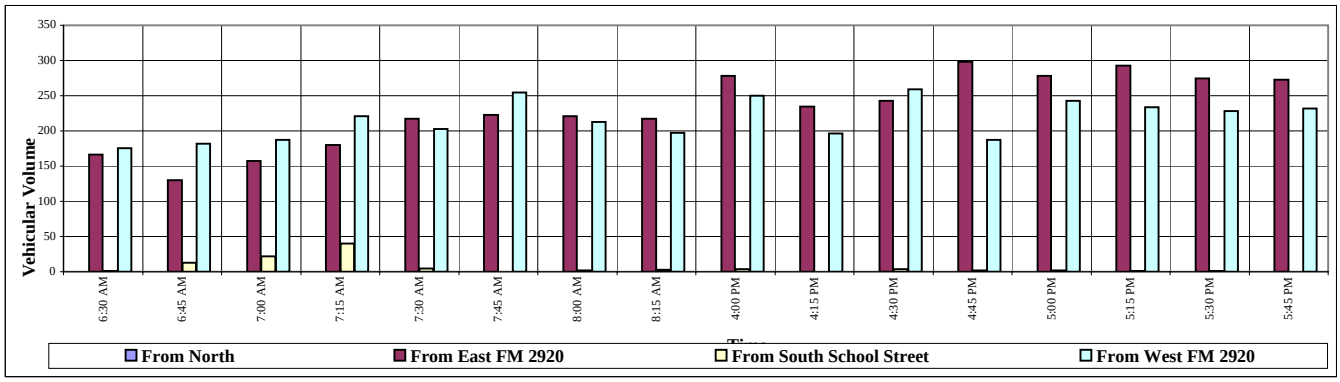


FM 2920 at School Street

September 25, 2007

Turning Movement Count

	From North				From East				From South				From West			
					FM 2920				School Street				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	0	0	0	0	4	162	0	0	1	0	0	0	0	172	3	0
6:45	0	0	0	0	2	128	0	0	9	0	4	0	0	180	2	0
Hr. Total:	**0**	**0**	**0**	**0**	**6**	**290**	**0**	**0**	**10**	**0**	**4**	**0**	**0**	**352**	**5**	**0**
7:00	0	0	0	0	0	156	1	0	17	0	5	0	0	182	5	0
7:15	0	0	0	0	1	179	0	0	32	0	8	0	0	220	1	0
7:30	0	0	0	0	1	216	0	0	4	0	1	0	0	201	2	0
7:45	0	0	0	0	0	223	0	0	0	0	0	0	1	252	2	0
Hr. Total:	**0**	**0**	**0**	**0**	**2**	**774**	**1**	**0**	**53**	**0**	**14**	**0**	**1**	**855**	**10**	**0**
8:00	0	0	0	0	0	221	0	0	2	0	0	0	0	212	1	0
8:15	0	0	0	0	1	216	0	0	3	0	0	0	0	193	4	0
Hr. Total:	**0**	**0**	**0**	**0**	**1**	**437**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**405**	**5**	**0**
16:00	0	0	0	0	10	268	0	0	2	0	2	0	0	247	3	0
16:15	0	0	0	0	5	230	0	0	0	0	0	0	1	193	2	0
16:30	0	0	0	0	4	239	0	0	3	0	1	0	0	258	1	0
16:45	0	0	0	0	8	289	1	0	1	0	1	0	0	184	3	0
Hr. Total:	**0**	**0**	**0**	**0**	**27**	**1026**	**1**	**0**	**6**	**0**	**4**	**0**	**1**	**882**	**9**	**0**
17:00	0	0	0	0	10	268	0	0	1	0	1	0	0	242	1	0
17:15	0	0	0	0	5	288	0	0	1	0	0	0	0	232	2	0
17:30	0	0	0	0	4	271	0	0	1	0	0	0	1	226	1	0
17:45	0	0	0	0	3	270	0	0	0	0	0	0	0	232	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**22**	**1097**	**0**	**0**	**3**	**0**	**1**	**0**	**1**	**932**	**4**	**0**
Gr. Total	0	0	0	0	58	3624	2	0	77	0	23	0	3	3426	33	0
% of Tot.	0%	0%	0%	0%	1%	50%	0%	0%	1%	0%	0%	0%	0%	47%	0%	0%
Apprch%	0%				51%				1%				48%			
% of Apprch	#####	#####	#####	#####	2%	98%	0%	0%	77%	0%	23%	0%	0%	99%	1%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
					FM 2920				School Street				FM 2920			
	From North				**From East**				**From South**				**From West**			

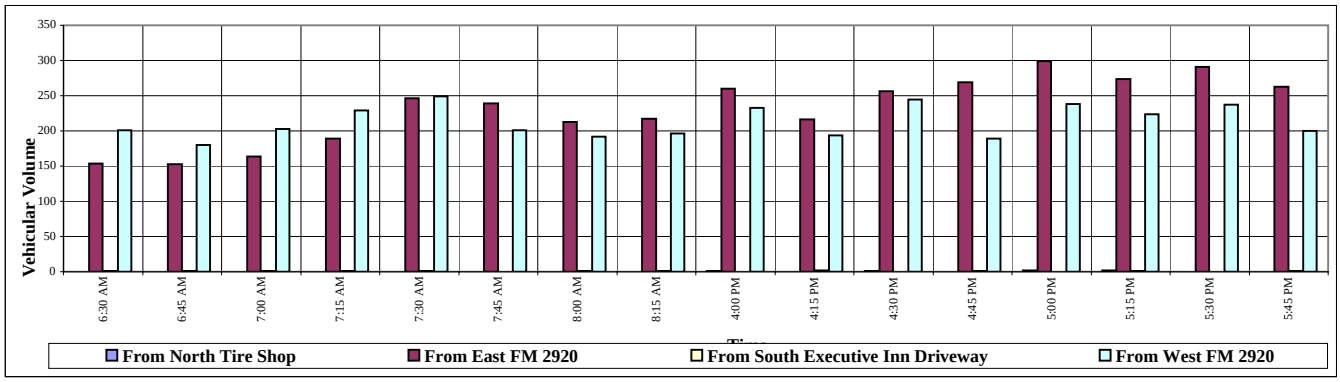


FM 2920 at Executive Inn Driveway

September 26, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Tire Shop				FM 2920				Executive Inn Driveway				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	0	0	0	0	1	153	0	0	0	0	1	1	0	201	0	0
6:45	0	0	0	0	0	153	0	0	0	0	1	0	1	179	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**1**	**306**	**0**	**0**	**0**	**0**	**2**	**1**	**1**	**380**	**0**	**0**
7:00	0	0	0	0	1	163	0	0	1	0	0	0	0	200	3	0
7:15	0	0	0	0	0	189	0	0	1	0	0	0	1	228	0	0
7:30	0	0	0	0	2	244	0	0	1	0	0	0	0	249	0	0
7:45	0	0	0	0	0	239	0	0	0	0	0	0	0	199	2	0
Hr. Total:	**0**	**0**	**0**	**0**	**3**	**835**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**876**	**5**	**0**
8:00	0	0	0	0	1	211	1	0	0	0	1	0	0	190	2	0
8:15	0	0	0	0	1	216	0	0	0	0	1	2	0	192	4	0
Hr. Total:	**0**	**0**	**0**	**0**	**2**	**427**	**1**	**0**	**0**	**0**	**2**	**2**	**0**	**382**	**6**	**0**
16:00	0	0	1	0	0	260	0	0	0	0	0	0	0	233	0	0
16:15	0	0	0	0	0	216	0	0	2	0	0	0	0	193	1	0
16:30	0	0	1	0	0	255	1	0	0	0	0	0	1	242	2	0
16:45	0	0	0	0	0	268	1	0	1	0	0	0	1	186	2	0
Hr. Total:	**0**	**0**	**2**	**0**	**0**	**999**	**2**	**0**	**3**	**0**	**0**	**0**	**2**	**854**	**5**	**0**
17:00	0	0	2	1	1	298	0	0	0	0	0	0	0	238	0	0
17:15	1	0	1	0	0	273	1	0	0	0	1	0	0	224	0	0
17:30	0	0	0	0	0	291	0	0	0	0	0	0	1	235	1	0
17:45	0	0	0	0	0	263	0	0	1	0	0	0	0	199	1	0
Hr. Total:	**1**	**0**	**3**	**1**	**1**	**1125**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**896**	**2**	**0**
Gr. Total	1	0	5	1	7	3692	4	0	7	0	5	3	5	3388	18	0
% of Tot.	0%	0%	0%	0%	0%	52%	0%	0%	0%	0%	0%	0%	0%	47%	0%	0%
Apprch%	0%				52%				0%				48%			
% of Apprch	14%	0%	71%	14%	0%	100%	0%	0%	47%	0%	33%	20%	0%	99%	1%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Tire Shop				FM 2920				Executive Inn Driveway				FM 2920			
	From North				**From East**				**From South**				**From West**			

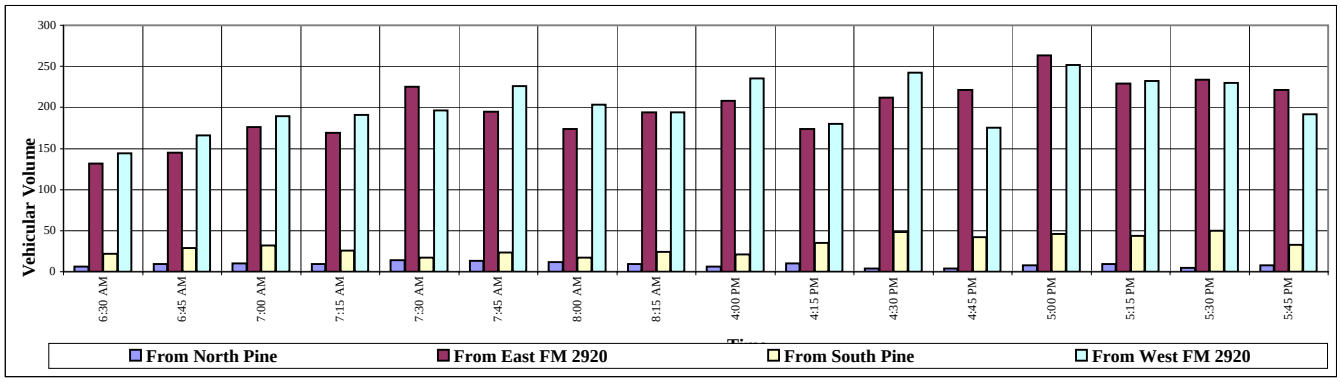


FM 2920 at Pine

September 26, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Pine				FM 2920				Pine				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	2	2	2	0	7	125	0	0	5	4	13	0	0	140	4	0
6:45	2	3	4	0	7	135	3	0	8	7	14	0	4	157	5	0
Hr. Total:	**4**	**5**	**6**	**0**	**14**	**260**	**3**	**0**	**13**	**11**	**27**	**0**	**4**	**297**	**9**	**0**
7:00	5	4	1	0	6	168	2	0	9	5	18	0	5	183	1	0
7:15	5	2	2	0	3	156	10	0	9	2	15	0	1	188	2	0
7:30	9	2	3	0	4	208	13	0	3	6	8	0	1	191	4	0
7:45	8	3	2	0	4	188	3	0	5	6	12	1	2	220	4	0
Hr. Total:	**27**	**11**	**8**	**0**	**17**	**720**	**28**	**0**	**26**	**19**	**53**	**1**	**9**	**782**	**11**	**0**
8:00	3	3	6	0	4	168	2	0	4	3	10	0	3	200	0	0
8:15	3	5	1	0	5	188	1	0	7	2	15	0	2	171	21	0
Hr. Total:	**6**	**8**	**7**	**0**	**9**	**356**	**3**	**0**	**11**	**5**	**25**	**0**	**5**	**371**	**21**	**0**
16:00	3	1	2	0	1	205	2	0	8	3	10	0	0	232	3	0
16:15	3	6	1	0	3	170	1	0	19	2	14	0	1	170	9	0
16:30	1	1	2	0	2	206	4	0	13	12	23	0	1	234	7	0
16:45	1	1	2	0	4	213	4	0	11	7	24	0	2	170	3	0
Hr. Total:	**8**	**9**	**7**	**0**	**10**	**794**	**11**	**0**	**51**	**24**	**71**	**0**	**4**	**806**	**22**	**0**
17:00	1	4	3	0	4	250	9	0	16	12	18	0	6	242	4	0
17:15	4	1	4	0	1	225	3	0	13	7	24	0	6	222	4	0
17:30	2	0	3	0	1	231	2	0	20	7	23	0	7	213	10	0
17:45	3	2	3	0	14	205	2	0	12	4	17	0	11	176	5	0
Hr. Total:	**10**	**7**	**13**	**0**	**20**	**911**	**16**	**0**	**61**	**30**	**82**	**0**	**30**	**853**	**23**	**0**
Gr. Total	55	40	41	0	70	3041	61	0	162	89	258	1	52	3109	86	0
% of Tot.	1%	1%	1%	0%	1%	43%	1%	0%	2%	1%	4%	0%	1%	44%	1%	0%
Apprch%	2%				45%				7%				46%			
% of Apprch	40%	29%	30%	0%	2%	96%	2%	0%	32%	17%	51%	0%	2%	96%	3%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Pine				FM 2920				Pine				FM 2920			
	From North				**From East**				**From South**				**From West**			

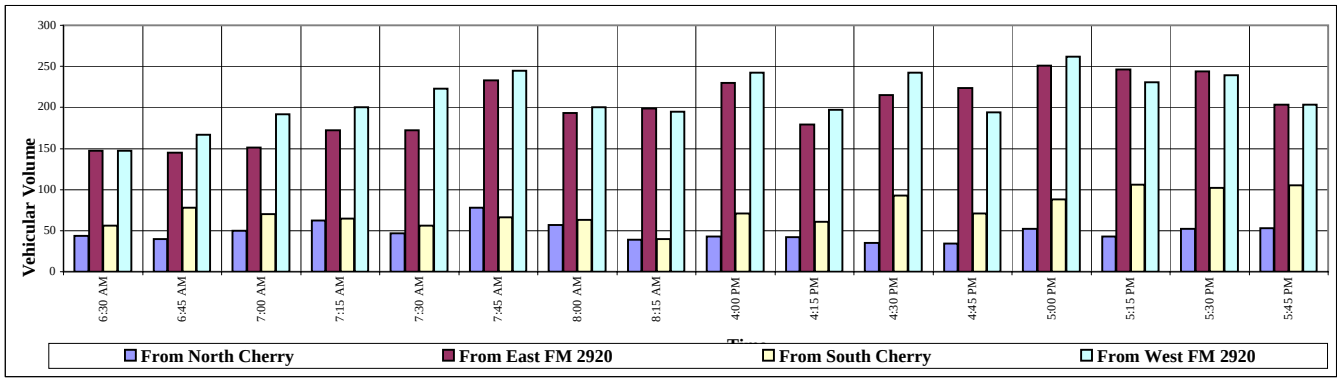


FM 2920 at Cherry

September 25, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Cherry				FM 2920				Cherry				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	12	29	3	0	5	139	3	0	10	41	5	0	0	144	3	0
6:45	8	27	5	0	2	134	9	0	7	66	5	0	2	161	4	0
Hr. Total:	**20**	**56**	**8**	**0**	**7**	**273**	**12**	**0**	**17**	**107**	**10**	**0**	**2**	**305**	**7**	**0**
7:00	14	34	2	0	7	141	3	0	5	62	3	0	5	184	3	0
7:15	14	44	4	0	3	167	2	0	6	36	23	0	1	190	9	0
7:30	9	33	5	0	6	163	3	0	17	13	26	0	1	213	9	0
7:45	18	51	9	0	5	225	3	0	23	24	19	0	1	235	9	0
Hr. Total:	**55**	**162**	**20**	**0**	**21**	**696**	**11**	**0**	**51**	**135**	**71**	**0**	**8**	**822**	**30**	**0**
8:00	17	30	10	0	6	181	6	0	22	21	20	0	3	182	15	0
8:15	7	25	7	0	9	185	5	0	23	9	8	0	1	178	16	0
Hr. Total:	**24**	**55**	**17**	**0**	**15**	**366**	**11**	**0**	**45**	**30**	**28**	**0**	**4**	**360**	**31**	**0**
16:00	8	21	14	0	7	217	6	0	17	43	11	0	4	235	3	0
16:15	9	23	10	0	6	165	8	0	13	31	17	0	4	179	14	0
16:30	9	18	8	0	6	205	4	0	18	67	8	0	2	235	5	0
16:45	5	24	5	0	3	216	5	0	14	43	14	0	2	183	9	0
Hr. Total:	**31**	**86**	**37**	**0**	**22**	**803**	**23**	**0**	**62**	**184**	**50**	**0**	**12**	**832**	**31**	**0**
17:00	14	32	6	0	0	248	3	0	19	49	20	0	3	250	9	0
17:15	11	26	6	0	7	224	15	0	22	75	9	0	0	223	8	0
17:30	13	31	8	0	6	228	10	0	23	68	11	0	2	222	15	0
17:45	8	34	11	0	6	190	7	0	22	66	17	0	8	186	9	0
Hr. Total:	**46**	**123**	**31**	**0**	**19**	**890**	**35**	**0**	**86**	**258**	**57**	**0**	**13**	**881**	**41**	**0**
Gr. Total	176	482	113	0	84	3028	92	0	261	714	216	0	39	3200	140	0
% of Tot.	2%	6%	1%	0%	1%	35%	1%	0%	3%	8%	3%	0%	0%	37%	2%	0%
Apprch%	9%				37%				14%				40%			
% of Apprch	23%	63%	15%	0%	3%	95%	3%	0%	22%	60%	18%	0%	1%	95%	4%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Cherry				FM 2920				Cherry				FM 2920			
	From North				**From East**				**From South**				**From West**			

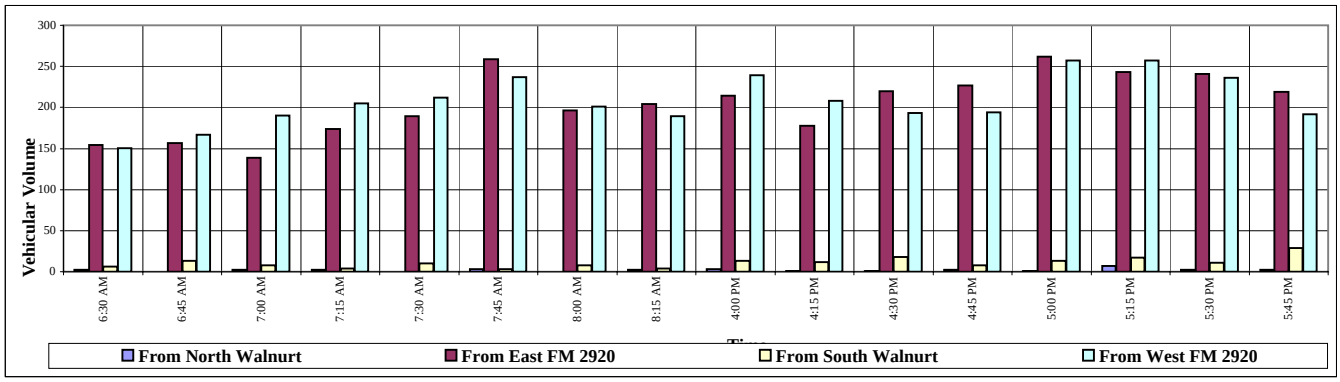


FM 2920 at Walnut

September 26, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Walnurt				FM 2920				Walnurt				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	2	0	0	0	12	140	2	0	0	0	6	0	0	150	0	0
6:45	0	0	0	0	12	144	1	0	0	0	13	0	1	166	0	0
Hr. Total:	**2**	**0**	**0**	**0**	**24**	**284**	**3**	**0**	**0**	**0**	**19**	**0**	**1**	**316**	**0**	**0**
7:00	0	0	2	0	8	130	1	0	0	2	6	0	0	190	0	0
7:15	0	1	1	0	10	162	2	0	0	0	4	0	3	200	2	0
7:30	0	0	0	0	13	176	0	0	0	0	10	0	0	211	1	0
7:45	2	0	1	0	15	241	3	0	0	0	3	0	1	233	3	0
Hr. Total:	**2**	**1**	**4**	**0**	**46**	**709**	**6**	**0**	**0**	**2**	**23**	**0**	**4**	**834**	**6**	**0**
8:00	0	0	0	0	9	186	1	0	1	0	7	0	1	197	3	0
8:15	0	0	2	0	11	193	0	0	0	1	3	0	1	185	3	0
Hr. Total:	**0**	**0**	**2**	**0**	**20**	**379**	**1**	**0**	**1**	**1**	**10**	**0**	**2**	**382**	**6**	**0**
16:00	1	0	2	0	5	207	2	0	3	0	10	0	0	234	5	0
16:15	0	0	1	0	10	166	2	0	1	1	10	0	1	206	1	0
16:30	0	0	1	0	6	213	1	0	0	1	17	0	2	190	1	0
16:45	1	0	1	0	10	215	2	0	1	0	7	0	3	190	1	0
Hr. Total:	**2**	**0**	**5**	**0**	**31**	**801**	**7**	**0**	**5**	**2**	**44**	**0**	**6**	**820**	**8**	**0**
17:00	0	0	1	0	12	246	4	0	0	0	13	0	2	255	0	0
17:15	1	0	6	0	8	231	4	0	0	3	14	0	4	253	0	0
17:30	0	0	2	0	8	229	4	0	0	0	11	0	1	233	2	0
17:45	0	0	2	0	15	200	4	0	0	1	28	0	1	190	1	0
Hr. Total:	**1**	**0**	**11**	**0**	**43**	**906**	**16**	**0**	**0**	**4**	**66**	**0**	**8**	**931**	**3**	**0**
Gr. Total	7	1	22	0	164	3079	33	0	6	9	162	0	21	3283	23	0
% of Tot.	0%	0%	0%	0%	2%	45%	0%	0%	0%	0%	2%	0%	0%	48%	0%	0%
Apprch%	0%				48%				3%				49%			
% of Apprch	23%	3%	73%	0%	5%	94%	1%	0%	3%	5%	92%	0%	1%	99%	1%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Walnurt				FM 2920				Walnurt				FM 2920			
	From North				**From East**				**From South**				**From West**			

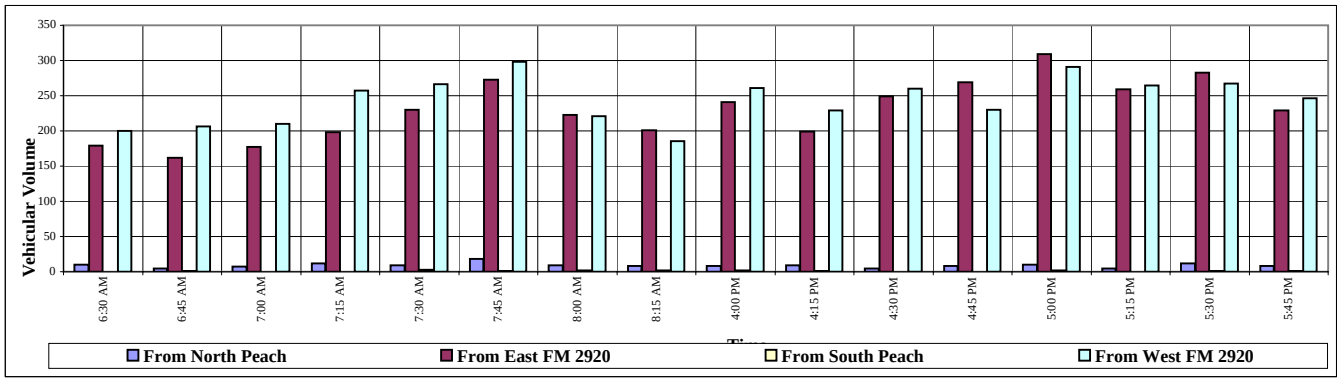


FM 2920 at Peach

September 26, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Peach				FM 2920				Peach				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	2	0	8	0	0	178	1	0	0	0	0	0	1	199	0	0
6:45	1	0	4	0	0	162	0	0	0	0	1	0	2	204	0	0
Hr. Total:	**3**	**0**	**12**	**0**	**0**	**340**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	**403**	**0**	**0**
7:00	0	0	7	0	0	173	4	0	0	0	0	0	8	202	0	0
7:15	3	0	9	0	2	195	1	0	0	0	0	0	5	252	0	0
7:30	3	0	6	0	1	228	1	0	1	0	2	0	4	261	1	0
7:45	6	0	12	0	1	269	3	0	0	0	1	0	11	285	2	0
Hr. Total:	**12**	**0**	**34**	**0**	**4**	**865**	**9**	**0**	**1**	**0**	**3**	**0**	**28**	**1000**	**3**	**0**
8:00	2	0	7	0	1	217	5	0	1	0	1	0	2	217	2	0
8:15	0	0	8	0	0	198	3	0	1	0	1	0	5	180	0	0
Hr. Total:	**2**	**0**	**15**	**0**	**1**	**415**	**8**	**0**	**2**	**0**	**2**	**0**	**7**	**397**	**2**	**0**
16:00	1	0	7	0	0	240	1	0	2	0	0	0	8	253	0	0
16:15	3	0	6	0	0	198	1	0	0	0	1	0	2	227	0	0
16:30	0	0	5	0	0	246	3	0	0	0	0	0	6	254	0	0
16:45	1	0	7	0	0	266	3	0	0	0	0	0	8	221	1	0
Hr. Total:	**5**	**0**	**25**	**0**	**0**	**950**	**8**	**0**	**2**	**0**	**1**	**0**	**24**	**955**	**1**	**0**
17:00	2	0	8	0	0	306	3	0	1	0	1	0	12	278	1	0
17:15	0	0	5	0	0	257	2	0	0	0	0	0	8	257	0	0
17:30	3	0	9	0	0	282	1	0	1	0	0	0	11	256	0	0
17:45	2	0	6	0	0	227	2	0	1	0	0	0	4	242	0	0
Hr. Total:	**7**	**0**	**28**	**0**	**0**	**1072**	**8**	**0**	**3**	**0**	**1**	**0**	**35**	**1033**	**1**	**0**
Gr. Total	29	0	114	0	5	3642	34	0	8	0	8	0	97	3788	7	0
% of Tot.	0%	0%	1%	0%	0%	47%	0%	0%	0%	0%	0%	0%	1%	49%	0%	0%
Apprch%	2%				48%				0%				50%			
% of Apprch	20%	0%	80%	0%	0%	99%	1%	0%	50%	0%	50%	0%	2%	97%	0%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Peach				FM 2920				Peach				FM 2920			
	From North				**From East**				**From South**				**From West**			

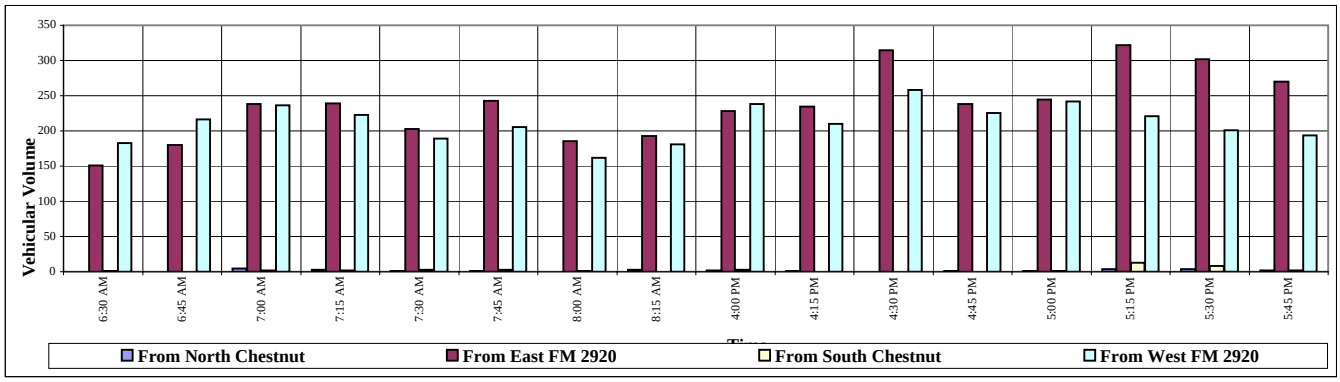


FM 2920 at Chestnut Street

September 27, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Chestnut				FM 2920				Chestnut				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	0	0	0	0	0	150	1	0	0	0	1	0	0	183	0	0
6:45	0	0	0	0	0	180	0	0	0	0	0	0	0	215	1	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**330**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**398**	**1**	**0**
7:00	0	4	1	0	2	236	0	0	0	0	2	0	0	236	0	0
7:15	1	0	2	0	2	237	0	0	0	1	1	0	1	220	2	0
7:30	1	0	0	0	3	200	0	0	1	0	2	0	1	185	3	0
7:45	0	0	1	0	3	240	0	0	2	0	1	0	4	198	3	0
Hr. Total:	**2**	**4**	**4**	**0**	**10**	**913**	**0**	**0**	**3**	**1**	**6**	**0**	**6**	**839**	**8**	**0**
8:00	0	0	0	0	0	185	0	0	0	1	0	0	0	162	0	0
8:15	1	0	2	0	2	191	0	0	0	0	0	0	1	179	1	0
Hr. Total:	**1**	**0**	**2**	**0**	**2**	**376**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**341**	**1**	**0**
16:00	0	0	2	0	3	225	0	0	1	0	2	0	1	231	6	0
16:15	1	0	0	0	0	235	0	0	0	0	0	0	0	210	0	0
16:30	0	0	0	0	0	315	0	0	0	0	0	0	0	258	0	0
16:45	0	1	0	0	1	237	0	0	0	0	0	0	0	225	0	0
Hr. Total:	**1**	**1**	**2**	**0**	**4**	**1012**	**0**	**0**	**1**	**0**	**2**	**0**	**1**	**924**	**6**	**0**
17:00	0	1	0	0	1	244	0	0	1	0	0	0	0	242	0	0
17:15	0	2	2	0	1	320	1	0	2	1	10	0	3	215	3	0
17:30	0	2	2	0	2	300	0	0	5	0	3	0	2	199	0	0
17:45	0	1	1	0	5	265	0	0	1	0	1	0	2	189	3	0
Hr. Total:	**0**	**6**	**5**	**0**	**9**	**1129**	**1**	**0**	**9**	**1**	**14**	**0**	**7**	**845**	**6**	**0**
Gr. Total	4	11	13	0	25	3760	2	0	13	3	23	0	15	3347	22	0
% of Tot.	0%	0%	0%	0%	0%	52%	0%	0%	0%	0%	0%	0%	0%	46%	0%	0%
Apprch%	0%				52%				1%				47%			
% of Apprch	14%	39%	46%	0%	1%	99%	0%	0%	33%	8%	59%	0%	0%	99%	1%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Chestnut				FM 2920				Chestnut				FM 2920			
	From North				**From East**				**From South**				**From West**			

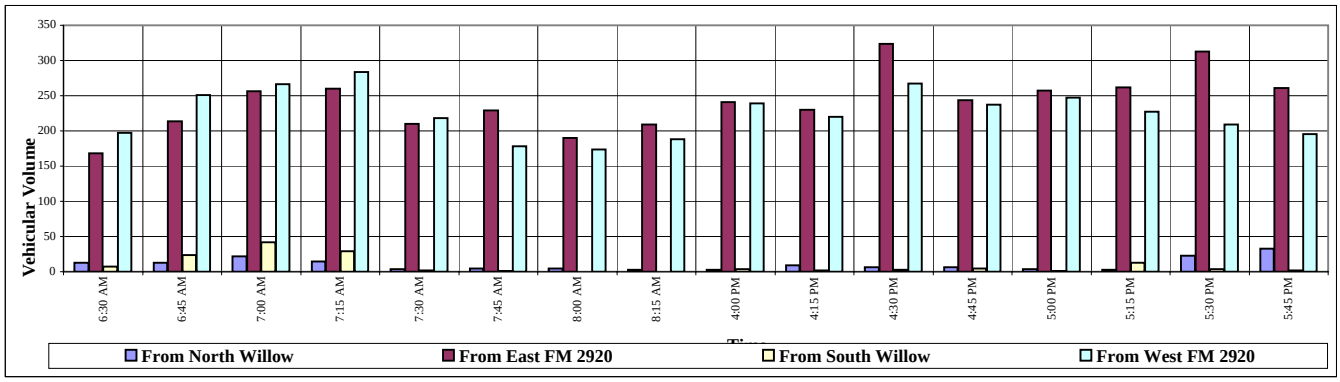


FM 2920 at Willow

September 26, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Willow				FM 2920				Willow				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	2	3	8	0	8	160	0	0	5	0	2	0	1	186	10	0
6:45	4	7	2	0	30	184	0	0	13	0	11	0	0	222	29	0
Hr. Total:	**6**	**10**	**10**	**0**	**38**	**344**	**0**	**0**	**18**	**0**	**13**	**0**	**1**	**408**	**39**	**0**
7:00	7	12	3	0	30	225	1	0	22	2	18	0	1	226	39	0
7:15	4	8	3	0	22	238	0	0	13	0	16	0	1	253	30	0
7:30	1	0	3	0	0	208	2	0	0	0	2	0	2	215	1	0
7:45	2	0	3	0	0	229	0	0	1	0	0	0	0	176	2	0
Hr. Total:	**14**	**20**	**12**	**0**	**52**	**900**	**3**	**0**	**36**	**2**	**36**	**0**	**4**	**870**	**72**	**0**
8:00	2	0	3	0	0	190	0	0	0	0	0	0	4	169	1	0
8:15	1	0	2	0	0	208	1	0	0	0	0	0	1	186	1	0
Hr. Total:	**3**	**0**	**5**	**0**	**0**	**398**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**355**	**2**	**0**
16:00	1	0	2	0	3	238	0	0	2	0	2	0	0	239	0	0
16:15	3	1	5	0	0	229	1	0	2	0	0	0	4	215	1	0
16:30	3	0	3	1	0	320	4	0	2	0	1	0	3	259	5	0
16:45	3	0	3	0	0	240	4	0	5	0	0	0	7	228	2	0
Hr. Total:	**10**	**1**	**13**	**1**	**3**	**1027**	**9**	**0**	**11**	**0**	**3**	**0**	**14**	**941**	**8**	**0**
17:00	1	0	3	0	0	248	9	0	0	0	1	0	3	241	3	0
17:15	1	0	2	0	0	253	9	0	7	1	5	0	7	212	8	0
17:30	6	3	14	0	0	306	7	0	1	1	2	0	11	198	0	0
17:45	12	0	21	0	0	259	2	0	2	0	0	0	9	186	0	0
Hr. Total:	**20**	**3**	**40**	**0**	**0**	**1066**	**27**	**0**	**10**	**2**	**8**	**0**	**30**	**837**	**11**	**0**
Gr. Total	53	34	80	1	93	3735	40	0	75	4	60	0	54	3411	132	0
% of Tot.	1%	0%	1%	0%	1%	48%	1%	0%	1%	0%	1%	0%	1%	44%	2%	0%
Apprch%	2%				50%				2%				46%			
% of Apprch	32%	20%	48%	1%	2%	97%	1%	0%	54%	3%	43%	0%	2%	95%	4%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Willow				FM 2920				Willow				FM 2920			
	From North				**From East**				**From South**				**From West**			

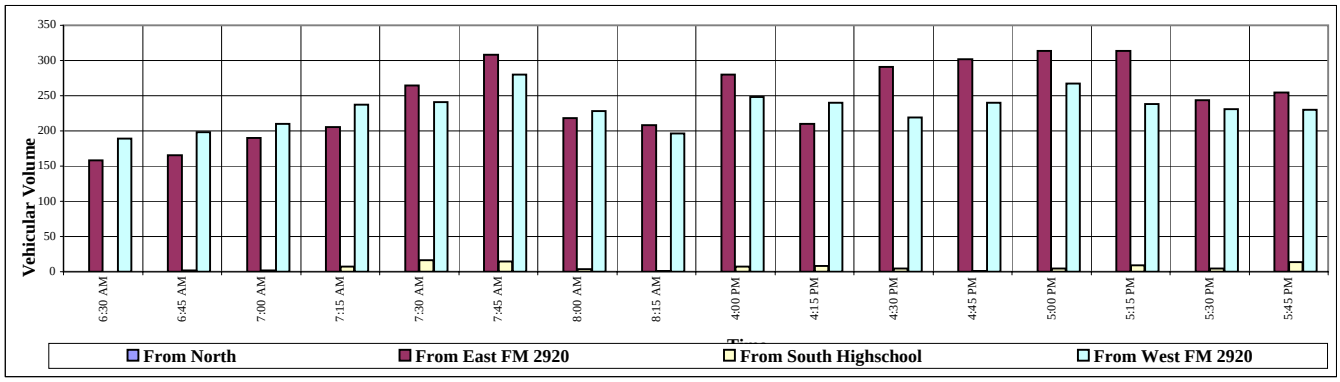


FM 2920 at Highschool

September 27, 2007

Turning Movement Count

	From North				From East				From South				From West			
					FM 2920				Highschool				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	0	0	0	0	4	154	0	0	0	0	0	0	0	188	1	0
6:45	0	0	0	0	2	163	0	0	1	0	1	0	0	197	1	0
Hr. Total:	**0**	**0**	**0**	**0**	**6**	**317**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**385**	**2**	**0**
7:00	0	0	0	0	13	177	0	0	1	0	1	0	0	204	6	0
7:15	0	0	0	0	13	192	0	0	4	0	3	0	0	235	2	0
7:30	0	0	0	0	14	251	0	0	7	0	9	0	0	234	7	0
7:45	0	0	0	0	19	289	0	0	6	0	9	0	0	279	1	0
Hr. Total:	**0**	**0**	**0**	**0**	**59**	**909**	**0**	**0**	**18**	**0**	**22**	**0**	**0**	**952**	**16**	**0**
8:00	0	0	0	0	4	214	0	0	2	0	2	0	0	227	1	0
8:15	0	0	0	0	1	207	0	0	1	0	0	0	0	196	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**5**	**421**	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**423**	**1**	**0**
16:00	0	0	0	0	5	275	0	0	3	0	4	0	0	242	6	0
16:15	0	0	0	0	3	207	0	0	3	0	5	0	0	233	7	0
16:30	0	0	0	0	13	278	0	0	2	0	3	0	0	214	5	0
16:45	0	0	0	0	6	296	0	0	0	0	1	0	0	240	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**27**	**1056**	**0**	**0**	**8**	**0**	**13**	**0**	**0**	**929**	**18**	**0**
17:00	0	0	0	0	8	306	0	0	0	0	5	0	0	265	2	0
17:15	0	0	0	0	4	310	0	0	4	0	5	0	0	234	4	0
17:30	0	0	0	0	4	240	0	0	2	0	3	0	0	230	1	0
17:45	0	0	0	0	11	244	0	0	9	0	5	0	0	228	2	0
Hr. Total:	**0**	**0**	**0**	**0**	**27**	**1100**	**0**	**0**	**15**	**0**	**18**	**0**	**0**	**957**	**9**	**0**
Gr. Total	0	0	0	0	124	3803	0	0	45	0	56	0	0	3646	46	0
% of Tot.	0%	0%	0%	0%	2%	49%	0%	0%	1%	0%	1%	0%	0%	47%	1%	0%
Apprch%	0%				51%				1%				48%			
% of Apprch	#####	#####	#####	#####	3%	97%	0%	0%	45%	0%	55%	0%	0%	99%	1%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
					FM 2920				Highschool				FM 2920			
	From North				**From East**				**From South**				**From West**			

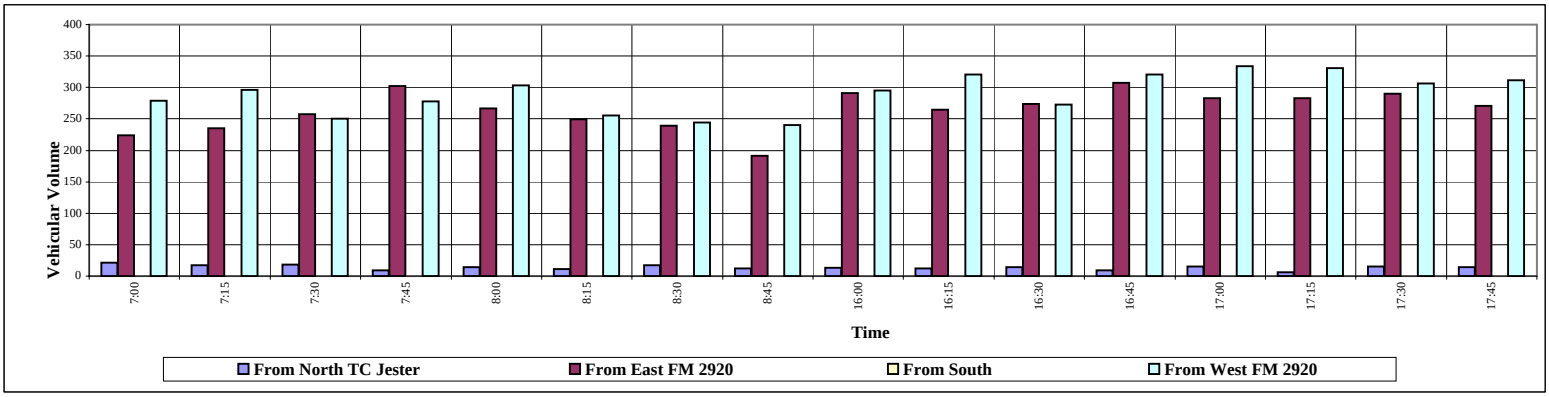


FM 2920 at TC Jester

September 27, 2007

Turning Movement Count

	From North					From East					From South					From West				
	TC Jester					FM 2920										FM 2920				
Time	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**
7:00	6	0	15	0	0	0	220	4	0	0	0	0	0	0	0	0	279	0	0	0
7:15	10	0	7	0	1	0	233	2	0	0	0	0	0	0	0	2	294	0	0	0
7:30	8	0	10	0	0	0	255	3	0	0	0	0	0	0	0	4	246	0	0	0
7:45	3	0	6	0	0	0	300	2	0	0	0	0	0	0	0	0	278	0	0	0
Hr. Total:	**27**	**0**	**38**	**0**	**1**	**0**	**1008**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**1097**	**0**	**0**	**0**
8:00	6	0	8	0	0	0	261	6	0	0	0	0	0	0	0	3	300	0	0	0
8:15	4	0	7	0	0	0	242	7	0	0	0	0	0	0	0	3	252	0	0	0
8:30	3	0	14	0	0	0	236	3	0	0	0	0	0	0	0	4	240	0	0	0
8:45	3	0	9	0	0	0	188	3	0	0	0	0	0	0	0	6	234	0	0	0
Hr. Total:	**16**	**0**	**38**	**0**	**0**	**0**	**927**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**1026**	**0**	**0**	**0**
16:00	4	0	9	0	0	0	284	7	0	0	0	0	0	0	0	5	290	0	0	0
16:15	9	0	3	0	0	0	258	7	0	0	0	0	0	0	0	9	312	0	0	0
16:30	7	0	7	0	0	0	269	5	0	0	0	0	0	0	0	7	266	0	0	0
16:45	3	0	6	0	0	0	296	11	0	0	0	0	0	0	0	4	317	0	0	0
Hr. Total:	**23**	**0**	**25**	**0**	**0**	**0**	**1107**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**1185**	**0**	**0**	**0**
17:00	8	0	7	0	0	0	272	11	0	0	0	0	0	0	0	12	322	0	0	0
17:15	1	0	5	0	0	0	280	3	0	0	0	0	0	0	0	4	327	0	0	0
17:30	4	0	11	0	0	0	285	5	0	0	0	0	0	0	0	7	299	0	0	0
17:45	6	0	8	0	0	0	264	7	0	0	0	0	0	0	0	7	304	0	0	0
Hr. Total:	**19**	**0**	**31**	**0**	**0**	**0**	**1101**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**1252**	**0**	**0**	**0**
Gr. Total	85	0	132	0	1	0	4143	86	0	0	0	0	0	0	0	77	4560	0	0	0
% of Tot.	1%	0%	1%	0%	0%	0%	46%	1%	0%	0%	0%	0%	0%	0%	0%	1%	50%	0%	0%	0%
Apprch%	2%					47%					0%					51%				
% of Apprch	39%	0%	61%	0%	0%	0%	98%	2%	0%	0%	####	####	####	####	####	2%	98%	0%	0%	0%
	Left	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**
	TC Jester					FM 2920										FM 2920				
	From North					**From East**					**From South**					**From West**				

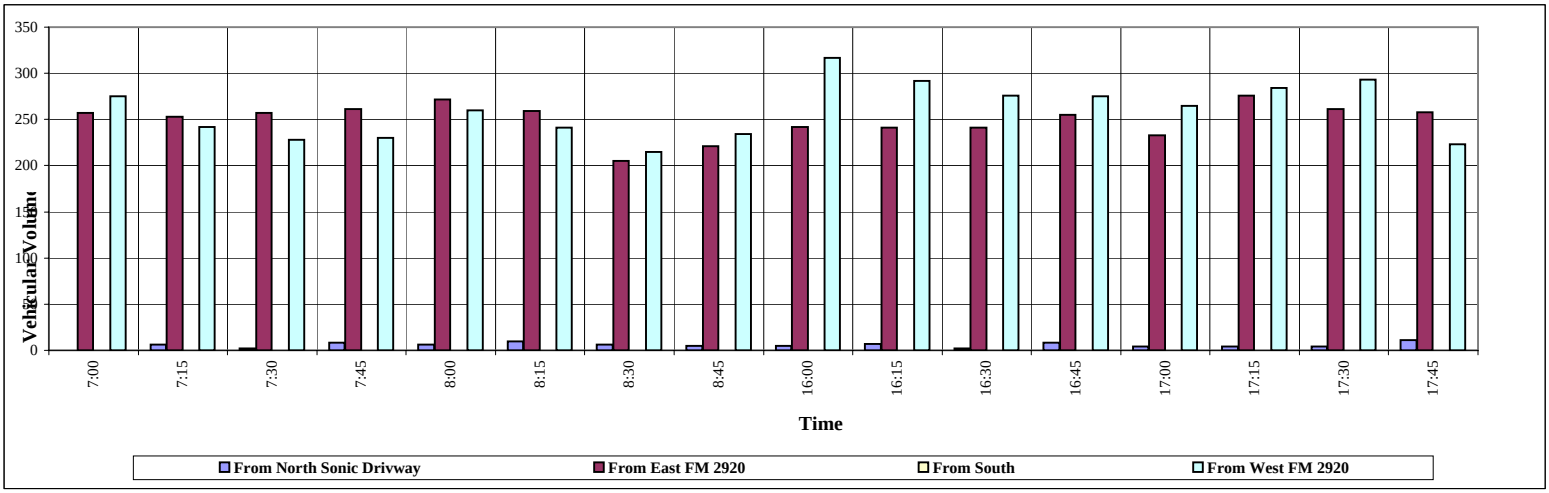


FM 2920 at Sonic Driveway

December 11, 2007

Turning Movement Count

	From North					From East					From South					From West				
	Sonic Drivway					FM 2920										FM 2920				
Time	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**
7:00	0	0	0	0	0	0	255	2	0	0	0	0	0	0	0	2	273	0	0	0
7:15	4	0	2	0	0	0	247	6	0	0	0	0	0	0	0	7	235	0	0	0
7:30	1	0	1	0	0	0	252	5	0	1	0	0	0	0	0	2	226	0	0	0
7:45	3	0	5	0	1	0	256	5	0	0	0	0	0	0	0	1	229	0	0	0
Hr. Total:	**8**	**0**	**8**	**0**	**1**	**0**	**1010**	**18**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**963**	**0**	**0**	**0**
8:00	0	0	6	0	0	0	266	6	0	0	0	0	0	0	0	5	255	0	0	0
8:15	4	0	6	0	0	0	253	6	0	0	0	0	0	0	0	9	232	0	0	0
8:30	2	0	4	0	0	0	203	2	0	0	0	0	0	0	0	3	212	0	0	0
8:45	0	0	5	0	0	0	215	6	0	0	0	0	0	0	0	0	234	0	0	0
Hr. Total:	**6**	**0**	**21**	**0**	**0**	**0**	**937**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**933**	**0**	**0**	**0**
16:00	0	0	5	0	0	0	235	7	0	0	0	0	0	0	0	0	317	0	0	0
16:15	3	0	4	0	0	0	236	5	0	0	0	0	0	0	0	4	288	0	0	0
16:30	1	0	1	0	0	0	238	3	0	0	0	0	0	0	0	2	274	0	0	0
16:45	4	0	4	0	0	0	250	5	0	0	0	0	0	0	0	8	267	0	0	0
Hr. Total:	**8**	**0**	**14**	**0**	**0**	**0**	**959**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**1146**	**0**	**0**	**0**
17:00	1	0	3	0	0	0	228	5	0	0	0	0	0	0	0	6	259	0	0	0
17:15	1	0	3	0	0	0	272	4	0	0	0	0	0	0	0	3	281	0	0	0
17:30	0	0	4	0	0	0	256	5	0	0	0	0	0	0	0	5	288	0	0	0
17:45	6	0	5	0	0	0	252	6	0	0	0	0	0	0	0	4	219	0	0	0
Hr. Total:	**8**	**0**	**15**	**0**	**0**	**0**	**1008**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**1047**	**0**	**0**	**0**
Gr. Total	30	0	58	0	1	0	3914	78	0	1	0	0	0	0	0	61	4089	0	0	0
% of Tot.	0%	0%	1%	0%	0%	0%	48%	1%	0%	0%	0%	0%	0%	0%	0%	1%	50%	0%	0%	0%
Apprch%	1%					49%					0%					50%				
% of Apprch	34%	0%	65%	0%	1%	0%	98%	2%	0%	0%	####	####	####	####	####	1%	99%	0%	0%	0%
	Left	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**
	Sonic Drivway					FM 2920										FM 2920				
	From North					**From East**					**From South**					**From West**				

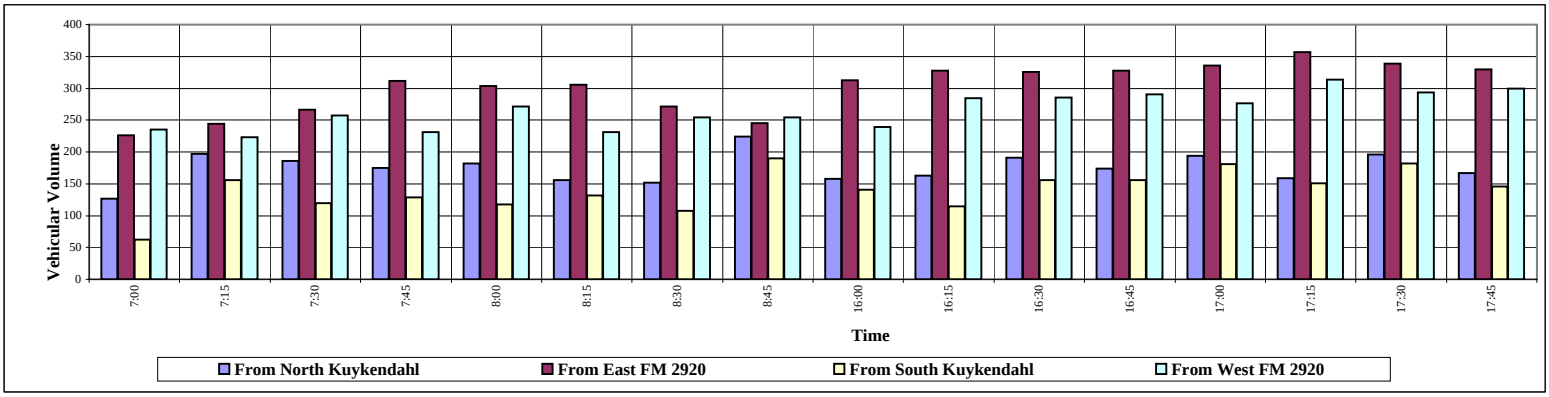


FM 2920 at Kuykendahl

September 27, 2007

Turning Movement Count

	From North					From East					From South					From West				
	Kuykendahl					FM 2920					Kuykendahl					FM 2920				
Time	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**
7:00	46	71	10	0	0	19	188	19	0	0	14	43	5	0	0	29	178	28	0	0
7:15	44	139	14	0	0	35	175	34	0	0	57	86	13	0	0	21	180	22	0	0
7:30	77	101	8	0	0	32	198	36	0	0	43	69	8	0	0	26	200	31	0	0
7:45	75	86	14	0	0	31	244	37	0	0	48	73	8	0	0	30	172	29	0	0
Hr. Total:	**242**	**397**	**46**	**0**	**0**	**117**	**805**	**126**	**0**	**0**	**162**	**271**	**34**	**0**	**0**	**106**	**730**	**110**	**0**	**0**
8:00	69	102	11	0	0	41	229	34	0	0	36	70	12	0	0	38	209	24	0	0
8:15	61	81	14	0	0	29	235	42	0	0	43	67	22	0	0	20	187	24	0	0
8:30	58	82	12	0	0	22	212	37	0	0	35	60	13	0	0	32	195	27	0	0
8:45	28	161	35	0	0	22	195	28	0	0	24	149	17	0	0	48	190	16	0	0
Hr. Total:	**216**	**426**	**72**	**0**	**0**	**114**	**871**	**141**	**0**	**0**	**138**	**346**	**64**	**0**	**0**	**138**	**781**	**91**	**0**	**0**
16:00	46	92	20	0	0	45	224	44	0	0	44	91	6	0	0	30	178	31	0	0
16:15	41	105	17	0	0	30	261	37	0	0	34	73	8	0	0	39	214	31	0	0
16:30	57	107	27	0	0	49	238	39	0	0	39	111	6	0	0	44	209	32	0	0
16:45	57	89	28	0	0	54	241	33	0	1	39	113	4	0	0	48	211	31	0	0
Hr. Total:	**201**	**393**	**92**	**0**	**0**	**178**	**964**	**153**	**0**	**1**	**156**	**388**	**24**	**0**	**0**	**161**	**812**	**125**	**0**	**0**
17:00	61	100	33	0	0	44	249	43	0	0	44	128	9	0	0	55	200	21	0	0
17:15	50	100	9	0	0	52	264	41	0	0	43	103	5	0	0	58	234	22	0	0
17:30	60	104	32	0	0	46	249	44	0	1	46	122	14	0	0	36	238	19	0	0
17:45	58	94	15	0	0	41	227	62	0	0	41	98	7	0	0	56	227	17	0	0
Hr. Total:	**229**	**398**	**89**	**0**	**0**	**183**	**989**	**190**	**0**	**1**	**174**	**451**	**35**	**0**	**0**	**205**	**899**	**79**	**0**	**0**
Gr. Total	888	1614	299	0	0	592	3629	610	0	2	630	1456	157	0	0	610	3222	405	0	0
% of Tot.	6%	11%	2%	0%	0%	4%	26%	4%	0%	0%	4%	10%	1%	0%	0%	4%	23%	3%	0%	0%
Apprch%	20%					34%					16%					30%				
% of Apprch	32%	58%	11%	0%	0%	12%	75%	13%	0%	0%	28%	65%	7%	0%	0%	14%	76%	10%	0%	0%
	Left	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**
	Kuykendahl					FM 2920					Kuykendahl					FM 2920				
	From North					**From East**					**From South**					**From West**				

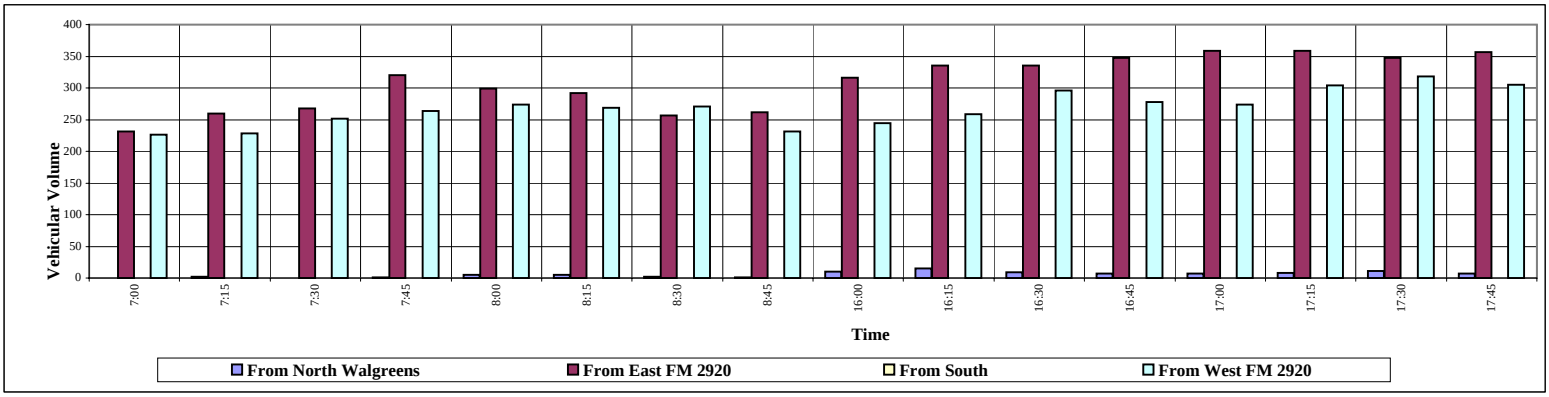


FM 2920 at Walgreens

September 27, 2007

Turning Movement Count

	From North					From East					From South					From West				
	Walgreens					FM 2920										FM 2920				
Time	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**
7:00	0	0	0	0	0	0	227	4	0	0	0	0	0	0	0	1	225	0	0	0
7:15	1	0	1	0	0	0	258	2	0	0	0	0	0	0	0	0	228	0	0	0
7:30	0	0	0	0	0	0	264	4	0	0	0	0	0	0	0	0	252	0	0	0
7:45	0	0	1	0	0	0	311	9	0	0	0	0	0	0	0	3	261	0	0	0
Hr. Total:	**1**	**0**	**2**	**0**	**0**	**0**	**1060**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**966**	**0**	**0**	**0**
8:00	1	0	4	0	0	0	293	6	0	0	0	0	0	0	0	1	273	0	0	0
8:15	1	0	4	0	0	0	288	4	0	0	0	0	0	0	0	1	268	0	0	0
8:30	1	0	1	0	0	0	251	6	0	0	0	0	0	0	0	1	270	0	0	0
8:45	0	0	1	0	0	0	254	8	0	0	0	0	0	0	0	0	231	0	0	0
Hr. Total:	**3**	**0**	**10**	**0**	**0**	**0**	**1086**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1042**	**0**	**0**	**0**
16:00	0	0	10	0	0	0	294	22	0	0	0	0	0	0	0	1	243	0	0	0
16:15	2	0	13	0	0	0	316	19	0	0	0	0	0	0	0	0	259	0	0	0
16:30	0	0	9	0	0	0	325	10	0	0	0	0	0	0	0	2	294	0	0	0
16:45	0	0	7	0	0	0	334	13	0	0	0	0	0	0	0	1	277	0	0	0
Hr. Total:	**2**	**0**	**39**	**0**	**0**	**0**	**1269**	**64**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1073**	**0**	**0**	**0**
17:00	1	0	6	0	0	0	341	18	0	0	0	0	0	0	0	3	271	0	0	0
17:15	1	0	7	0	0	0	347	12	0	0	0	0	0	0	0	0	304	0	0	0
17:30	2	0	9	0	0	0	336	11	0	0	0	0	0	0	0	0	318	0	0	0
17:45	0	0	7	0	0	0	339	18	0	0	0	0	0	0	0	3	302	0	0	0
Hr. Total:	**4**	**0**	**29**	**0**	**0**	**0**	**1363**	**59**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**1195**	**0**	**0**	**0**
Gr. Total	10	0	80	0	0	0	4778	166	0	0	0	0	0	0	0	17	4276	0	0	0
% of Tot.	0%	0%	1%	0%	0%	0%	51%	2%	0%	0%	0%	0%	0%	0%	0%	0%	46%	0%	0%	0%
Apprch%	1%					53%					0%					46%				
% of Apprch	11%	0%	89%	0%	0%	0%	97%	3%	0%	0%	####	####	####	####	####	0%	100%	0%	0%	0%
	Left	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**
	Walgreens					FM 2920										FM 2920				
	From North					**From East**					**From South**					**From West**				

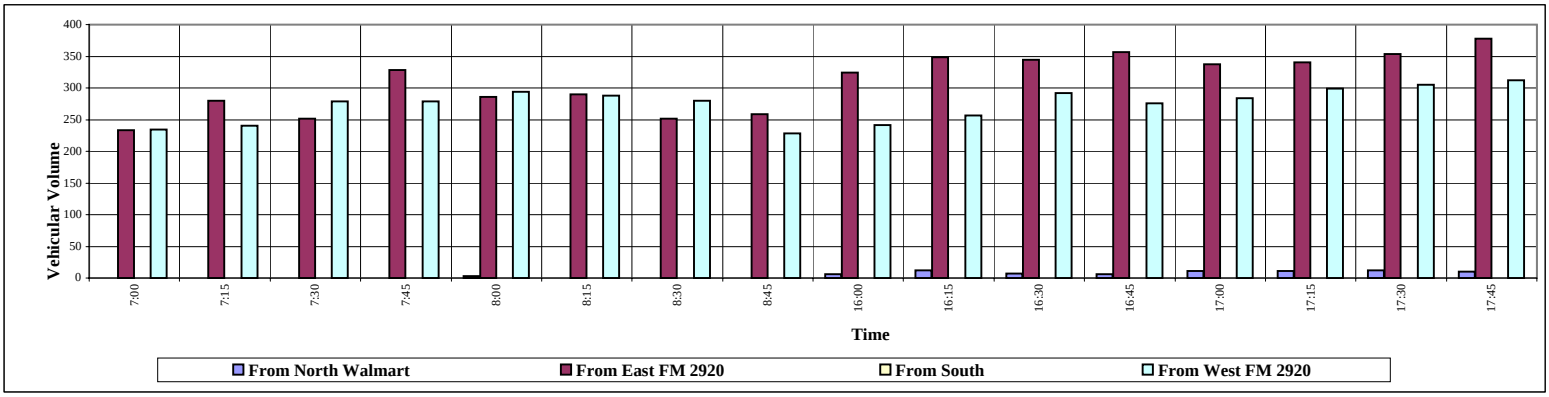


FM 2920 at Walmart

September 27, 2007

Turning Movement Count

	From North					From East					From South					From West				
	Walmart					FM 2920										FM 2920				
Time	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**
7:00	0	0	0	0	0	0	231	2	0	0	0	0	0	0	0	3	231	0	0	0
7:15	0	0	0	0	0	0	273	7	0	0	0	0	0	0	0	2	238	0	0	0
7:30	0	0	0	0	0	0	248	4	0	0	0	0	0	0	0	2	277	0	0	0
7:45	0	0	0	0	0	0	327	1	0	0	0	0	0	0	0	1	278	0	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**0**	**1079**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**1024**	**0**	**0**	**0**
8:00	2	0	1	0	0	0	283	3	0	0	0	0	0	0	0	1	293	0	0	0
8:15	0	0	0	0	0	0	289	1	0	0	0	0	0	0	0	3	285	0	0	0
8:30	0	0	0	0	0	0	246	6	0	0	0	0	0	0	0	2	278	0	0	0
8:45	0	0	0	0	0	0	254	5	0	0	0	0	0	0	0	1	227	0	0	0
Hr. Total:	**2**	**0**	**1**	**0**	**0**	**0**	**1072**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1083**	**0**	**0**	**0**
16:00	0	0	6	0	0	0	303	21	0	0	0	0	0	0	0	0	241	0	0	0
16:15	1	0	11	0	0	0	327	21	0	0	0	0	0	0	0	1	256	0	0	0
16:30	0	0	7	0	0	0	333	11	0	0	0	0	0	0	0	3	289	0	0	0
16:45	0	0	6	0	0	0	338	19	0	0	0	0	0	0	0	1	275	0	0	0
Hr. Total:	**1**	**0**	**30**	**0**	**0**	**0**	**1301**	**72**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1061**	**0**	**0**	**0**
17:00	2	0	9	0	0	0	317	20	0	0	0	0	0	0	0	3	281	0	0	0
17:15	1	0	10	0	0	0	322	18	0	0	0	0	0	0	0	1	298	0	0	0
17:30	1	0	11	0	0	0	340	14	0	0	0	0	0	0	0	3	302	0	0	0
17:45	1	0	9	0	0	0	356	22	0	0	0	0	0	0	0	1	311	0	0	0
Hr. Total:	**5**	**0**	**39**	**0**	**0**	**0**	**1335**	**74**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**1192**	**0**	**0**	**0**
Gr. Total	8	0	70	0	0	0	4787	175	0	0	0	0	0	0	0	28	4360	0	0	0
% of Tot.	0%	0%	1%	0%	0%	0%	51%	2%	0%	0%	0%	0%	0%	0%	0%	0%	46%	0%	0%	0%
Apprch%	1%					53%					0%					47%				
% of Apprch	10%	0%	90%	0%	0%	0%	96%	4%	0%	0%	####	####	####	####	####	1%	99%	0%	0%	0%
	Left	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**
	Walmart					FM 2920										FM 2920				
	From North					**From East**					**From South**					**From West**				

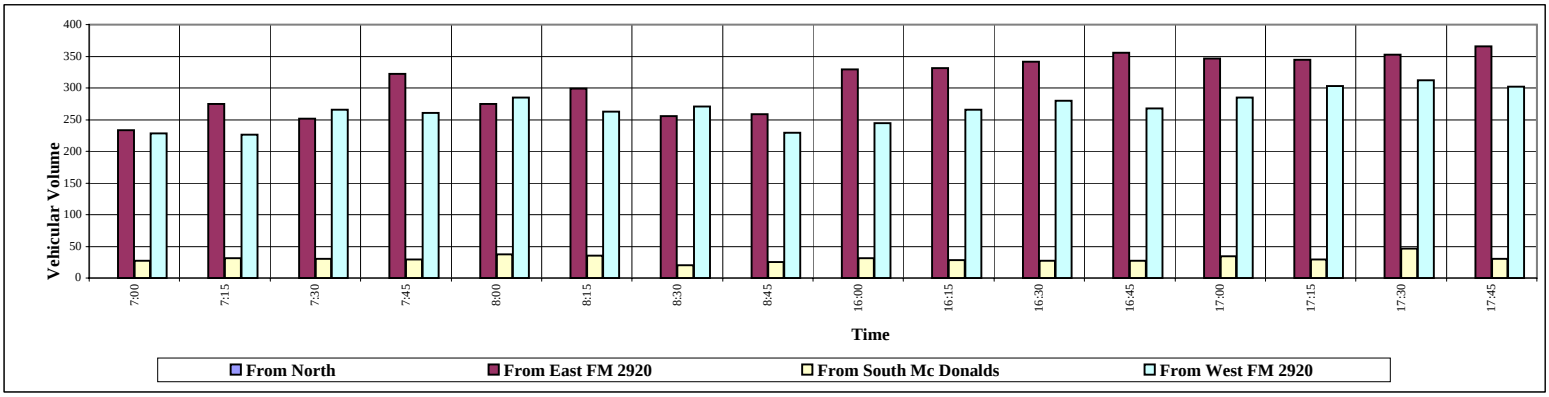


FM 2920 at Mc Donalds

September 27, 2007

Turning Movement Count

	From North					From East					From South					From West				
						FM 2920					Mc Donalds					FM 2920				
Time	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**
7:00	0	0	0	0	0	14	219	0	0	0	6	0	21	0	0	0	215	13	0	2
7:15	0	0	0	0	0	13	262	0	0	0	11	0	20	0	0	0	214	12	0	0
7:30	0	0	0	0	0	11	241	0	0	0	8	0	22	0	0	0	252	14	0	0
7:45	0	0	0	0	0	9	313	0	0	0	9	0	20	0	0	0	253	8	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**47**	**1035**	**0**	**0**	**0**	**34**	**0**	**83**	**0**	**0**	**0**	**934**	**47**	**0**	**2**
8:00	0	0	0	0	0	14	261	0	0	0	6	0	31	0	0	0	269	16	0	0
8:15	0	0	0	0	0	19	280	0	0	0	16	0	19	0	0	0	251	12	0	0
8:30	0	0	0	0	0	4	252	0	0	0	6	0	14	0	0	0	262	9	0	0
8:45	0	0	0	0	0	5	254	0	0	0	9	0	16	0	0	0	214	15	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**42**	**1047**	**0**	**0**	**0**	**37**	**0**	**80**	**0**	**0**	**0**	**996**	**52**	**0**	**0**
16:00	0	0	0	0	0	17	312	0	0	0	6	0	25	0	0	0	234	10	0	0
16:15	0	0	0	0	0	15	316	0	0	0	6	0	22	0	0	0	257	9	0	0
16:30	0	0	0	0	0	9	332	0	0	0	7	0	20	0	0	0	265	15	0	0
16:45	0	0	0	0	0	10	346	0	0	0	6	0	21	0	0	0	259	9	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**51**	**1306**	**0**	**0**	**0**	**25**	**0**	**88**	**0**	**0**	**0**	**1015**	**43**	**0**	**0**
17:00	0	0	0	0	0	20	326	0	0	0	3	0	31	0	0	0	281	4	0	0
17:15	0	0	0	0	0	10	319	15	0	0	6	0	23	0	0	0	293	10	0	0
17:30	0	0	0	0	0	12	341	0	0	0	9	0	37	0	0	0	298	14	0	0
17:45	0	0	0	0	0	9	357	0	0	0	5	0	25	0	0	0	292	10	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**51**	**1343**	**15**	**0**	**0**	**23**	**0**	**116**	**0**	**0**	**0**	**1164**	**38**	**0**	**0**
Gr. Total	0	0	0	0	0	191	4731	15	0	0	119	0	367	0	0	0	4109	180	0	2
% of Tot.	0%	0%	0%	0%	0%	2%	49%	0%	0%	0%	1%	0%	4%	0%	0%	0%	42%	2%	0%	0%
Apprch%			0%					51%					5%					44%		
% of Apprch	####	####	####	####	####	4%	96%	0%	0%	0%	24%	0%	76%	0%	0%	0%	96%	4%	0%	0%
	Left	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**
						FM 2920					Mc Donalds					FM 2920				
	From North					**From East**					**From South**					**From West**				

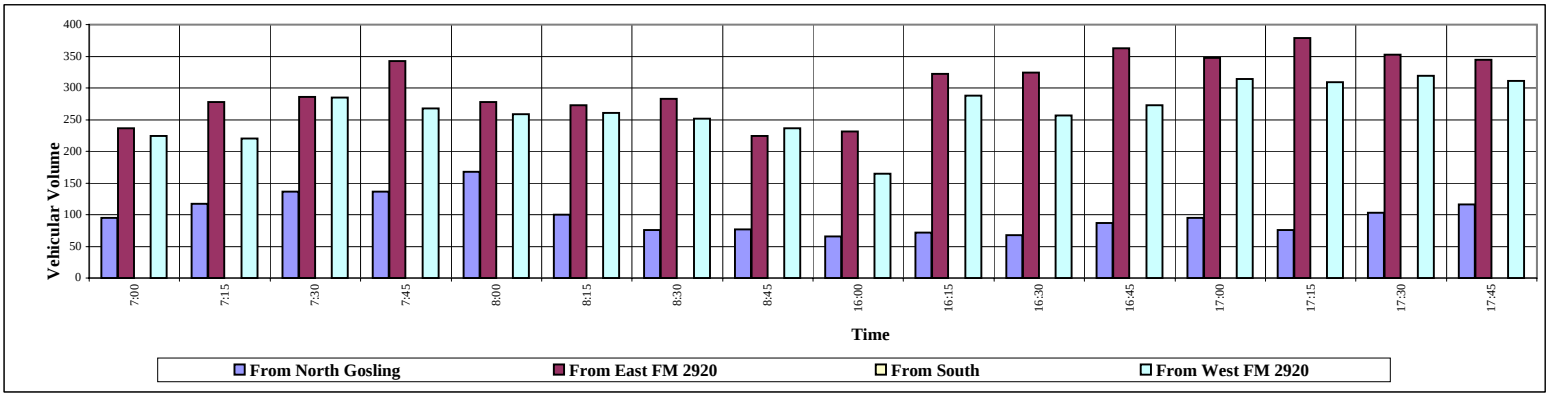


FM 2920 at Gosling

September 27, 2007

Turning Movement Count

	From North					From East					From South					From West				
	Gosling					FM 2920										FM 2920				
Time	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**
7:00	52	0	43	0	0	0	196	40	0	0	0	0	0	0	0	28	196	0	0	0
7:15	74	0	43	0	0	0	239	39	0	0	0	0	0	0	0	33	187	0	0	0
7:30	86	0	50	0	0	0	242	44	0	1	0	0	0	0	0	54	231	0	0	0
7:45	70	0	66	0	0	0	290	52	0	0	0	0	0	0	0	28	240	0	0	0
Hr. Total:	**282**	**0**	**202**	**0**	**0**	**0**	**967**	**175**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**143**	**854**	**0**	**0**	**0**
8:00	80	0	88	0	0	0	234	44	0	0	0	0	0	0	0	34	225	0	0	0
8:15	47	0	53	0	0	0	246	27	0	1	0	0	0	0	0	44	217	0	0	0
8:30	43	0	33	0	0	0	253	30	0	0	0	0	0	0	0	38	214	0	0	0
8:45	40	0	37	0	0	0	206	18	0	0	0	0	0	0	0	39	197	0	0	0
Hr. Total:	**210**	**0**	**211**	**0**	**0**	**0**	**939**	**119**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**155**	**853**	**0**	**0**	**0**
16:00	34	0	32	0	0	0	205	26	0	0	0	0	0	0	0	24	141	0	0	0
16:15	32	0	40	0	0	0	267	55	0	0	0	0	0	0	0	42	246	0	0	0
16:30	34	0	34	0	0	0	275	49	0	0	0	0	0	0	0	43	214	0	0	0
16:45	38	0	49	0	0	0	292	71	0	0	0	0	0	0	0	28	245	0	0	0
Hr. Total:	**138**	**0**	**155**	**0**	**0**	**0**	**1039**	**201**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**137**	**846**	**0**	**0**	**0**
17:00	50	0	45	0	0	0	280	67	0	0	0	0	0	0	0	57	257	0	0	0
17:15	46	0	30	0	0	0	310	69	0	0	0	0	0	0	0	44	265	0	0	0
17:30	51	0	52	0	0	0	287	66	0	0	0	0	0	0	0	41	278	0	0	0
17:45	59	0	57	0	0	0	250	94	0	0	0	0	0	0	0	51	260	0	0	0
Hr. Total:	**206**	**0**	**184**	**0**	**0**	**0**	**1127**	**296**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**193**	**1060**	**0**	**0**	**0**
Gr. Total	836	0	752	0	0	0	4072	791	0	2	0	0	0	0	0	628	3613	0	0	0
% of Tot.	8%	0%	7%	0%	0%	0%	38%	7%	0%	0%	0%	0%	0%	0%	0%	6%	34%	0%	0%	0%
Apprch%	15%					45%					0%					40%				
% of Apprch	53%	0%	47%	0%	0%	0%	84%	16%	0%	0%	####	####	####	####	####	15%	85%	0%	0%	0%
	Left	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**
	Gosling					FM 2920										FM 2920				
	From North					**From East**					**From South**					**From West**				

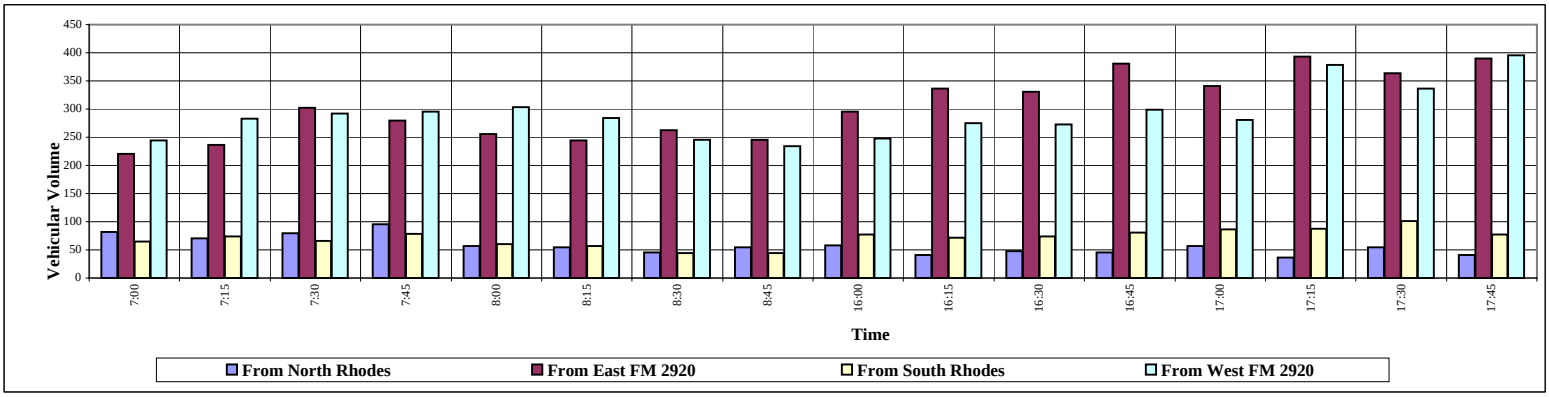


FM 2920 at Rhodes

September 27, 2007

Turning Movement Count

	From North					From East					From South					From West				
	Rhodes					FM 2920					Rhodes					FM 2920				
Time	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**
7:00	33	40	9	0	0	10	203	8	0	0	23	30	12	0	0	7	211	26	0	0
7:15	20	38	12	0	0	17	210	9	0	0	29	30	15	0	0	4	248	31	0	0
7:30	29	43	7	0	0	22	271	9	0	0	32	30	4	0	0	10	248	34	0	0
7:45	29	50	16	0	0	17	254	9	0	0	41	23	14	0	0	9	260	27	0	0
Hr. Total:	**111**	**171**	**44**	**0**	**0**	**66**	**938**	**35**	**0**	**0**	**125**	**113**	**45**	**0**	**0**	**30**	**967**	**118**	**0**	**0**
8:00	15	25	17	0	0	18	219	19	0	0	27	22	11	0	0	3	279	21	0	0
8:15	23	24	7	0	0	7	224	13	0	0	27	23	7	0	0	14	256	14	0	0
8:30	16	18	11	0	0	15	240	7	0	0	12	20	12	0	0	9	225	11	0	0
8:45	22	26	7	0	0	12	220	14	0	0	18	14	12	0	0	6	205	23	0	0
Hr. Total:	**76**	**93**	**42**	**0**	**0**	**52**	**903**	**53**	**0**	**0**	**84**	**79**	**42**	**0**	**0**	**32**	**965**	**69**	**0**	**0**
16:00	18	24	16	0	0	12	266	17	0	0	24	37	16	0	0	12	221	15	0	0
16:15	18	17	6	0	0	12	303	21	0	0	26	28	18	0	0	11	246	18	0	0
16:30	16	22	10	0	0	14	299	18	0	0	29	31	14	0	0	14	242	17	0	0
16:45	18	19	8	0	0	12	345	24	0	0	39	30	12	0	0	11	275	13	0	0
Hr. Total:	**70**	**82**	**40**	**0**	**0**	**50**	**1213**	**80**	**0**	**0**	**118**	**126**	**60**	**0**	**0**	**48**	**984**	**63**	**0**	**0**
17:00	20	20	17	0	0	16	307	18	0	0	31	41	14	0	0	18	241	22	0	0
17:15	14	17	5	0	0	17	354	22	0	0	31	46	10	0	0	17	336	25	0	0
17:30	14	20	21	0	0	16	323	25	0	0	33	55	13	0	0	37	278	21	0	0
17:45	19	13	9	0	0	18	349	23	0	0	28	44	5	0	0	47	321	27	0	0
Hr. Total:	**67**	**70**	**52**	**0**	**0**	**67**	**1333**	**88**	**0**	**0**	**123**	**186**	**42**	**0**	**0**	**119**	**1176**	**95**	**0**	**0**
Gr. Total	324	416	178	0	0	235	4387	256	0	0	450	504	189	0	0	229	4092	345	0	0
% of Tot.	3%	4%	2%	0%	0%	2%	38%	2%	0%	0%	4%	4%	2%	0%	0%	2%	35%	3%	0%	0%
Apprch%	8%					42%					10%					40%				
% of Apprch	35%	45%	19%	0%	0%	5%	90%	5%	0%	0%	39%	44%	17%	0%	0%	5%	88%	7%	0%	0%
	Left	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**	**Left**	**Thru**	**Right**	**U-turn**	**Peds**
	Rhodes					FM 2920					Rhodes					FM 2920				
	From North					**From East**					**From South**					**From West**				

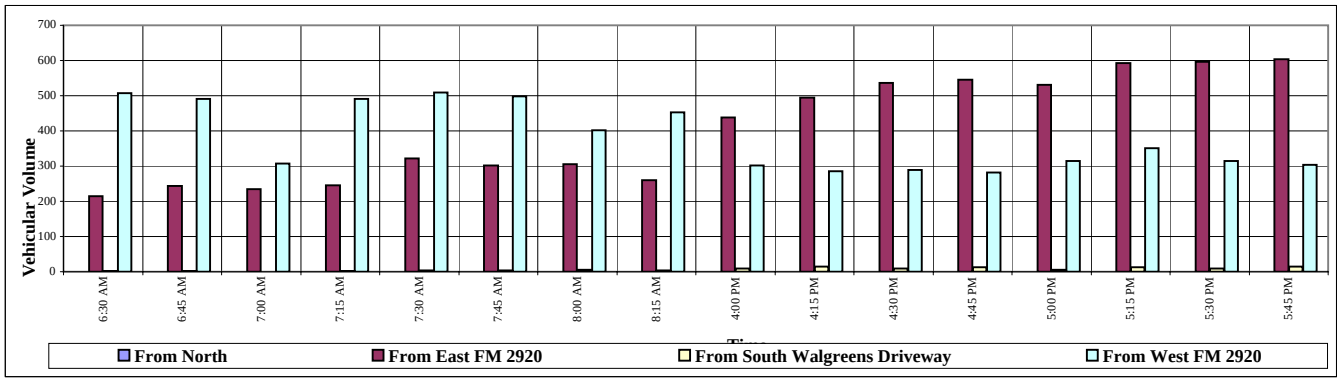


FM 2920 at Walgreens Driveway

September 27, 2007

Turning Movement Count

	From North				From East				From South				From West			
					FM 2920				Walgreens Driveway				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	0	0	0	0	1	214	0	0	0	0	1	0	0	507	1	0
6:45	0	0	0	0	1	242	0	0	0	0	1	0	0	489	2	0
Hr. Total:	**0**	**0**	**0**	**0**	**2**	**456**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**996**	**3**	**0**
7:00	0	0	0	0	1	234	0	0	0	0	0	0	0	306	2	0
7:15	0	0	0	0	2	243	0	0	0	0	1	0	0	491	0	0
7:30	0	0	0	0	2	319	0	0	0	0	4	0	0	507	3	0
7:45	0	0	0	0	2	300	0	0	0	0	4	0	0	495	3	0
Hr. Total:	**0**	**0**	**0**	**0**	**7**	**1096**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**1799**	**8**	**0**
8:00	0	0	0	0	0	305	0	0	1	0	4	0	0	399	2	0
8:15	0	0	0	0	1	259	0	0	0	0	4	0	0	450	2	0
Hr. Total:	**0**	**0**	**0**	**0**	**1**	**564**	**0**	**0**	**1**	**0**	**8**	**0**	**0**	**849**	**4**	**0**
16:00	0	0	0	0	4	434	0	0	2	0	7	0	0	294	8	0
16:15	0	0	0	0	13	481	0	0	4	0	11	0	0	283	2	0
16:30	0	0	0	0	6	531	0	0	3	0	7	0	0	285	5	0
16:45	0	0	0	0	19	527	0	0	4	0	8	0	0	279	2	0
Hr. Total:	**0**	**0**	**0**	**0**	**42**	**1973**	**0**	**0**	**13**	**0**	**33**	**0**	**0**	**1141**	**17**	**0**
17:00	0	0	0	0	18	513	0	0	0	0	6	0	0	311	4	0
17:15	0	0	0	0	29	563	0	0	3	0	10	0	0	347	4	0
17:30	0	0	0	0	26	570	0	0	0	0	10	0	0	311	4	0
17:45	0	0	0	0	22	582	0	0	4	0	10	0	0	298	6	0
Hr. Total:	**0**	**0**	**0**	**0**	**95**	**2228**	**0**	**0**	**7**	**0**	**36**	**0**	**0**	**1267**	**18**	**0**
Gr. Total	0	0	0	0	147	6317	0	0	21	0	88	0	0	6052	50	0
% of Tot.	0%	0%	0%	0%	1%	50%	0%	0%	0%	0%	1%	0%	0%	48%	0%	0%
Apprch%	0%				51%				1%				48%			
% of Apprch	#####	#####	#####	#####	2%	98%	0%	0%	19%	0%	81%	0%	0%	99%	1%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
					FM 2920				Walgreens Driveway				FM 2920			
	From North				**From East**				**From South**				**From West**			

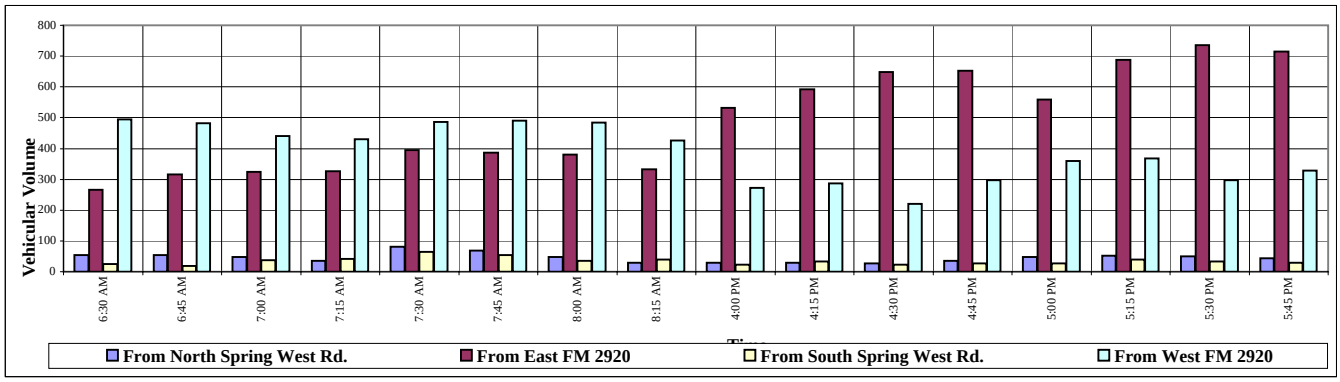


FM 2920 at Spring West Road

September 27, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Spring West Rd.				FM 2920				Spring West Rd.				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	29	23	1	0	64	197	6	0	6	4	15	0	3	475	16	0
6:45	37	14	2	0	71	238	7	0	1	3	14	0	9	447	27	0
Hr. Total:	**66**	**37**	**3**	**0**	**135**	**435**	**13**	**0**	**7**	**7**	**29**	**0**	**12**	**922**	**43**	**0**
7:00	28	17	3	0	88	221	16	0	8	4	26	0	9	400	31	0
7:15	26	5	4	0	87	232	7	0	4	6	32	0	4	404	23	0
7:30	59	20	2	0	74	305	15	0	11	6	47	0	1	459	26	0
7:45	49	18	2	0	87	292	8	0	10	4	39	0	2	456	33	0
Hr. Total:	**162**	**60**	**11**	**0**	**336**	**1050**	**46**	**0**	**33**	**20**	**144**	**0**	**16**	**1719**	**113**	**0**
8:00	34	11	3	0	82	286	12	0	13	2	21	0	5	459	21	0
8:15	22	4	4	0	78	248	6	0	13	9	17	0	6	403	18	0
Hr. Total:	**56**	**15**	**7**	**0**	**160**	**534**	**18**	**0**	**26**	**11**	**38**	**0**	**11**	**862**	**39**	**0**
16:00	16	5	9	0	84	414	33	0	15	2	5	0	3	256	13	0
16:15	18	11	1	0	105	474	14	0	21	3	9	0	4	271	12	0
16:30	14	8	6	0	101	532	15	0	13	6	3	0	4	202	15	0
16:45	15	12	9	0	120	518	14	0	16	5	5	0	3	285	9	0
Hr. Total:	**63**	**36**	**25**	**0**	**410**	**1938**	**76**	**0**	**65**	**16**	**22**	**0**	**14**	**1014**	**49**	**0**
17:00	35	11	2	0	112	434	14	0	15	11	2	0	6	336	17	0
17:15	28	17	6	0	91	578	19	0	25	7	7	0	4	344	19	0
17:30	28	17	5	0	122	598	16	0	18	9	6	0	2	283	13	0
17:45	24	14	5	0	106	591	17	0	16	9	5	0	3	309	16	0
Hr. Total:	**115**	**59**	**18**	**0**	**431**	**2201**	**66**	**0**	**74**	**36**	**20**	**0**	**15**	**1272**	**65**	**0**
Gr. Total	462	207	64	0	1472	6158	219	0	205	90	253	0	68	5789	309	0
% of Tot.	3%	1%	0%	0%	10%	40%	1%	0%	1%	1%	2%	0%	0%	38%	2%	0%
Apprch%	5%				51%				4%				40%			
% of Apprch	63%	28%	9%	0%	19%	78%	3%	0%	37%	16%	46%	0%	1%	94%	5%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Spring West Rd.				FM 2920				Spring West Rd.				FM 2920			
	From North				**From East**				**From South**				**From West**			

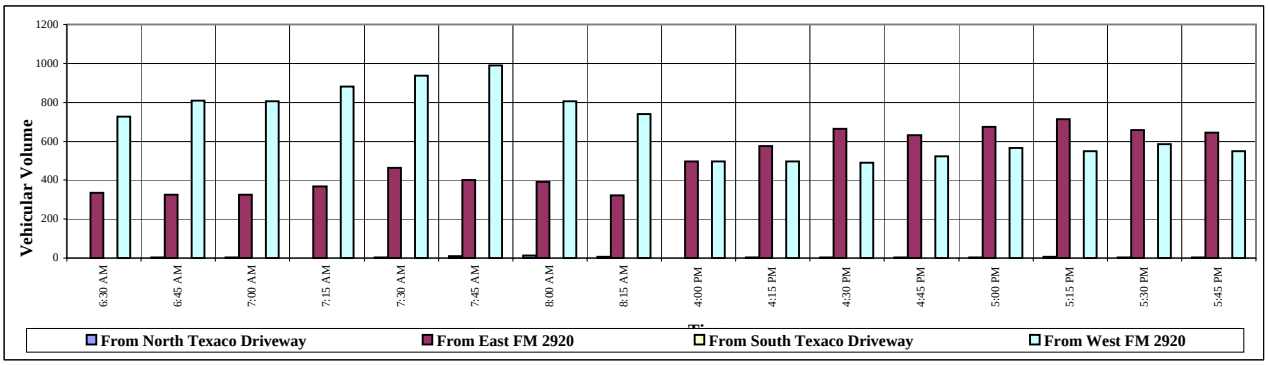


FM 2920 at Texaco Driveway

December 11, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Texaco Driveway				FM 2920				Texaco Driveway				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	0	0	1	0	0	335	0	0	0	0	0	0	0	728	0	0
6:45	1	0	1	0	0	323	1	0	0	0	0	0	2	808	0	0
Hr. Total:	**1**	**0**	**2**	**0**	**0**	**658**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**1536**	**0**	**0**
7:00	0	0	2	0	1	321	2	0	0	0	0	0	0	806	0	0
7:15	0	0	1	0	0	367	2	0	0	0	0	0	1	881	0	0
7:30	1	0	2	0	0	462	2	0	0	0	0	0	7	931	0	0
7:45	5	0	4	0	0	398	3	0	0	0	0	0	3	985	0	0
Hr. Total:	**6**	**0**	**9**	**0**	**1**	**1548**	**9**	**0**	**0**	**0**	**0**	**0**	**11**	**3603**	**0**	**0**
8:00	6	0	6	0	0	388	3	0	0	0	0	0	5	802	0	0
8:15	1	0	4	0	0	322	1	0	0	0	0	0	1	739	0	0
Hr. Total:	**7**	**0**	**10**	**0**	**0**	**710**	**4**	**0**	**0**	**0**	**0**	**0**	**6**	**1541**	**0**	**0**
16:00	0	0	1	0	0	494	1	0	0	0	0	0	0	497	0	0
16:15	0	0	2	0	0	574	2	0	0	0	0	0	0	497	0	0
16:30	0	0	2	0	0	664	0	0	0	0	0	0	0	491	0	0
16:45	2	0	0	0	0	630	2	0	0	0	0	0	1	523	0	0
Hr. Total:	**2**	**0**	**5**	**0**	**0**	**2362**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**2008**	**0**	**0**
17:00	1	0	2	0	0	669	4	0	0	0	0	0	1	563	0	0
17:15	1	0	5	0	0	711	4	0	0	0	0	0	0	550	0	0
17:30	0	0	2	0	0	653	4	0	0	0	0	0	0	586	0	0
17:45	0	0	3	0	0	639	4	0	0	0	0	0	0	549	0	0
Hr. Total:	**2**	**0**	**12**	**0**	**0**	**2672**	**16**	**0**	**0**	**0**	**0**	**0**	**1**	**2248**	**0**	**0**
Gr. Total	18	0	38	0	1	7950	35	0	0	0	0	0	21	10936	0	0
% of Tot.	0%	0%	0%	0%	0%	42%	0%	0%	0%	0%	0%	0%	0%	58%	0%	0%
Apprch%	0%				42%				0%				58%			
% of Apprch	32%	0%	68%	0%	0%	100%	0%	0%	#####	#####	#####	#####	0%	100%	0%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Texaco Driveway				FM 2920				Texaco Driveway				FM 2920			
	From North				**From East**				**From South**				**From West**			

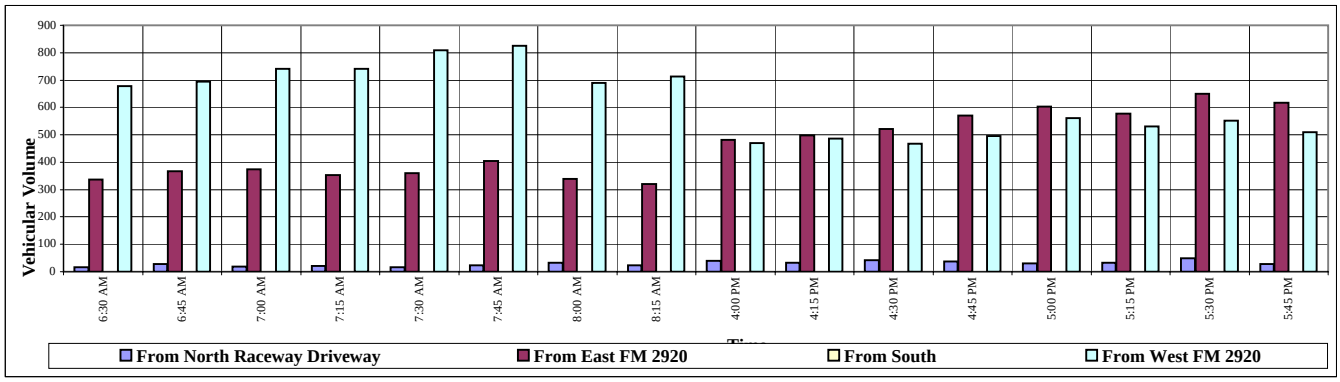


FM 2920 at Raceway Driveway

September 27, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Raceway Driveway				FM 2920								FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	4	0	13	1	0	319	18	0	0	0	0	0	6	671	0	0
6:45	7	0	21	0	0	348	18	0	0	0	0	0	5	690	0	0
Hr. Total:	**11**	**0**	**34**	**1**	**0**	**667**	**36**	**0**	**0**	**0**	**0**	**0**	**11**	**1361**	**0**	**0**
7:00	6	0	13	0	0	353	21	0	0	0	0	0	7	735	0	0
7:15	7	0	14	0	0	333	20	0	0	0	0	0	12	728	0	0
7:30	3	0	13	0	0	336	23	0	0	0	0	0	5	803	0	0
7:45	3	0	20	0	0	387	17	0	0	0	0	0	9	817	0	0
Hr. Total:	**19**	**0**	**60**	**0**	**0**	**1409**	**81**	**0**	**0**	**0**	**0**	**0**	**33**	**3083**	**0**	**0**
8:00	17	0	15	0	0	318	22	0	0	0	0	0	8	681	0	0
8:15	10	0	14	0	0	303	17	0	0	0	0	0	11	703	0	0
Hr. Total:	**27**	**0**	**29**	**0**	**0**	**621**	**39**	**0**	**0**	**0**	**0**	**0**	**19**	**1384**	**0**	**0**
16:00	8	0	32	0	0	457	25	0	0	0	0	0	11	458	0	0
16:15	7	0	26	0	0	470	27	0	0	0	0	0	6	480	0	0
16:30	6	0	35	0	0	496	25	0	0	0	0	0	11	457	0	0
16:45	9	1	28	0	0	545	25	0	0	0	0	0	7	489	0	0
Hr. Total:	**30**	**1**	**121**	**0**	**0**	**1968**	**102**	**0**	**0**	**0**	**0**	**0**	**35**	**1884**	**0**	**0**
17:00	6	0	25	0	0	573	31	0	0	0	0	0	8	553	0	0
17:15	10	0	23	0	0	552	25	0	0	0	0	0	9	522	0	0
17:30	2	0	46	0	0	635	16	0	0	0	0	0	3	549	0	0
17:45	6	0	22	0	0	601	17	1	0	0	0	0	16	494	0	0
Hr. Total:	**24**	**0**	**116**	**0**	**0**	**2361**	**89**	**1**	**0**	**0**	**0**	**0**	**36**	**2118**	**0**	**0**
Gr. Total	111	1	360	1	0	7026	347	1	0	0	0	0	134	9830	0	0
% of Tot.	1%	0%	2%	0%	0%	39%	2%	0%	0%	0%	0%	0%	1%	55%	0%	0%
Apprch%	3%				41%				0%				56%			
% of Apprch	23%	0%	76%	0%	0%	95%	5%	0%	#####	#####	#####	#####	1%	99%	0%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Raceway Driveway				FM 2920								FM 2920			
	From North				**From East**				**From South**				**From West**			

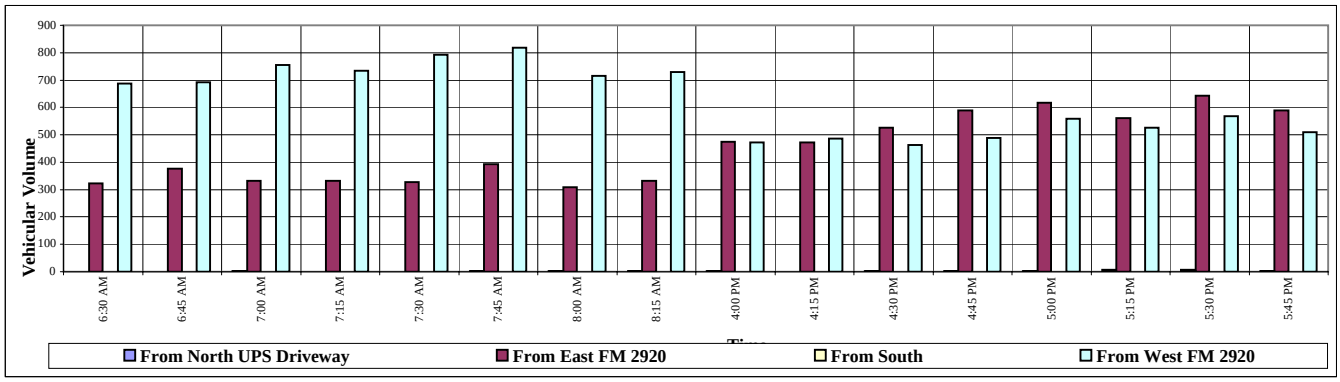


FM 2920 at UPS Driveway

September 27, 2007

Turning Movement Count

	From North				From East				From South				From West			
	UPS Driveway				FM 2920								FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	0	0	0	0	0	323	0	0	0	0	0	0	0	688	0	0
6:45	0	0	0	0	0	372	5	0	0	0	0	0	0	693	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**695**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1381**	**0**	**0**
7:00	1	0	1	0	0	332	1	0	0	0	0	0	1	754	0	0
7:15	0	0	0	0	0	331	1	0	0	0	0	0	0	734	0	0
7:30	0	0	1	0	0	325	2	0	0	0	0	0	3	789	0	0
7:45	0	0	2	0	0	390	3	0	0	0	0	0	1	818	0	0
Hr. Total:	**1**	**0**	**4**	**0**	**0**	**1378**	**7**	**0**	**0**	**0**	**0**	**0**	**5**	**3095**	**0**	**0**
8:00	1	0	2	0	0	304	4	0	0	0	0	0	0	715	0	0
8:15	2	0	0	0	0	327	5	0	0	0	0	0	5	724	0	0
Hr. Total:	**3**	**0**	**2**	**0**	**0**	**631**	**9**	**0**	**0**	**0**	**0**	**0**	**5**	**1439**	**0**	**0**
16:00	1	0	2	0	0	470	5	0	0	0	0	0	2	470	0	0
16:15	0	0	1	0	0	465	7	0	0	0	0	0	2	485	0	0
16:30	1	0	1	0	0	509	18	0	0	0	0	0	2	461	0	0
16:45	2	0	1	0	0	576	12	0	0	0	0	0	3	485	0	0
Hr. Total:	**4**	**0**	**5**	**0**	**0**	**2020**	**42**	**0**	**0**	**0**	**0**	**0**	**9**	**1901**	**0**	**0**
17:00	1	0	2	0	0	610	6	0	0	0	0	0	0	559	0	0
17:15	2	0	4	0	0	558	4	0	0	0	0	0	0	527	0	0
17:30	1	0	5	0	0	640	3	0	0	0	0	0	3	566	0	0
17:45	1	0	2	0	0	586	2	0	0	0	0	0	1	509	0	0
Hr. Total:	**5**	**0**	**13**	**0**	**0**	**2394**	**15**	**0**	**0**	**0**	**0**	**0**	**4**	**2161**	**0**	**0**
Gr. Total	13	0	24	0	0	7118	78	0	0	0	0	0	23	9977	0	0
% of Tot.	0%	0%	0%	0%	0%	41%	0%	0%	0%	0%	0%	0%	0%	58%	0%	0%
Apprch%	0%				42%				0%				58%			
% of Apprch	35%	0%	65%	0%	0%	99%	1%	0%	#####	#####	#####	#####	0%	100%	0%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	UPS Driveway				FM 2920								FM 2920			
	From North				**From East**				**From South**				**From West**			

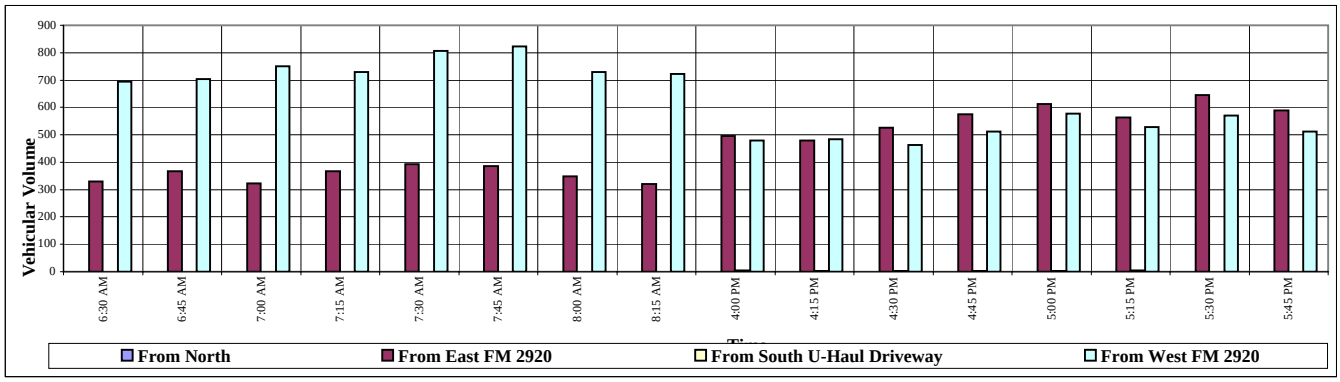


FM 2920 at U-Haul Driveway

September 27, 2007

Turning Movement Count

	From North				From East				From South				From West			
					FM 2920				U-Haul Driveway				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	0	0	0	0	0	330	0	0	0	0	0	0	0	694	0	0
6:45	0	0	0	0	0	367	0	0	0	0	0	0	0	702	1	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**697**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1396**	**1**	**0**
7:00	0	0	0	0	0	322	0	0	0	0	0	0	0	750	1	0
7:15	0	0	0	0	0	366	0	0	0	0	0	0	0	729	0	0
7:30	0	0	0	0	0	392	0	0	0	0	0	0	0	807	0	0
7:45	0	0	0	0	0	385	0	0	0	0	0	0	0	821	1	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**1465**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3107**	**2**	**0**
8:00	0	0	0	0	0	348	0	0	0	0	0	0	0	728	1	0
8:15	0	0	0	0	0	320	0	0	0	0	0	0	0	722	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**668**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1450**	**1**	**0**
16:00	0	0	0	0	0	495	0	0	0	0	4	0	0	477	2	0
16:15	0	0	0	0	0	479	0	0	0	0	3	0	0	481	2	0
16:30	0	0	0	0	0	526	0	0	0	0	2	0	0	461	1	0
16:45	0	0	0	0	0	574	0	0	0	0	2	0	0	511	2	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**2074**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**1930**	**7**	**0**
17:00	0	0	0	0	0	613	0	0	0	0	2	0	0	577	1	0
17:15	0	0	0	0	0	564	0	0	0	0	4	0	0	525	4	0
17:30	0	0	0	0	0	646	0	0	0	0	0	0	0	566	4	0
17:45	0	0	0	0	0	588	0	0	0	0	0	0	0	511	2	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**2411**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**2179**	**11**	**0**
Gr. Total	0	0	0	0	0	7315	0	0	0	0	17	0	0	10062	22	0
% of Tot.	0%	0%	0%	0%	0%	42%	0%	0%	0%	0%	0%	0%	0%	58%	0%	0%
Apprch%	0%				42%				0%				58%			
% of Apprch	#####	#####	#####	#####	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
					FM 2920				U-Haul Driveway				FM 2920			
	From North				**From East**				**From South**				**From West**			

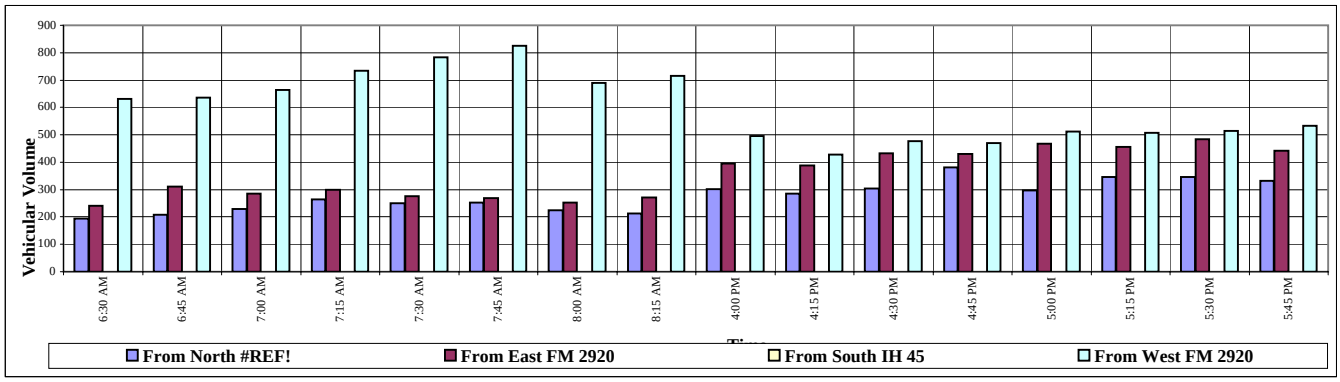


FM 2920 at SB FR IH-45

September 27, 2007

Turning Movement Count

	From North				From East				From South				From West			
	IH 45				FM 2920								FM 2920			
Time	**Left**	**Thru**	**Right**	**U-turns**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	44	25	126	15	32	208	0	0	0	0	0	0	0	368	263	0
6:45	56	38	113	20	66	246	0	0	0	0	0	0	0	380	255	0
Hr. Total:	**100**	**63**	**239**	**35**	**98**	**454**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**748**	**518**	**0**
7:00	54	43	132	26	89	197	0	0	0	0	0	0	0	440	225	0
7:15	60	60	144	25	73	226	0	0	0	0	0	0	0	503	231	0
7:30	60	50	140	36	36	239	0	0	0	0	0	0	0	532	252	0
7:45	68	40	144	45	33	237	0	0	0	0	0	0	0	570	256	0
Hr. Total:	**242**	**193**	**560**	**132**	**231**	**899**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2045**	**964**	**0**
8:00	63	38	124	42	32	221	0	0	0	0	0	0	0	442	247	0
8:15	56	46	110	50	49	223	0	0	0	0	0	0	0	477	238	0
Hr. Total:	**119**	**84**	**234**	**92**	**81**	**444**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**919**	**485**	**0**
16:00	67	85	149	54	59	337	0	0	0	0	0	0	0	300	196	0
16:15	65	84	137	44	54	334	0	0	0	0	0	0	0	275	153	0
16:30	65	89	150	44	74	358	0	0	0	0	0	0	0	307	170	0
16:45	93	92	197	56	56	375	0	0	0	0	0	0	0	290	180	0
Hr. Total:	**290**	**350**	**633**	**198**	**243**	**1404**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1172**	**699**	**0**
17:00	66	57	173	51	58	409	0	0	0	0	0	0	0	327	184	1
17:15	89	63	193	42	71	386	0	0	0	0	0	0	0	343	164	0
17:30	76	59	212	55	43	441	0	0	0	0	0	0	0	309	205	0
17:45	98	56	178	62	48	393	0	0	0	0	0	0	0	350	182	0
Hr. Total:	**329**	**235**	**756**	**210**	**220**	**1629**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1329**	**735**	**1**
Gr. Total	1080	925	2422	667	873	4830	0	0	0	0	0	0	0	6213	3401	1
% of Tot.	5%	5%	12%	3%	4%	24%	0%	0%	0%	0%	0%	0%	0%	30%	17%	0%
Apprch%	25%				28%				0%				47%			
% of Apprch	21%	18%	48%	13%	15%	85%	0%	0%	#####	#####	#####	#####	0%	65%	35%	0%
	Left	**Thru**	**Right**	**U-turns**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	#REF!				FM 2920				IH 45				FM 2920			
	From North				**From East**				**From South**				**From West**			

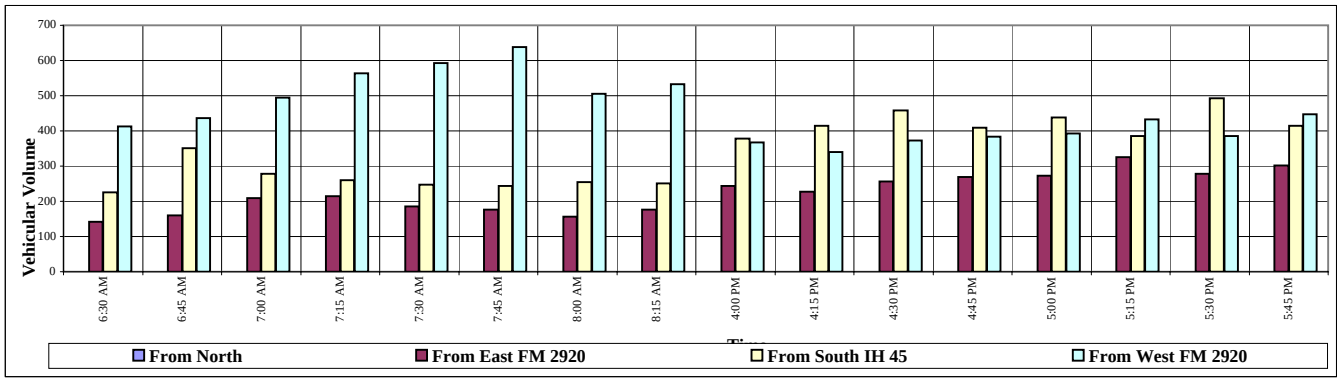


FM 2920 at NB FR IH-45

September 27, 2007

Turning Movement Count

	From North				From East				From South				From West			
					FM 2920				IH 45				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**U-turns**	**Left**	**Thru**	**Right**	**Peds**
6:30	0	0	0	0	0	97	44	0	143	29	54	8	200	212	0	0
6:45	0	0	0	0	0	121	39	0	191	48	111	9	210	226	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**218**	**83**	**0**	**334**	**77**	**165**	**17**	**410**	**438**	**0**	**0**
7:00	0	0	0	0	0	154	55	0	132	34	112	10	241	253	0	0
7:15	0	0	0	0	0	149	65	0	150	48	62	12	284	279	0	0
7:30	0	0	0	0	0	109	77	0	166	60	22	18	350	242	0	0
7:45	0	0	0	0	0	111	66	0	159	60	25	26	382	256	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**523**	**263**	**0**	**607**	**202**	**221**	**66**	**1257**	**1030**	**0**	**0**
8:00	0	0	0	0	0	85	71	0	168	46	40	40	309	196	0	0
8:15	0	0	0	0	0	106	70	0	166	50	35	36	341	192	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**191**	**141**	**0**	**334**	**96**	**75**	**76**	**650**	**388**	**0**	**0**
16:00	0	0	0	0	0	172	72	0	224	88	66	35	192	175	0	0
16:15	0	0	0	0	0	142	85	1	246	100	68	42	185	155	0	0
16:30	0	0	0	0	0	166	91	0	266	116	77	31	226	146	0	0
16:45	0	0	0	0	0	178	92	0	253	101	55	44	180	203	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**658**	**340**	**1**	**989**	**405**	**266**	**152**	**783**	**679**	**0**	**0**
17:00	0	0	0	0	0	171	102	0	296	96	46	42	218	175	0	0
17:15	0	0	0	0	0	213	113	1	244	93	48	44	240	192	0	0
17:30	0	0	0	0	0	167	112	0	317	121	54	37	213	172	0	0
17:45	0	0	0	0	0	187	114	0	254	114	46	60	237	211	0	0
Hr. Total:	**0**	**0**	**0**	**0**	**0**	**738**	**441**	**1**	**1111**	**424**	**194**	**183**	**908**	**750**	**0**	**0**
Gr. Total	0	0	0	0	0	2328	1268	2	3375	1204	921	494	4008	3285	0	0
% of Tot.	0%	0%	0%	0%	0%	14%	8%	0%	20%	7%	5%	3%	24%	19%	0%	0%
Apprch%	0%				21%				35%				43%			
% of Apprch	#####	#####	#####	#####	0%	65%	35%	0%	56%	20%	15%	8%	55%	45%	0%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**U-turns**	**Left**	**Thru**	**Right**	**Peds**
					FM 2920				IH 45				FM 2920			
	From North				**From East**				**From South**				**From West**			

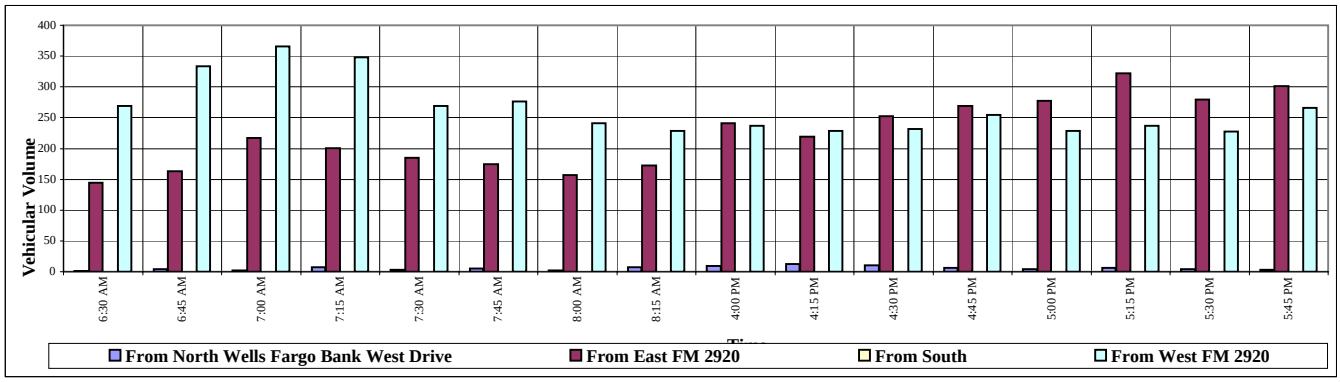


FM 2920 at Wells Fargo Bank West Driveway

September 27, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Wells Fargo Bank West Drive				FM 2920								FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	0	0	1	0	0	144	0	0	0	0	0	0	0	269	0	0
6:45	0	0	4	0	0	163	0	0	0	0	0	0	0	334	0	0
Hr. Total:	**0**	**0**	**5**	**0**	**0**	**307**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**603**	**0**	**0**
7:00	0	0	2	0	0	217	0	0	0	0	0	0	0	366	0	0
7:15	0	0	7	0	0	201	0	0	0	0	0	0	0	348	0	0
7:30	0	0	3	0	0	185	0	0	0	0	0	0	0	269	0	0
7:45	0	0	5	0	0	175	0	0	0	0	0	0	0	276	0	0
Hr. Total:	**0**	**0**	**17**	**0**	**0**	**778**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1259**	**0**	**0**
8:00	0	0	2	0	0	155	2	0	0	0	0	0	0	241	0	0
8:15	0	0	7	0	0	172	0	0	0	0	0	0	0	229	0	0
Hr. Total:	**0**	**0**	**9**	**0**	**0**	**327**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**470**	**0**	**0**
16:00	0	0	9	0	0	241	0	0	0	0	0	0	0	237	0	0
16:15	0	0	12	0	0	219	0	0	0	0	0	0	0	229	0	0
16:30	0	0	10	0	0	252	0	0	0	0	0	0	0	232	0	0
16:45	0	0	6	0	0	269	0	0	0	0	0	0	0	255	0	0
Hr. Total:	**0**	**0**	**37**	**0**	**0**	**981**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**953**	**0**	**0**
17:00	0	0	4	0	0	277	0	0	0	0	0	0	0	229	0	0
17:15	0	0	6	0	0	322	0	0	0	0	0	0	0	237	0	0
17:30	0	0	4	0	0	279	0	0	0	0	0	0	0	228	0	0
17:45	0	0	3	0	0	301	0	0	0	0	0	0	0	266	0	0
Hr. Total:	**0**	**0**	**17**	**0**	**0**	**1179**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**960**	**0**	**0**
Gr. Total	0	0	85	0	0	3572	2	0	0	0	0	0	0	4245	0	0
% of Tot.	0%	0%	1%	0%	0%	45%	0%	0%	0%	0%	0%	0%	0%	54%	0%	0%
Apprch%	1%				45%				0%				54%			
% of Apprch	0%	0%	100%	0%	0%	100%	0%	0%	#####	#####	#####	#####	0%	100%	0%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Wells Fargo Bank West Drive				FM 2920								FM 2920			
	From North				**From East**				**From South**				**From West**			

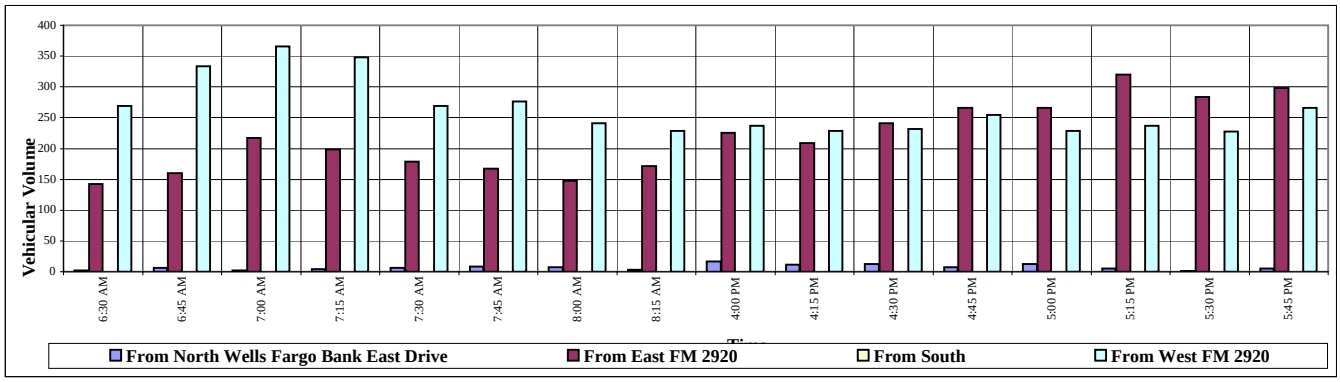


FM 2920 at Wells Fargo Bank East Driveway

September 27, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Wells Fargo Bank East Drive				FM 2920								FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	0	0	2	0	0	142	0	0	0	0	0	0	0	269	0	0
6:45	0	0	6	0	0	157	3	0	0	0	0	0	0	334	0	0
Hr. Total:	**0**	**0**	**8**	**0**	**0**	**299**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**603**	**0**	**0**
7:00	0	0	2	0	0	215	2	0	0	0	0	0	0	366	0	0
7:15	0	0	4	0	0	197	1	0	0	0	0	0	0	348	0	0
7:30	0	0	6	0	0	179	0	0	0	0	0	0	0	269	0	0
7:45	0	0	8	0	0	167	0	0	0	0	0	0	0	276	0	0
Hr. Total:	**0**	**0**	**20**	**0**	**0**	**758**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1259**	**0**	**0**
8:00	0	0	7	0	0	148	0	0	0	0	0	0	0	241	0	0
8:15	0	0	3	0	0	169	2	0	0	0	0	0	0	229	0	0
Hr. Total:	**0**	**0**	**10**	**0**	**0**	**317**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**470**	**0**	**0**
16:00	0	0	17	0	0	224	1	0	0	0	0	0	0	237	0	0
16:15	0	0	11	0	0	208	1	0	0	0	0	0	0	229	0	0
16:30	0	0	12	0	0	240	1	0	0	0	0	0	0	232	0	0
16:45	0	0	7	0	0	262	4	0	0	0	0	0	0	255	0	0
Hr. Total:	**0**	**0**	**47**	**0**	**0**	**934**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**953**	**0**	**0**
17:00	0	0	12	0	0	265	1	0	0	0	0	0	0	229	0	0
17:15	0	0	5	0	0	317	3	0	0	0	0	0	0	237	0	0
17:30	0	0	1	0	0	278	6	0	0	0	0	0	0	228	0	0
17:45	0	0	5	0	0	296	2	0	0	0	0	0	0	266	0	0
Hr. Total:	**0**	**0**	**23**	**0**	**0**	**1156**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**960**	**0**	**0**
Gr. Total	0	0	108	0	0	3464	27	0	0	0	0	0	0	4245	0	0
% of Tot.	0%	0%	1%	0%	0%	44%	0%	0%	0%	0%	0%	0%	0%	54%	0%	0%
Apprch%	1%				45%				0%				54%			
% of Apprch	0%	0%	100%	0%	0%	99%	1%	0%	#####	#####	#####	#####	0%	100%	0%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Wells Fargo Bank East Drive				FM 2920								FM 2920			
	From North				**From East**				**From South**				**From West**			

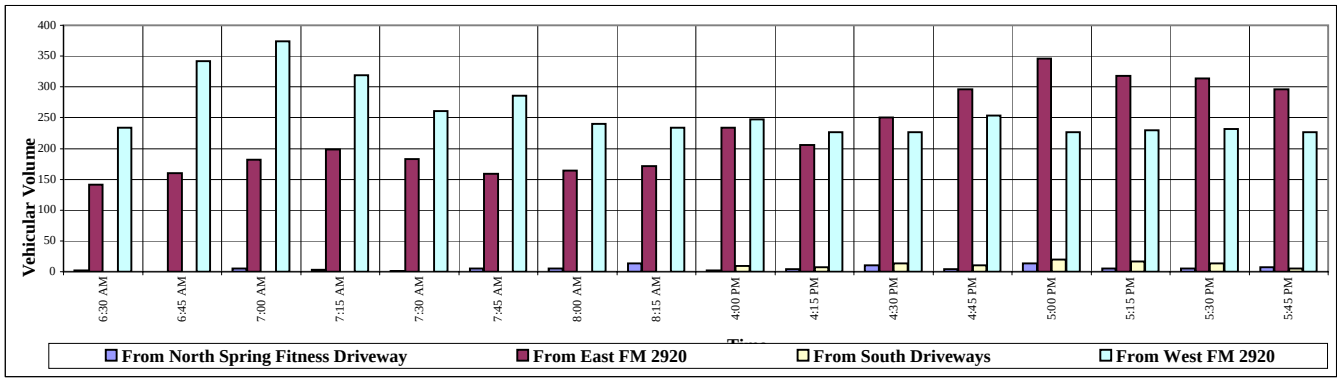


FM 2920 at Spring Fitness Driveway

September 27, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Spring Fitness Driveway				FM 2920				Driveways				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	2	0	0	0	0	138	3	0	0	0	0	0	1	233	0	0
6:45	0	0	0	0	1	158	1	0	0	0	0	0	2	340	0	0
Hr. Total:	**2**	**0**	**0**	**0**	**1**	**296**	**4**	**0**	**0**	**0**	**0**	**0**	**3**	**573**	**0**	**0**
7:00	3	0	2	0	0	182	0	0	0	0	0	0	1	373	0	0
7:15	2	0	1	0	0	198	0	0	0	0	0	0	15	304	0	0
7:30	1	0	0	0	0	182	1	0	0	0	0	0	5	256	0	0
7:45	3	0	2	0	0	146	13	0	0	0	0	0	6	280	0	0
Hr. Total:	**9**	**0**	**5**	**0**	**0**	**708**	**14**	**0**	**0**	**0**	**0**	**0**	**27**	**1213**	**0**	**0**
8:00	1	0	4	0	0	160	4	0	0	0	0	0	1	239	0	0
8:15	7	0	6	0	0	170	1	0	0	0	0	0	9	225	0	0
Hr. Total:	**8**	**0**	**10**	**0**	**0**	**330**	**5**	**0**	**0**	**0**	**0**	**0**	**10**	**464**	**0**	**0**
16:00	0	0	2	0	0	231	3	0	4	0	5	0	4	242	1	0
16:15	1	0	3	0	4	198	4	0	2	0	5	0	2	224	0	0
16:30	5	0	5	0	6	242	2	0	3	0	11	0	3	221	2	0
16:45	1	0	3	0	6	289	1	0	3	0	7	0	2	247	5	0
Hr. Total:	**7**	**0**	**13**	**0**	**16**	**960**	**10**	**0**	**12**	**0**	**28**	**0**	**11**	**934**	**8**	**0**
17:00	3	0	11	0	6	336	4	0	4	0	16	0	1	226	0	0
17:15	1	0	4	0	13	301	4	0	3	0	14	0	11	216	3	0
17:30	1	0	4	0	8	304	2	0	4	0	10	0	9	222	1	0
17:45	2	0	5	0	5	288	3	0	0	0	5	0	5	219	2	0
Hr. Total:	**7**	**0**	**24**	**0**	**32**	**1229**	**13**	**0**	**11**	**0**	**45**	**0**	**26**	**883**	**6**	**0**
Gr. Total	33	0	52	0	49	3523	46	0	23	0	73	0	77	4067	14	0
% of Tot.	0%	0%	1%	0%	1%	44%	1%	0%	0%	0%	1%	0%	1%	51%	0%	0%
Apprch%	1%				45%				1%				52%			
% of Apprch	39%	0%	61%	0%	1%	97%	1%	0%	24%	0%	76%	0%	2%	98%	0%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Spring Fitness Driveway				FM 2920				Driveways				FM 2920			
	From North				**From East**				**From South**				**From West**			

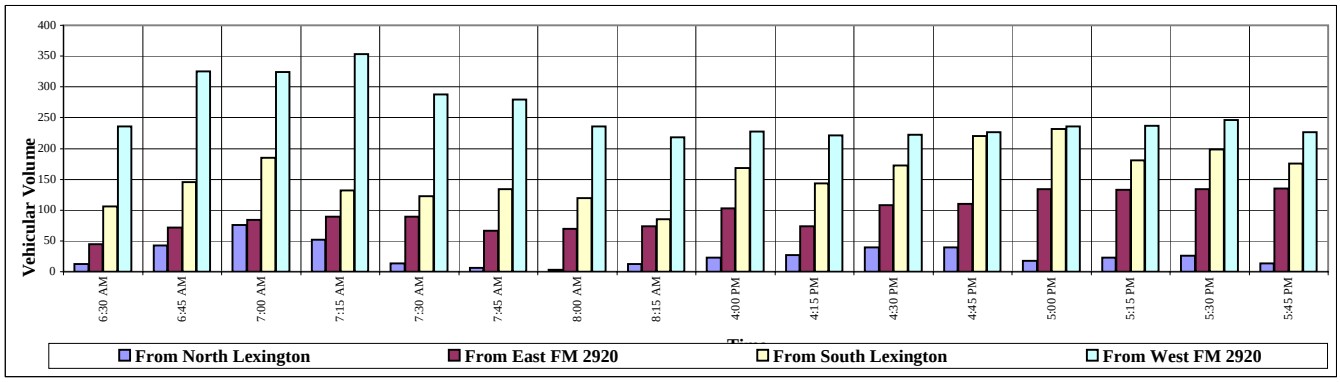


FM 2920 at Lexington

September 27, 2007

Turning Movement Count

	From North				From East				From South				From West			
	Lexington				FM 2920				Lexington				FM 2920			
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
6:30	3	6	3	0	0	41	4	0	77	20	9	0	18	103	115	1
6:45	5	23	15	0	3	64	5	0	82	58	5	0	24	179	122	0
Hr. Total:	**8**	**29**	**18**	**0**	**3**	**105**	**9**	**0**	**159**	**78**	**14**	**0**	**42**	**282**	**237**	**1**
7:00	9	44	23	0	2	64	18	0	79	92	14	0	31	162	131	0
7:15	5	35	12	0	5	77	7	0	95	32	5	0	25	154	174	0
7:30	4	5	5	0	12	73	4	0	108	7	8	0	13	111	164	0
7:45	2	4	0	0	7	57	2	0	97	20	17	0	1	112	166	0
Hr. Total:	**20**	**88**	**40**	**0**	**26**	**271**	**31**	**0**	**379**	**151**	**44**	**0**	**70**	**539**	**635**	**0**
8:00	1	2	0	0	6	62	2	0	100	5	14	0	2	107	127	0
8:15	2	8	2	0	9	62	3	0	75	4	6	0	2	101	115	0
Hr. Total:	**3**	**10**	**2**	**0**	**15**	**124**	**5**	**0**	**175**	**9**	**20**	**0**	**4**	**208**	**242**	**0**
16:00	6	11	6	0	4	95	4	0	143	16	9	0	1	119	108	0
16:15	5	16	6	0	2	70	2	0	119	10	14	0	6	121	94	0
16:30	5	28	7	0	8	97	3	0	155	9	8	0	6	112	104	0
16:45	8	21	11	0	8	99	3	0	204	8	8	0	7	109	110	0
Hr. Total:	**24**	**76**	**30**	**0**	**22**	**361**	**12**	**0**	**621**	**43**	**39**	**0**	**20**	**461**	**416**	**0**
17:00	5	8	5	0	9	121	4	0	212	7	13	0	2	105	129	0
17:15	1	15	7	0	5	126	2	0	165	9	7	0	4	116	117	0
17:30	3	18	5	0	10	123	1	0	171	13	14	0	2	122	122	0
17:45	5	6	3	0	5	129	1	0	156	7	13	0	2	121	104	0
Hr. Total:	**14**	**47**	**20**	**0**	**29**	**499**	**8**	**0**	**704**	**36**	**47**	**0**	**10**	**464**	**472**	**0**
Gr. Total	69	250	110	0	95	1360	65	0	2038	317	164	0	146	1954	2002	1
% of Tot.	1%	3%	1%	0%	1%	16%	1%	0%	24%	4%	2%	0%	2%	23%	23%	0%
Apprch%	5%				18%				29%				48%			
% of Apprch	16%	58%	26%	0%	6%	89%	4%	0%	81%	13%	7%	0%	4%	48%	49%	0%
	Left	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
	Lexington				FM 2920				Lexington				FM 2920			
	From North				**From East**				**From South**				**From West**			



Texas Transportation Institute

701 N. Post Oak, Suite 430
Houston, Texas 77024

Location : FM 2920 EB W. OF FALVEL
Direction : FM 2920 EB
Weather : RAIN

DirectiorEB1

Site: 0064A-2568
Date: 05/07/07

Interval Begin	Mon 5/7	Tue 5/8	Wed 5/9	Thu 5/10	Fri 5/11	Sat 5/12	Sun 5/13	Weekday Avg	Week Avg
12:AM	*	*	*	83	109	276	322	96	197
1:00	*	*	*	58	72	140	230	65	125
2:00	*	*	*	67	72	135	166	69	110
3:00	*	*	*	82	106	116	86	94	97
4:00	*	*	*	193	180	120	86	186	144
5:00	*	*	*	722	696	250	158	709	456
6:00	*	*	*	1,480	1,414	421	208	1,447	880
7:00	*	*	*	1,530	1,510	752	371	1,520	1,040
8:00	*	*	*	1,448	1,494	1,039	598	1,471	1,144
9:00	*	*	*	1,210	1,256	1,234	940	1,233	1,160
10:00	*	*	*	1,100	1,208	1,384	1,084	1,154	1,194
11:00	*	*	1,074	1,106	1,209	1,388	1,144	1,129	1,184
12:PM	*	*	1,078	1,195	1,212	1,493	1,260	1,161	1,247
1:00	*	*	1,099	1,092	1,179	1,357	1,132	1,123	1,171
2:00	*	*	1,192	1,171	1,274	1,276	1,024	1,212	1,187
3:00	*	*	1,203	1,282	1,432	1,283	1,072	1,305	1,254
4:00	*	*	1,260	1,310	1,443	1,345	1,026	1,337	1,276
5:00	*	*	1,426	1,400	1,430	1,204	940	1,418	1,280
6:00	*	*	1,236	1,306	1,346	1,091	960	1,296	1,187
7:00	*	*	866	1,097	1,093	990	868	1,018	982
8:00	*	*	764	796	964	882	762	841	833
9:00	*	*	556	569	774	802	578	633	655
10:00	*	*	357	360	622	650	384	446	474
11:00	*	*	211	203	504	456	198	306	314
Totals	0	0	12,322	20,860	22,599	20,084	15,597	21,269	19,591
AM Peak	*	*	11:00	7:00	7:00	11:00	11:00	7:00	10:00
Volume	*	*	1,074	1,530	1,510	1,388	1,144	1,520	1,194
PM Peak	*	*	5:00	5:00	4:00	12:00	12:00	5:00	5:00
Volume	*	*	1,426	1,400	1,443	1,493	1,260	1,418	1,280

Texas Transportation Institute

701 N. Post Oak, Suite 430
Houston, Texas 77024

Location : FM 2920 WB E. OF FALVEL
Direction : FM 2920 WB
Weather : RAIN

DirectiorWB1

Site: 0064A-2563
Date: 05/07/07

Interval Begin	Mon 5/7	Tue 5/8	Wed 5/9	Thu 5/10	Fri 5/11	Sat 5/12	Sun 5/13	Weekday Avg	Week Avg
12:AM	*	*	*	0	182	314	376	91	218
1:00	*	*	*	28	171	216	284	99	174
2:00	*	*	*	100	108	190	217	104	153
3:00	*	*	*	91	84	133	131	87	109
4:00	*	*	*	108	89	97	78	98	93
5:00	*	*	*	294	273	158	106	283	207
6:00	*	*	*	712	670	364	220	691	491
7:00	*	*	*	1,122	1,124	654	290	1,123	797
8:00	*	*	*	1,051	1,025	754	426	1,038	814
9:00	*	*	*	888	924	882	560	906	813
10:00	*	*	*	890	966	1,052	734	928	910
11:00	*	*	918	962	1,062	1,096	940	980	995
12:PM	*	*	909	963	1,100	1,266	1,044	990	1,056
1:00	*	*	1,041	1,080	1,017	1,177	955	1,046	1,054
2:00	*	*	1,188	1,172	1,294	1,264	1,008	1,218	1,185
3:00	*	*	1,264	1,378	1,444	1,229	1,061	1,362	1,275
4:00	*	*	1,366	1,423	1,474	1,182	1,040	1,421	1,297
5:00	*	*	1,412	1,444	1,374	1,232	992	1,410	1,290
6:00	*	*	1,401	1,355	1,396	1,102	1,038	1,384	1,258
7:00	*	*	1,070	1,157	1,118	977	885	1,115	1,041
8:00	*	*	766	816	947	918	746	843	838
9:00	*	*	8	724	874	890	672	535	633
10:00	*	*	5	444	726	660	454	391	457
11:00	*	*	4	261	477	578	276	247	319
Totals	0	0	11,352	18,463	19,919	18,385	14,533	18,390	17,477
AM Peak	*	*	11:00	7:00	7:00	11:00	11:00	7:00	11:00
Volume	*	*	918	1,122	1,124	1,096	940	1,123	995
PM Peak	*	*	5:00	5:00	4:00	12:00	3:00	4:00	4:00
Volume	*	*	1,412	1,444	1,474	1,266	1,061	1,421	1,297

Texas Transportation Institute

701 N. Post Oak, Suite 430
Houston, Texas 77024

Location : FALVEL NB S. OF FM 2920
Direction : FALVEL NB
Weather : RAIN

DirectionNB1

Site: 00064A-2572
Date: 05/07/07

Interval Begin	Mon 5/7	Tue 5/8	Wed 5/9	Thu 5/10	Fri 5/11	Sat 5/12	Sun 5/13	Weekday Avg	Week Avg
12:AM	*	*	*	31	28	50	54	29	40
1:00	*	*	*	19	12	29	46	15	26
2:00	*	*	*	10	9	27	34	9	20
3:00	*	*	*	18	10	19	16	14	15
4:00	*	*	*	14	14	12	11	14	12
5:00	*	*	*	36	40	12	10	38	24
6:00	*	*	*	188	125	63	26	156	100
7:00	*	*	*	284	248	104	65	266	175
8:00	*	*	*	368	376	180	124	372	262
9:00	*	*	*	198	199	218	173	198	197
10:00	*	*	*	168	178	264	204	173	203
11:00	*	*	218	198	211	289	201	209	223
12:PM	*	*	206	228	238	280	292	224	248
1:00	*	*	246	226	280	317	238	250	261
2:00	*	*	344	392	378	254	192	371	312
3:00	*	*	290	362	358	290	196	336	299
4:00	*	*	420	410	410	273	194	413	341
5:00	*	*	456	456	435	253	213	449	362
6:00	*	*	444	408	394	228	198	415	334
7:00	*	*	277	354	252	226	186	294	259
8:00	*	*	265	302	234	197	146	267	228
9:00	*	*	272	154	239	178	104	221	189
10:00	*	*	188	86	148	131	83	140	127
11:00	*	*	63	42	114	90	32	73	68
Totals	0	0	3,689	4,952	4,930	3,984	3,038	4,946	4,325
AM Peak	*	*	11:00	8:00	8:00	11:00	10:00	8:00	8:00
Volume	*	*	218	368	376	289	204	372	262
PM Peak	*	*	5:00	5:00	5:00	1:00	12:00	5:00	5:00
Volume	*	*	456	456	435	317	292	449	362

Texas Transportation Institute

701 N. Post Oak, Suite 430
Houston, Texas 77024

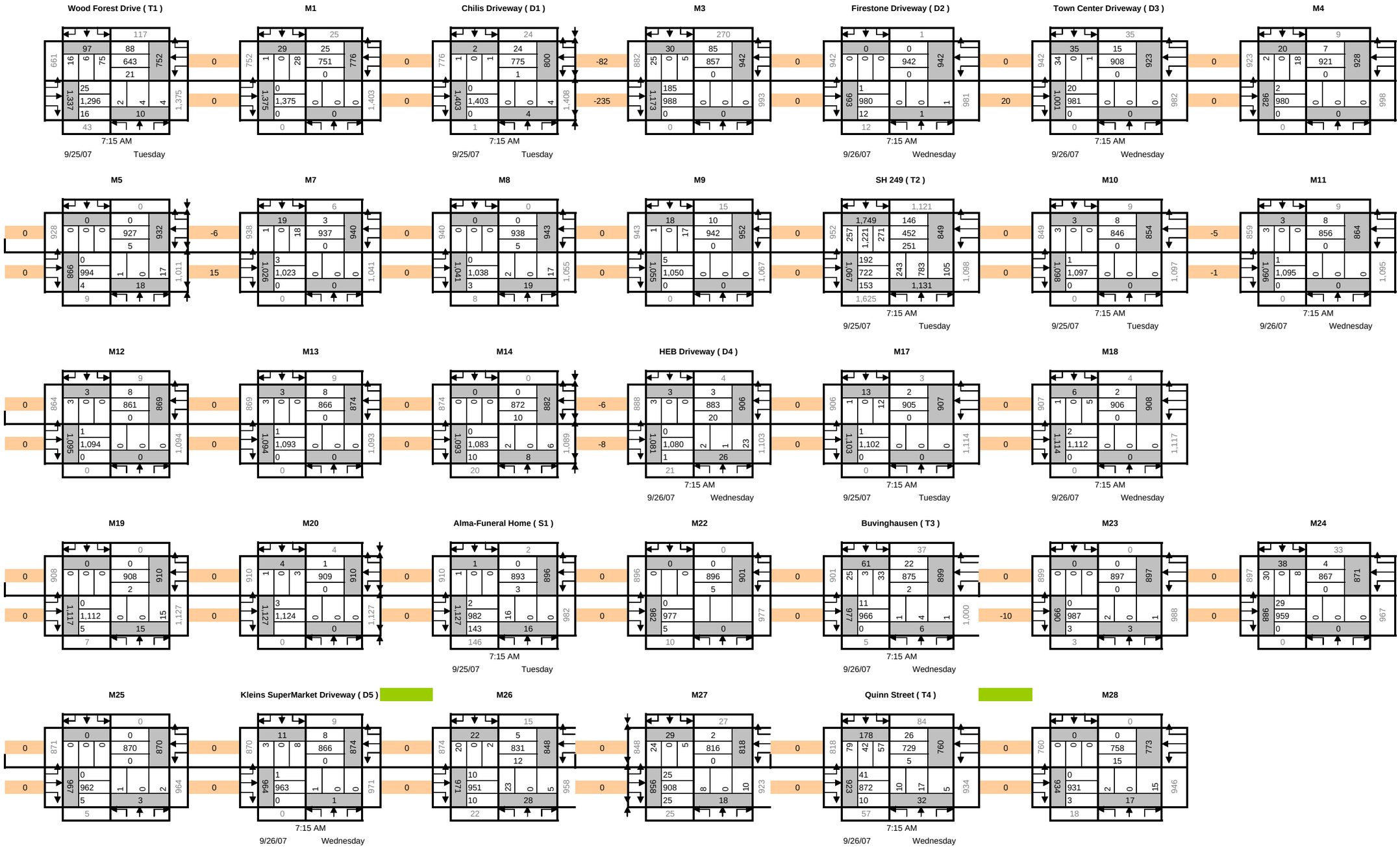
Location : FALVEL SB N. OF FM 2920
Direction : FALVEL SB
Weather : RAIN

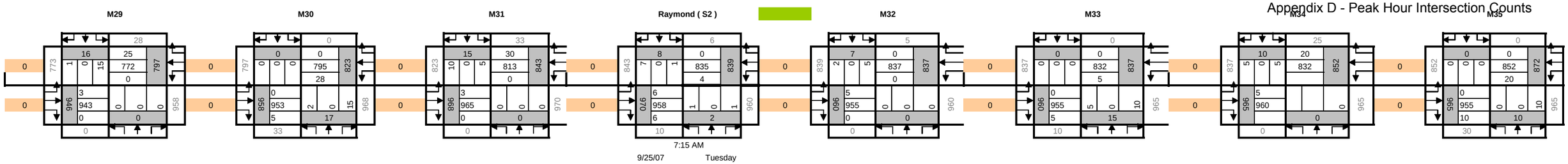
Site: 0064a-3635
Date: 05/07/07

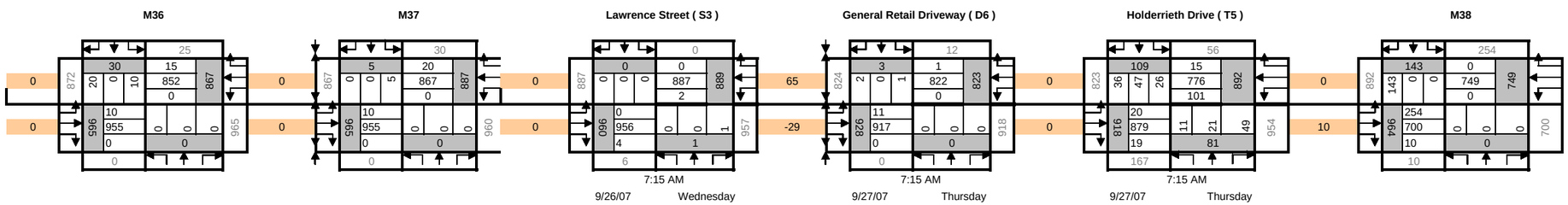
DirectiorSB1

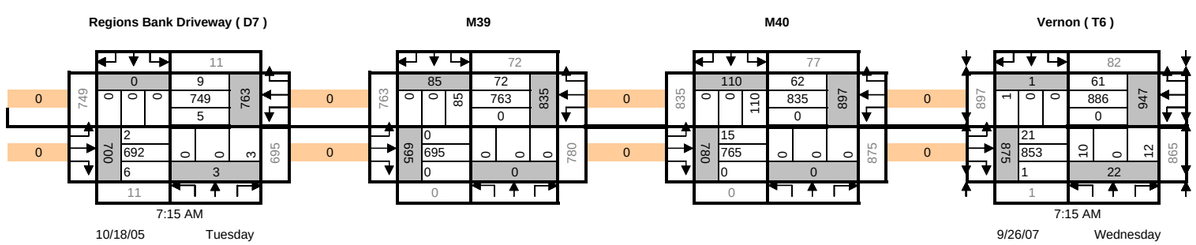
Interval Begin	Mon 5/7	Tue 5/8	Wed 5/9	Thu 5/10	Fri 5/11	Sat 5/12	Sun 5/13	Weekday Avg	Week Avg
12:AM	*	*	*	58	16	38	41	37	38
1:00	*	*	*	36	8	27	27	22	24
2:00	*	*	*	3	16	24	22	9	16
3:00	*	*	*	12	10	27	11	11	15
4:00	*	*	*	22	16	16	11	19	16
5:00	*	*	*	82	66	35	15	74	49
6:00	*	*	*	383	351	61	22	367	204
7:00	*	*	*	626	546	122	60	586	338
8:00	*	*	*	444	453	176	125	448	299
9:00	*	*	*	201	230	292	170	215	223
10:00	*	*	*	166	207	241	238	186	213
11:00	*	*	184	180	216	210	190	193	196
12:PM	*	*	192	182	188	281	210	187	210
1:00	*	*	194	206	180	247	215	193	208
2:00	*	*	200	243	245	213	169	229	214
3:00	*	*	276	309	310	222	176	298	258
4:00	*	*	286	316	300	226	187	300	263
5:00	*	*	458	526	448	232	155	477	363
6:00	*	*	424	488	366	280	146	426	340
7:00	*	*	232	399	245	194	162	292	246
8:00	*	*	208	194	178	149	118	193	169
9:00	*	*	290	127	114	154	86	177	154
10:00	*	*	148	78	88	100	66	104	96
11:00	*	*	152	36	82	84	28	90	76
Totals	0	0	3,244	5,317	4,879	3,651	2,650	5,133	4,228
AM Peak	*	*	11:00	7:00	7:00	9:00	10:00	7:00	7:00
Volume	*	*	184	626	546	292	238	586	338
PM Peak	*	*	5:00	5:00	5:00	12:00	1:00	5:00	5:00
Volume	*	*	458	526	448	281	215	477	363

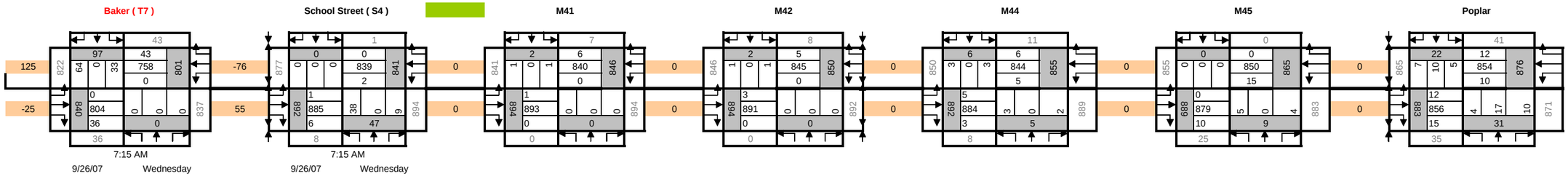
Section - I
(Wood Forest Drive to Willow Street)
AM Peak Hour



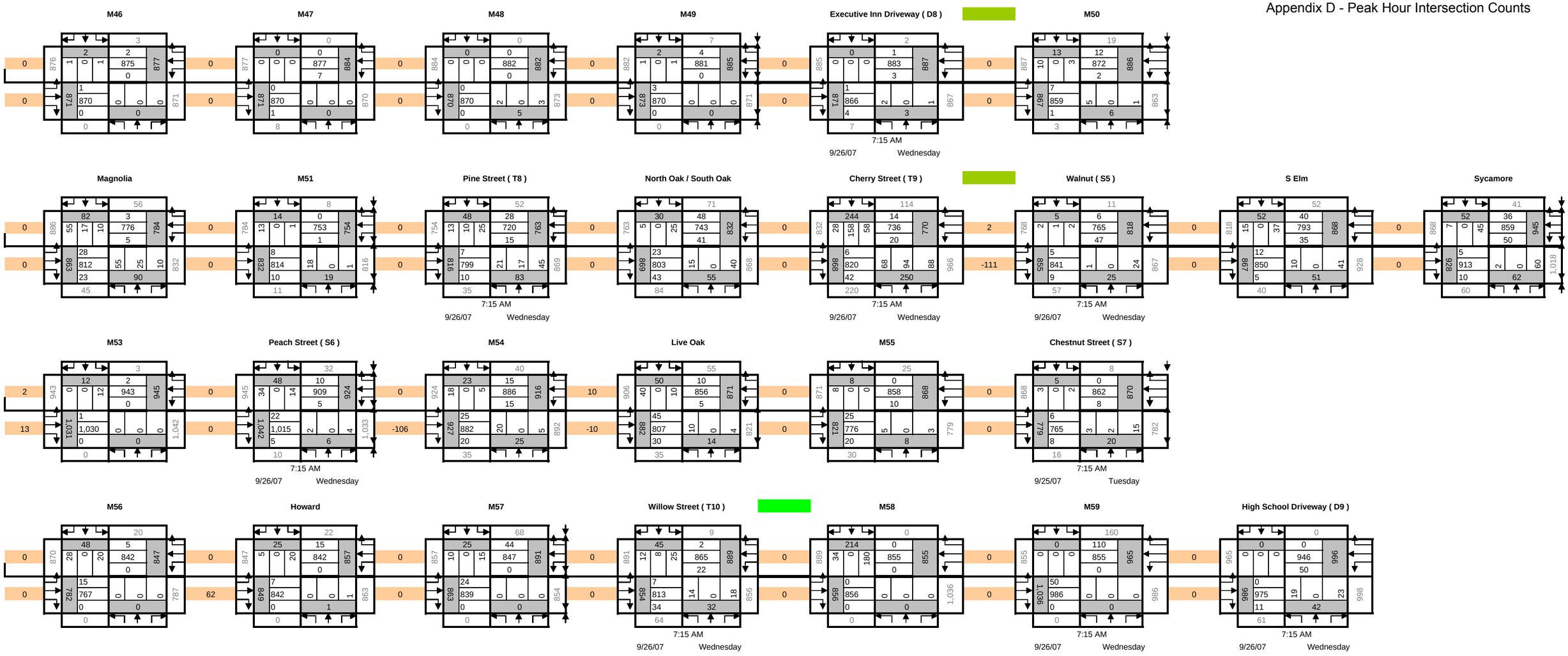

M29
M30
M31
Raymond (S2)
M32
M33
M34
M35
7:15 AM
9/25/07 Tuesday


M36
M37
Lawrence Street (S3)
General Retail Driveway (D6)
Holderrieth Drive (T5)
M38
7:15 AM
9/26/07 Wednesday
7:15 AM
9/27/07 Thursday
7:15 AM
9/27/07 Thursday

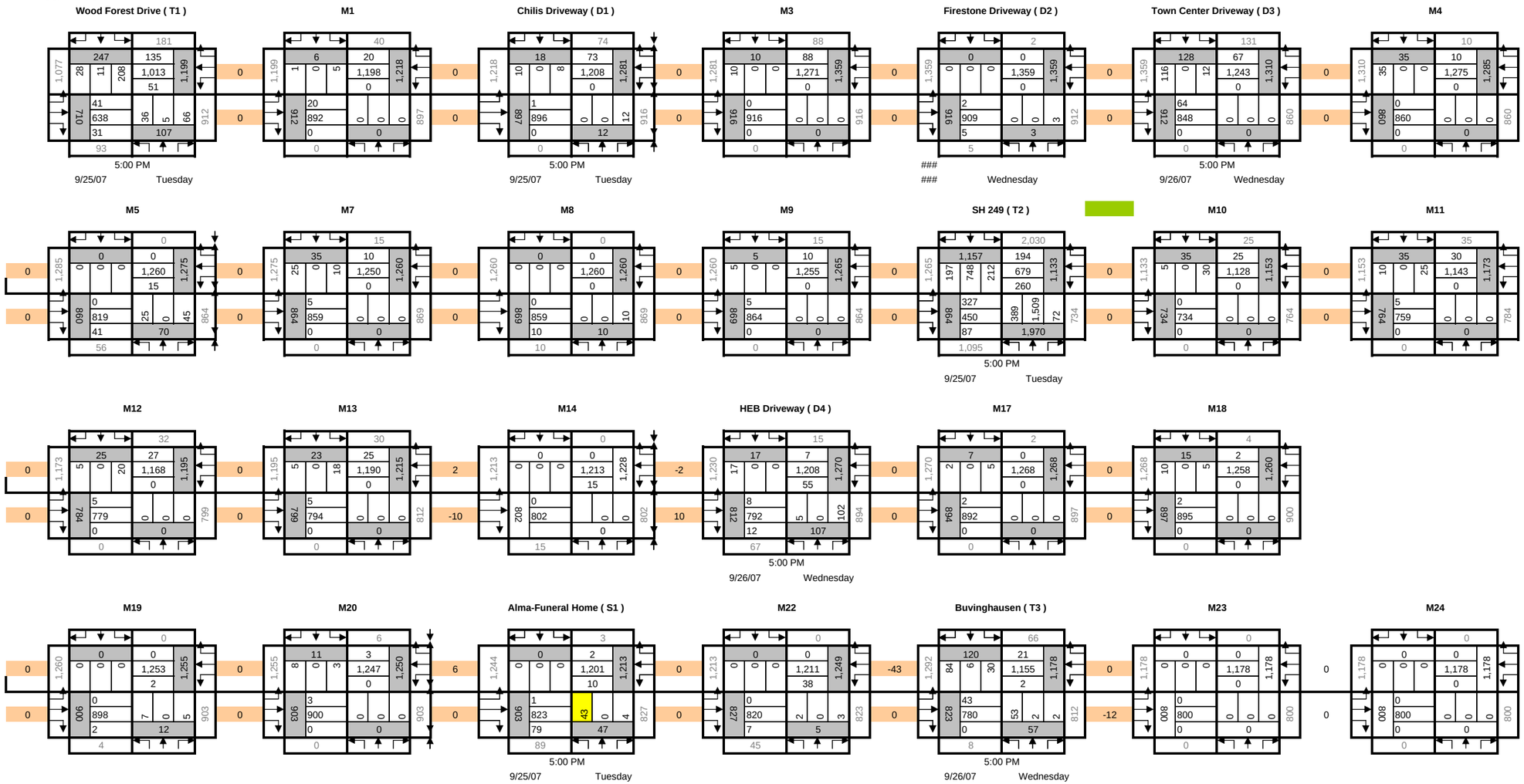

Regions Bank Driveway (D7)
M39
M40
Vernon (T6)
7:15 AM
10/18/05 Tuesday
7:15 AM
9/26/07 Wednesday

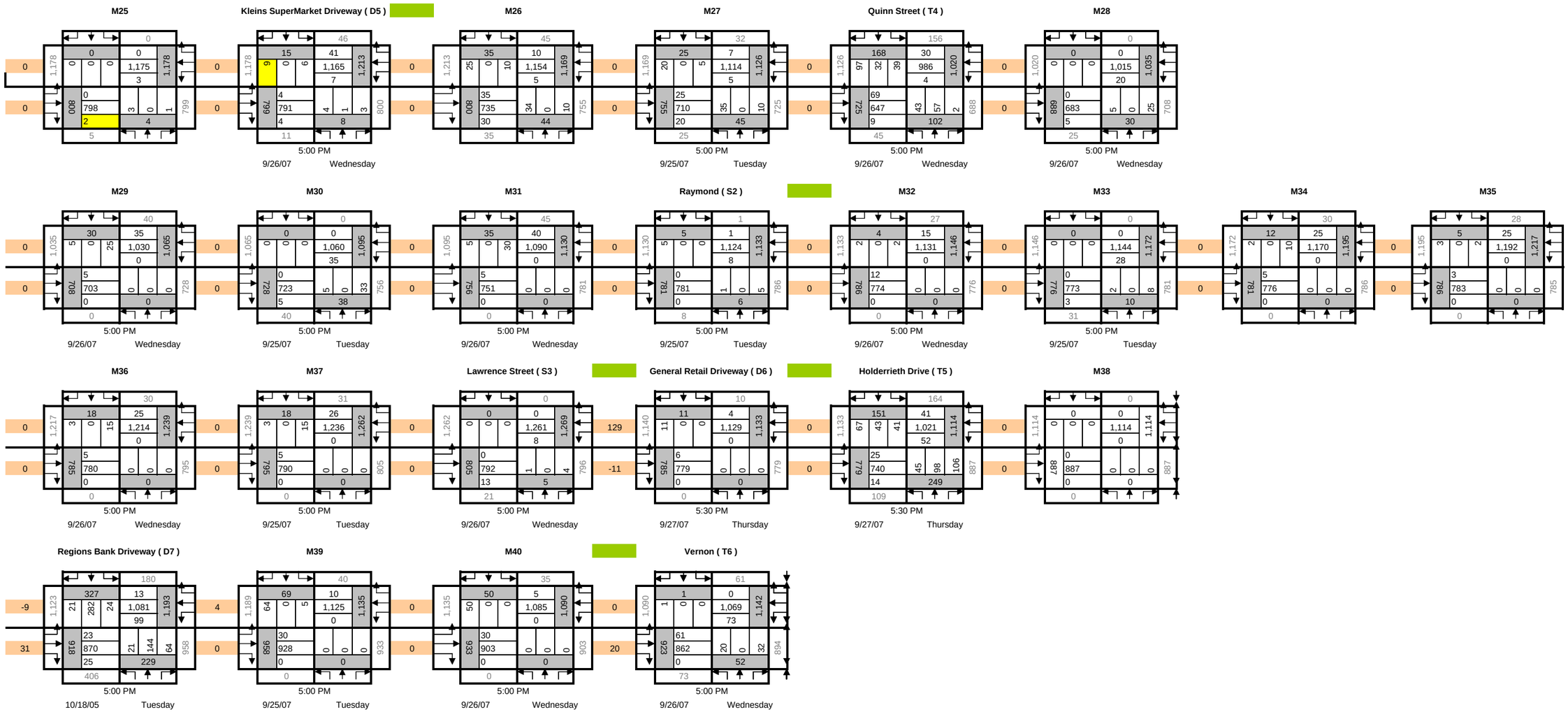

Baker (T7)
School Street (S4)
M41
M42
M44
M45
Poplar
7:15 AM
9/26/07 Wednesday
7:15 AM
9/26/07 Wednesday

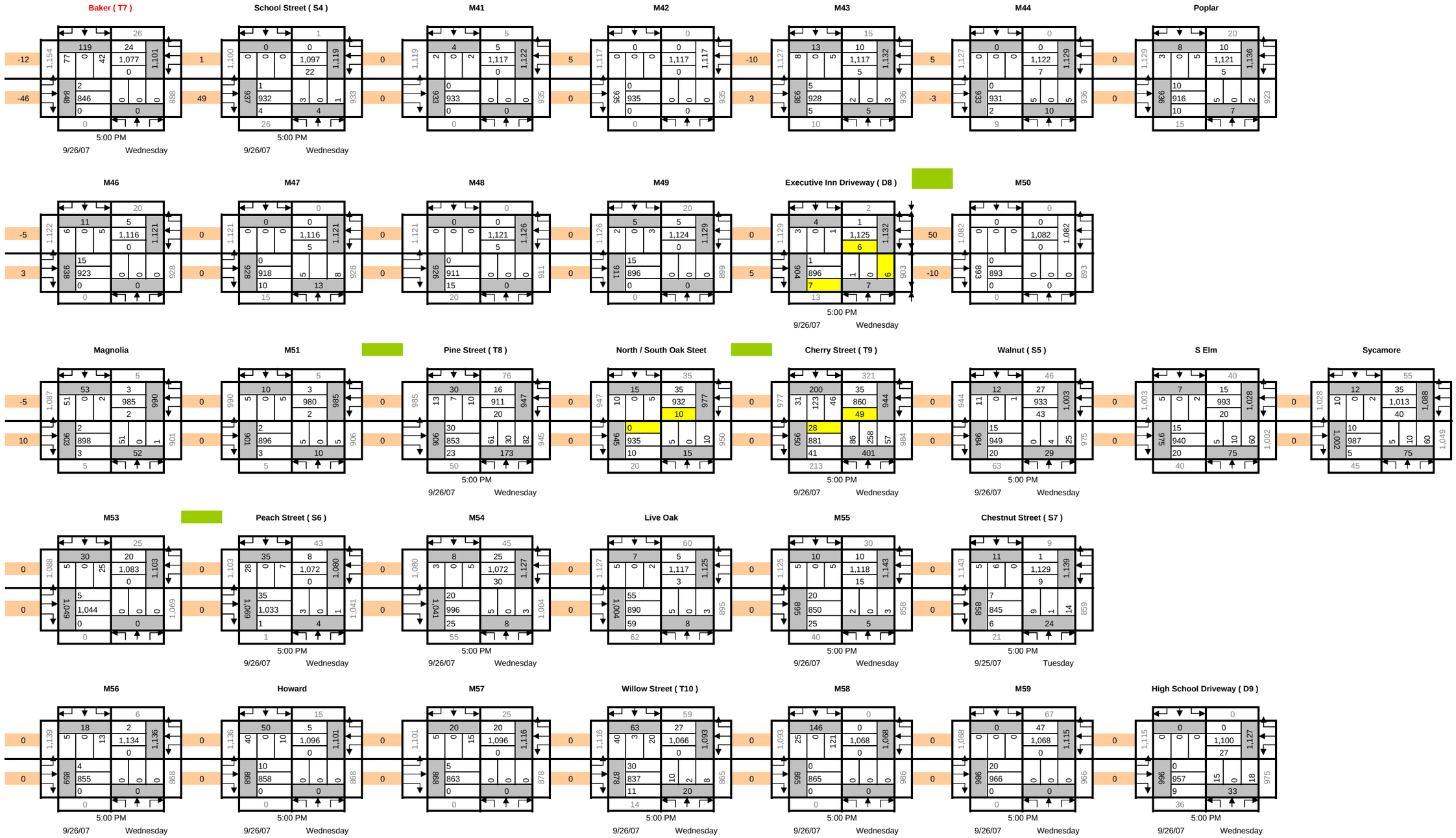
Appendix D - Peak Hour Intersection Counts



Section - I
(Wood Forest Drive to Willow Street)
PM Peak Hour



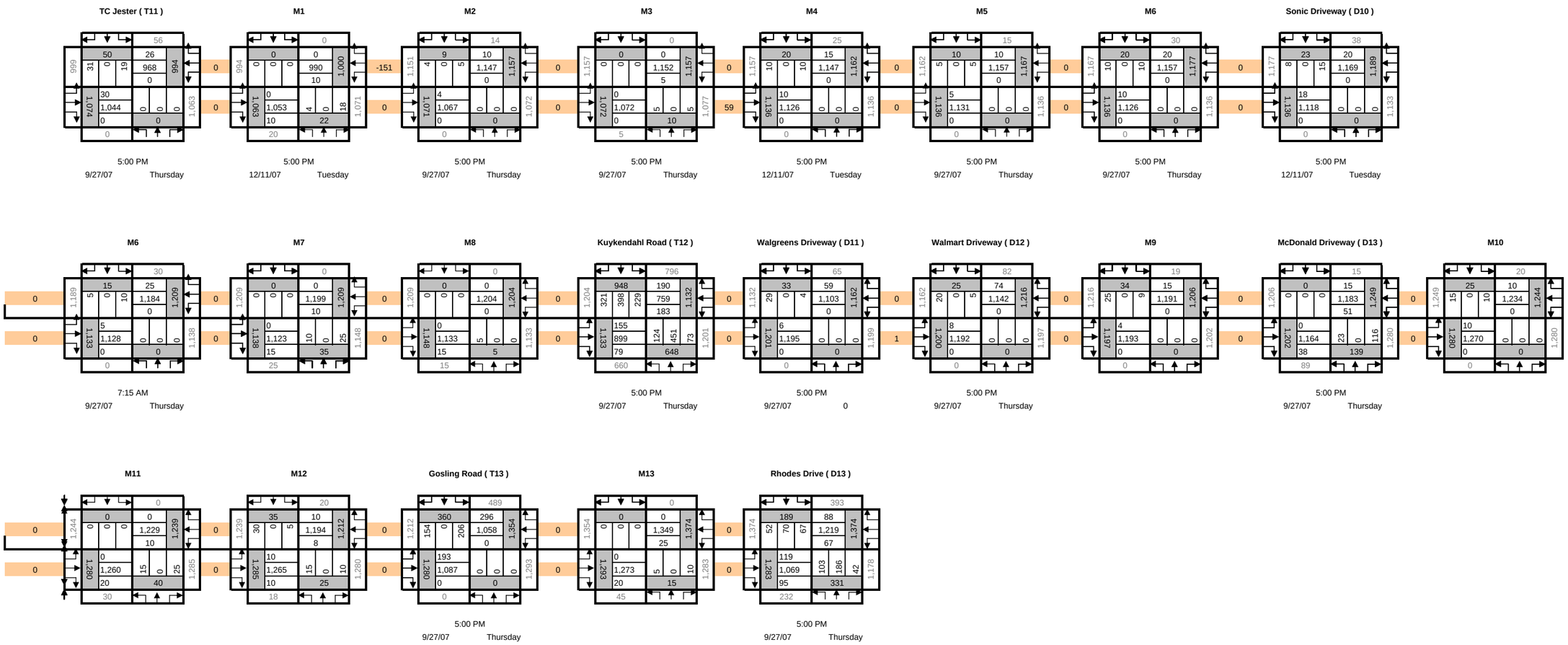

M25
Kleins SuperMarket Driveway (D5)
M26
M27
Quinn Street (T4)
M28
M29
M30
M31
Raymond (S2)
M32
M33
M34
M35
M36
M37
Lawrence Street (S3)
General Retail Driveway (D6)
Holderrieth Drive (T5)
M38
Regions Bank Driveway (D7)
M39
M40
Vernon (T6)
5:00 PM
9/26/07 Wednesday
9/25/07 Tuesday
9/25/07 Tuesday
9/26/07 Wednesday
9/25/07 Tuesday
9/26/07 Wednesday
9/25/07 Tuesday
9/26/07 Wednesday
9/25/07 Tuesday
9/26/07 Wednesday
9/25/07 Tuesday
9/26/07 Wednesday
9/25/07 Tuesday
9/26/07 Wednesday
5:30 PM
9/27/07 Thursday
9/27/07 Thursday
10/18/05 Tuesday
9/25/07 Tuesday
9/26/07 Wednesday
9/26/07 Wednesday


Baker (T7)
School Street (S4)
M41
M42
M43
M44
Poplar
M46
M47
M48
M49
Executive Inn Driveway (D8)
M50
Magnolia
M51
Pine Street (T8)
North / South Oak Steet
Cherry Street (T9)
Walnut (S5)
S Elm
Sycamore
M53
Peach Street (S6)
M54
Live Oak
M55
Chestnut Street (S7)
M56
Howard
M57
Willow Street (T10)
M58
M59
High School Driveway (D9)
5:00 PM
9/26/07 Wednesday
9/25/07 Tuesday

Section - II

(T.C.Jester to Rhodes)

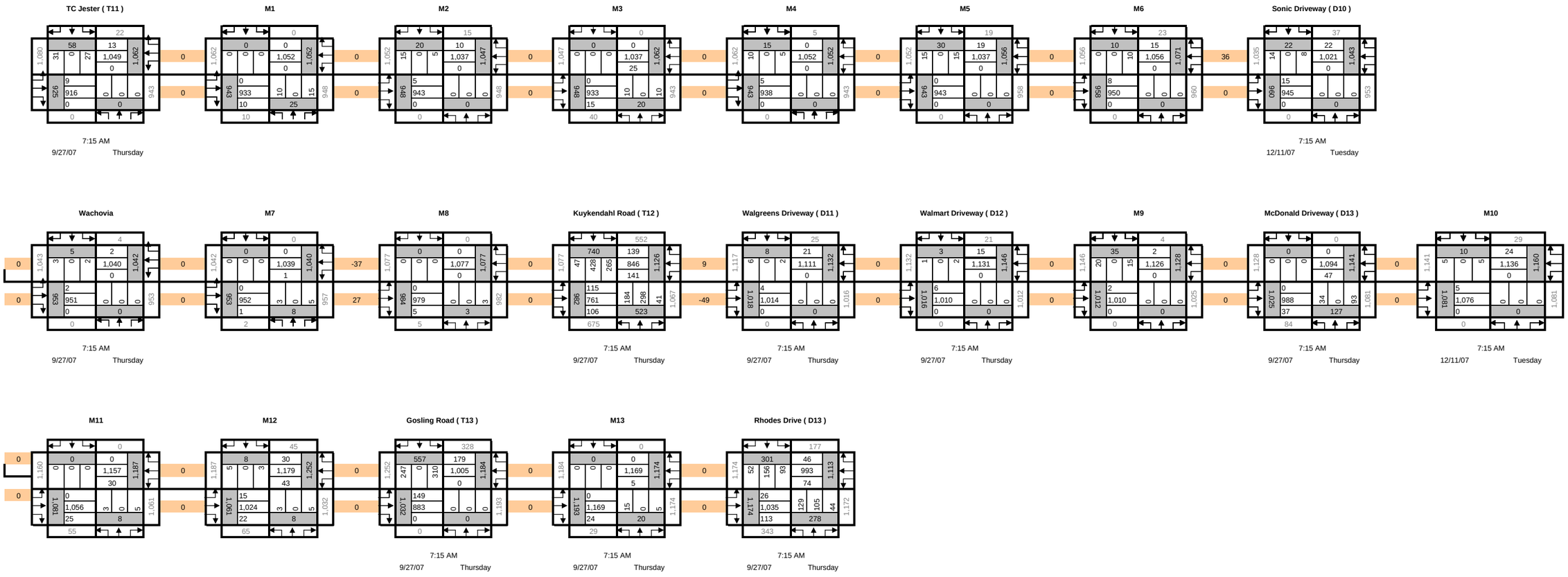
PM Peak Hour



Section - II

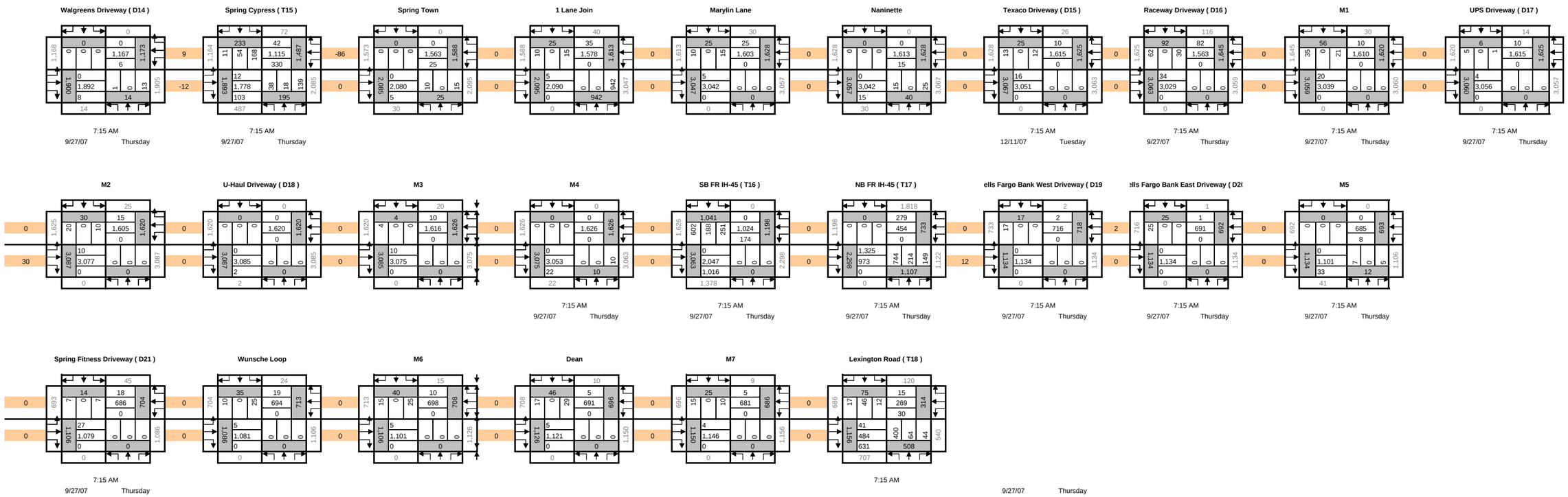
(T.C.Jester to Rhodes)

AM Peak Hour



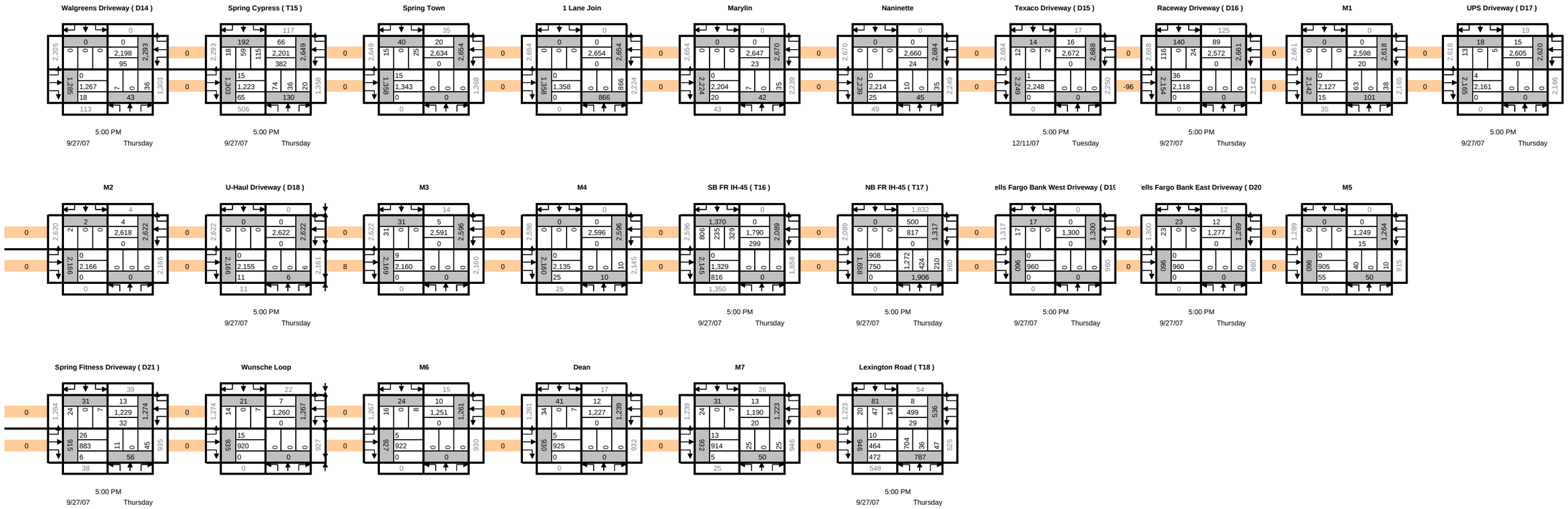
Section - III
(Spring Cypress/ SpringWest to Lexington)

AM Peak Hour



Section - III
(Spring Cypress/ SpringWest to Lexington)

PM Peak Hour



FM 2920 Access Management Study, Texas

Signal Control Data

	Cross Street	Owner	Controler Type	Cabinet Type	Cabinet Location	Conflict Monitor Type	Master (Yes or No)	Comm. System	Left Turn Control		FM 2920	EMS/ Opticom	Ped Control
									FM 2920	Side Street	Left Turn Lane		
1	Lexington Road	TXDOT	Naztec 900	P	NE	EDI 12	None	ICCT	Yield	Ssection	1	None	None
2	IH 45 Northbound Frontage Road	TXDOT	Eagle EPAC 300 MAR 300	P	Median	EDI 16	CTMS	Fiber	Protected	Protected	Alt direction	None	None
3	IH 45 Southbound Frontage Road								Protected	Protected	Alt direction	None	None
4	Springwest Drive	TXDOT	EPAC 300 -MAR	P	NE	EDI 12	Eager	Fiber	Protected	Yield	2	None	None
5	Meadow Hill Drive	TXDOT	EPAC 300	P	NE	EDI 12	None	Fiber	Protected	Split	2	None	None
6	Falvel Road/Ella Boulevard	TXDOT	EPAC 300	P	SW	EDI 12	None	Fiber	Protected	Split	2	None	None
7	Fire Station # 75	TXDOT	KAAT 4000	G	SW	Guardian NMC	None	None	NA	NA	NA	Flasher	None
8	Bridgestone Lane	TXDOT	EPAC 300	P	NW	EDI 12	None	Fiber	Protected	Split	2	None	None
9	Rhodes Road	TXDOT	EPAC 300	P	SE	EDI 16	None	Fiber	Protected	Split	2	None	None
10	Gosling Road	TXDOT	EPAC 300	P	NE	EDI 12	None	Fiber	Protected	Split	2	None	None
11	Kuykendahl Road	TXDOT	EPAC 300	P	SW	EDI 12	None	Fiber	Protected	Protected	2	None	None
12	T.C. Jester Boulevard	TXDOT	EPAC 300	P	NW	EDI 16 E	None	Wireless	Protected	None	4	None	None
13	School New Intersection	TXDOT	EPAC 300	P	NW	EDI 16 E	None	Wireless	Protected	None	1	None	None
14	Alvin A Klien Boulevard	TXDOT	EPAC 300	P	NW	EDI 16 E	None	Wireless	Protected	None	EBL/WBL	None	None
15	Stuebner Airline Road - East	TXDOT	EPAC 300	TS2	NE	No Access	None	No Access	Protected	None	NBL/EBL	None	None
16	Boudreaux Road	TXDOT	EPAC 300	TS2	SE	ED1 16	None	Fiber	Protected	None	1	None	None
17	Inverness Crossing Boulevard	TXDOT	FLASHER	TS2	SE	None	None	None	NA	NA	NA	None	None
18	Dowdell Road	TXDOT	EPAC 300	TS2		ED1 16	None	Fiber	Protected	None	1	None	None
19	Stuebner Airline Road - West	TXDOT	EPAC 300	TS2	NE	EDI 16 E	None	Fiber	Protected	Protected	1	None	None
20	FM 2978/ Hufsmith Kohnville Road	TXDOT	EPAC 300	TS2	NE	EDI 16 E	None	Fiber	Protected	Protected	1	None	None
21	Concordian	TXDOT	EPAC 300	TS2	SE	EDI 12	No	Fiber	Protected	None	EBL/WBL	EW	Yes
22	Cherry Street	TXDOT	EPAC 300	P	NE	EDI 12 LE-C	No	Twisted Pair	None	Split	None	E/W	None
23	Pine Street	TXDOT	EPAC 300	P	SW	EDI 12 LE-C	NO	Twisted Pair	None	Split	None	E/W	None
24	Baker Drive	TXDOT	EPAC 300	P	NW	EDI 12 E	No	25 Pair	EBL/Prot-Perm	None	EBL	Yes	Yes
25	Vernon Avenue								Prot-Perm	None	Centerline EB	No	Yes
26	Holderrieth Boulevard	TXDOT	EPAC 300	P	NW	NEMA 500	ELTEC NTC	TBC	Protected	Split	EBL/WBL	Yes	Yes
27	Quinn Road/ Ella Street	TXDOT	EPAC 300	P	NW	NEMA 500	ELTEC NTC	TBC	Protected	Split	EBL/WBL	Yes	Yes
28	Joe B Street/ Buvinghausen Street	TXDOT	EPAC 300	TS2	NW	NAZTEC 12	NO	NO	Prot - EBL/WBL	Yeild	Protected	No	Yes

Note:

Same Controller for both Intersections

GUNDA CORPORATION, INC. Engineers, Planners & Managers

FM 2920 Access Management Study, Texas

Signal Control Data

	Cross Street	Owner	Controler Type	Cabinet Type	Cabinet Location	Conflict Monitor Type	Master (Yes or No)	Comm. System	Left Turn Control		FM 2920	EMS/ Opticom	Ped Control
									FM 2920	Side Street	Left Turn Lane		
29	SH 249 New Construction (East)	TXDOT	EPAC 300	TS2	NORTH	EDI MMU 16 E	-	CTMS	EBL/WBL	None	WBL	None	Yes
30	SH 249 New Construction (West)	TXDOT					-		EBL/WBL	None	EBL		Yes
31	SH 249 Old	TXDOT	EPAC 300 MAR 300	TS2	NW	EDI MMU 16 E	Yes	YES	EBL/WBL	Protected	NBL/SBL	Yes(4)	Yes - All Directions
32	Wood Forest Drive / Lowe's - Tomball Center	TXDOT	EPAC 300	P	NW	Naztec NEMA 500 1	None	WIRELESS	EBL/WBL - Prot	None-Yield	EBL/WBL	None	None
33	Calvert Road	TXDOT	EPAC 300	TS2	SE	EDI MMU 16 E	None	25 PAIR	EBL/WBL	None	EBL/WBL	None	None
34	Park Road	TXDOT	EPAC 300	TS2	SE	EDI MMU 16 E	None	None	EBL	None	EBL	None	Yes - EW/NS
35	Telge Road	TXDOT	NAZTEC 900		SE	EDI 12	None	None	EBL- Protected	None	EBL	None	None
36	Lutheran Church Road	TXDOT	EPAC 300	TS2	SW	EDI MMU 16 E	None	None	Prot-Perm	None	EBL	None	None
37	Holly Creek Trail, Flasher	TXDOT	FLASHER	TS1	SE	None	None	None	None	None	None	None	None
38	Cypress Rose Hill Road	TXDOT	EPAC 300	TS2	SE	EDI MMU 16 E	None	None	Protected	Split	EBL/WBL	None	None
39	Rosewood Trail	TXDOT	EPAC 300	TS2	NW	EDI MMU 16 E	None	None	None	None	None	None	None
40	Sanders Cemetry Road/Mueschke Road	TXDOT	EPAC 300	TS2	NW	EDI MMU 16 E	None	None	None	None	None	None	None
41	Roberts Cemetry Road	TXDOT	EPAC 300	TS2	NW	Guardian 16	None	None	Protected	None	EBL	None	None
42	Hegar Road	TXDOT	FLASHER		NW	None	None	None	-	-	-	-	-
43	Kickapoo Street (Flasher)	TXDOT	FLASHER		NW	None	None	None	-	-	-	-	-
44	US 290 Westbound Frontage Road	TXDOT	EPAC 300	TS1	South	NAZTEC S 500	None	None	Protected	Protected		None	None
45	US 290 Eastbound Frontage Road	TXDOT											
46	Waller Tomball Road	TXDOT	NAZTEC 900	T	SW	NAZTEC S 500	None	None	None	None		None	None
47	Hempstead Road	TXDOT	EPAC 300	TS2	SE	NP 12	None	None	Split	SBLT Protected	Yes	None	Yes

Note:

Same Controller for both Intersections

GUNDA CORPORATION, INC. Engineers, Planners & Managers

FM 2920 Access Management Study, Houston, Texas
Signal Details

	Intersection	Crosswalk	Stop Bars	Illumination/ Location	Overhead Street Name Signs	Type of Detection	Signal Type (Mast Arm or Span)
1	Lexington Road	None	Yes	Yes	Yes	Loops	Span Wire
2	IH 45 Northbound Frontage Road	Yes	Yes	Yes (West Median)	None	Loops	Mast Arm
3	IH 45 Southbound Frontage Road	Yes	Yes	Yes (East Median)	None	Loops	Mast Arm
4	Springwest Drive	2920 Only	2920 Only	Yes, NW/SE	Yes	Video	Span Wire
5	Meadowhill Drive	None	2920 & Meadowhill Southbound Only	Yes, NW/SE	Yes	Video	Span Wire
6	Falvel Road/Ella Boulevard	None	Yes	Yes, NW/SE	Yes	Video	Span Wire
7	Fire Station # 75 (Flashing)	None	None	Yes, NW/SE	Yes	None	Span Wire
8	Bridgestone Lane	None	None	2920 & Southbound Bridge stone Lane	Yes	Loops	Span Wire
9	Rhodes Road	None	Yes	Yes, NW/SE	Yes	Loops	Span Wire
10	Gosling Road	East Side FM 2920 and Gosling Rd	Yes	Yes, NW/SE	Yes	Loops	Span Wire
11	Kuykendahl Road	None	None	Yes, NW/SE	Yes	Loops	Span Wire
12	T.C. Jester Boulevard	None	None	Yes, NW/SE	Yes	Video	Span Wire
13	School New Intersection	Yes	East Side FM 2920 & School road	Yes, NW/SE	Yes	Video (6 cameras)	Span Wire
14	Alvin A Klien Drive	None	Yes, NW/SE	Yes, NW/SE	Yes	Video (6 cameras)	Span Wire
15	Stuebner Airline Road	None	Yes	Yes, NW/SE	Yes	Span Wire	Span Wire
16	Boudreaux Road	None	Yes	Yes, NW/SE	Yes	Video & Loop Combined	Span Wire
17	Inverness Crossing Boulevard (Flashing)	None	Yes (Minor Road Only)	Yes, NW/SE	Yes	None	Span Wire
18	Dowdell Road	None	Yes	Yes, NW/SE	Yes	Loop	Span Wire
19	Stuebner Airline Road North	None	Yes	Yes, SW/NE	Yes	Video (6 cameras)	Span Wire
20	Hufsmith Kohnville Road	None	Yes	Yes, NE/SW	Yes	Video (6 cameras)	Span Wire
21	Willow Street	Yes	Yes	Yes, NW/SE	Yes	Loop	Span Wire
22	Cherry Street	Yes	Yes	Yes, NE/SW	Yes	Video NW/Se	Span Wire
23	Pine Street	Yes	Yes	Yes, NE/SW	Yes	Loops 6x6 6x40	Span Wire
24	Baker Drive	Yes	Yes	Yes, SE	Yes		Span Wire
25	Vernon Avenue	Yes	Yes	None	Yes	Loops 6x6 6x40	Span Wire
26	Holderrieth Boulevard	Yes	Yes	Yes, SE	Yes	Loopa	Span Wire
27	Quinn Road/ Ella Street	Yes	Yes	Yes		Ved 10	Span Wire
28	Joe Bst/ Buvinghausen Street		Yes	Yes, 4 Corners	Yes	Loops	Span Wire

FM 2920 Access Management Study, Houston, Texas
Signal Details

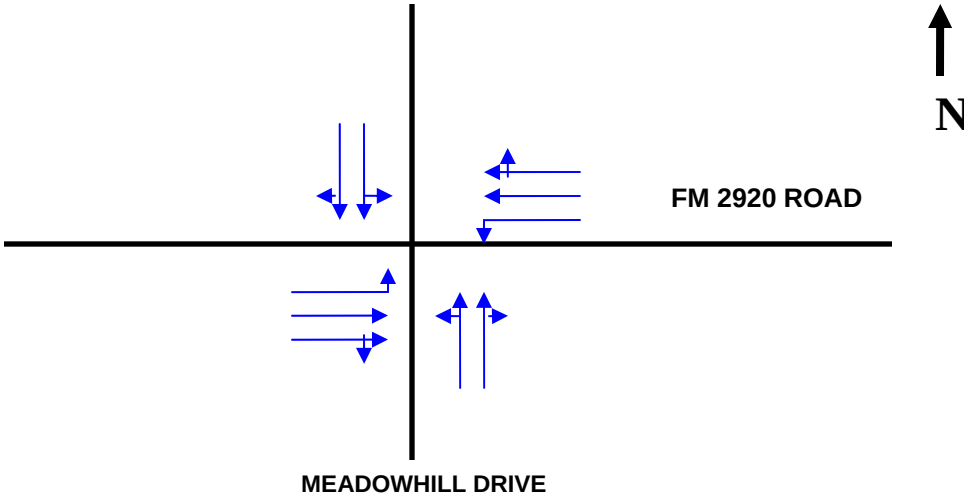
	Intersection	Crosswalk	Stop Bars	Illumination/ Location	Overhead Street Name Signs	Type of Detection	Signal Type (Mast Arm or Span)
29	SH 249 New Construction (East)	Yes + Sidewalk	Yes	Yes East Median NW	Yes	Vidoe	Mast Arm
30	SH 249 New Construction (West)	Yes + Sidewalk	Yes	Yes West Median SE	Yes	Video	Mast Arm
31	SH 249 Old	Yes + Sidewalk	Yes	Yes, NW/SE/SW	Yes	Video	Span Wire
32	Wood Forest Drive	No	Yes	Yes, SW/NE	Yes	Video	Span Wire
33	Calvert Road	No	Yes	Yes, SW/NE	Yes	Video	Span Wire
34	Park Road	No	Yes	Yes, SE, NE	Yes	Video	Span Wire
35	Telge Road	Mo	Yes	Yes, SE/NW	Yes	Loops 6x6	Span Wire
36	Lutheran Church Road	No	No	Yes, SE/NW	Yes	Loops 6x40	Span Wire
37	Holly Creek Trail, Flasher	No	No	Yes, SE/NW	Yes	None	Span Wire
38	Cypress Rosehill Road	No	Yes	Yes, SE/NW	Yes	Video	Span Wire
39	Rosewood Trails	No	Yes	Yes, NW/SE	Yes	Loop Side	Span Wire
40	Sanders Cemetry Road/Mueschke Road	No	No	Yes, NW	Yes	Loops Side Street	Span Wire
41	Roberts Cemetry Road	No	Yes	Yes, SW/NE	Yes	Video (4 Cameras)	Span Wire
42	Hegar Road	No	Yes, Hegar Road	Yes, SE/NW	Yes	None	Span Wire
43	Kickapoo Street (Flasher)	No	Yes, Kickapoo Street only.	Yes, NE/SW	No, on Pole	None	Span Wire
44	US 290 Westbound Frontage Road	No	Yes	Yes, NE/SW	Yes	Loop	Span Wire
45	US 290 Eastbound Frontage Road	No	Yes	Yes, NE/SW	Yes	Loop	Span Wire
46	Waller Tomball Road	No	Yes	Yes, NE/SW	Yes	Loop	Span Wire
47	Hempstead Road	Yes, North Approach & FM 2920	Yes	Yes, SE/NW	Yes	Video (3 Cameras)	Span Wire

SIGNALIZED INTERSECTIONS FM 2920 Access Management Study, Texas			
1	Lexington Road	25	Vernon Avenue
2	IH 45 North Service Road	26	Holderrieth Boulevard
3	IH 45 South Service Road	27	Quinn Road/ Ella Street
4	Springwest Drive	28	Joe B Street/ Buvinghausen Street
5	Meadow Hill Drive	29	SH 249 North Service Road
6	Falvel Road	30	SH 249 South Service Road
7	Fire Station # 75, Flasher	31	SH 249 Old
8	Bridgestone Lane	32	Wood Forest Drive / Lowe's - Tomball Center
9	Rhodes Road	33	Calvert Road
10	Gosling Road	34	Park Road
11	Kuykendahl Road	35	Telge Road
12	T.C. Jester Boulevard	36	Lutheran Church Road
13	School New Intersection	37	Holly Creek Trail, Flasher
14	Alvin A Klien Drive	38	Cypress Rose Hill Road
15	Stuebner Airline Road	39	Rosewood Trail
16	Boudreaux Road	40	Sanders Cemetry Road/Mueschke Road
17	Inverness Crossing Boulevard	41	Roberts Cemetry Road
18	Dowdell Road	42	Hegar Road, Flasher
19	Stuebner Airline Road North	43	Kickapoo Street, Flasher
20	FM 2978/ Hufsmith Kohnville Road	44	US 290 North Service Road
21	Concordia/Willow Street	45	US 290 South Service Road
22	Cherry Street	46	Waller Tomball Road
23	Pine Street	47	Hempstead Road
24	Baker Drive		

Common Controller

GUNDA CORPORATION, INC.
Engineers, Planners & Managers

STUDY AREA MAJOR UNSIGNALIZED INTERSECTIONS FM 2920 Access Management Study, Texas			
Int #	Location @ FM 2920	Int #	Location @ FM 2920
1	Mission Road	43	Parker Road
2	Dean Street	44	Buescher Road
3	Wunsche Loop	45	Kobs Road
4	Bell Street	46	Cedar Lane
5	Shattuck	47	Holly Lake Drive/Yupo Circle
6	Nannette Lane	48	Julie Lane
7	Wuensche	49	Old Waller Tombell Road (a)
8	Marilyn Ln	50	Old Waller Tomball Road (b)
9	Spring Town Drive	51	Hameier
10	Hannoverwood	52	Krolzcyk
11	Hannover Estate Drive	53	Loblolly Roas
12	Foster Road	54	Scholl Road
13	Hannover Frst	55	Rosenhurst Drive
14	Covington Bridge Ln	56	Castle Hill Boulevard
15	New Development	57	Roseway Road
16	Bridgestone Ranch Drive	58	Main Boulevard
17	Marcin Drive	59	Kleb Woods Drive (a)
18	Northcrest Village Drive	60	Kleb Woods Drive (b)
19	Walden Way	61	Three Pine Drive
20	Commercial Lane	62	Pine Tree Lane
21	Industry Lane	63	Robin Road
22	Mahaffey Road	64	Cardinal Drive
23	S Persimmon Street	65	Lake Lane
24	Snook Ln	66	New Kentucky Village
25	N Howard Street	67	New Kentucky Park Drive
26	N Chestnut Street	68	Bauer Road
27	S Live Oak Street	69	Hunter's Creek Way
28	S Peach Street	70	Bayers
29	N Sycamore Street	71	Aj Foyt Road
30	Railway Crossing	72	Lbis Road
31	Elm Street	73	Nichols Road
32	Walnut Street	74	Pipit Road
33	N Oak Street	75	Roberts Road
34	N Pine Street	76	Waller Tomball Road (a)
35	N Mognolia Street	77	Hegar Road
36	N Poplar Street	78	Waller Tomball Road (b)
37	School Street	79	Kemier Road
38	Lawrence Street	80	Piney Comer Street
39	Raymond Street	81	Great Lakes Street
40	Almo Street	82	Binfor Road
41	Triechel Road	83	Stokes Road
42	Tomball Cemetery Road	84	Stokes Road



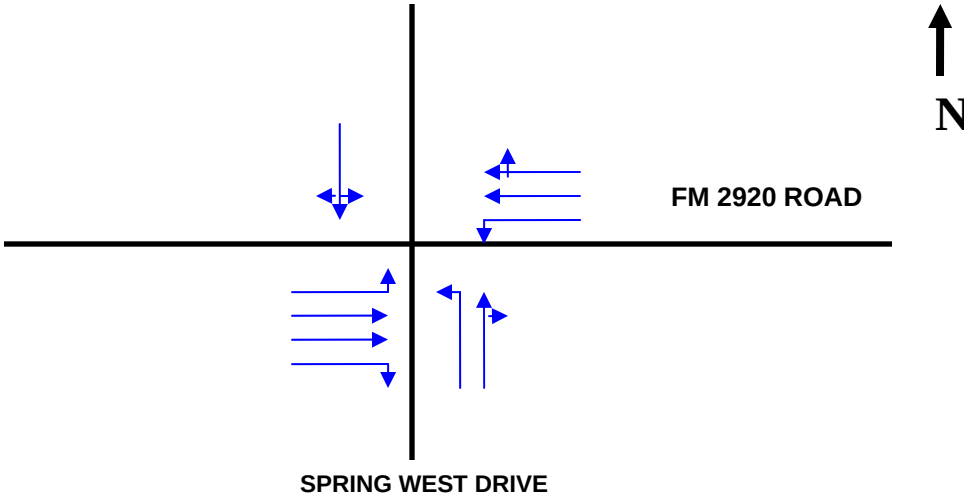
Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
Meadowhill Drive @ FM 2920 Road	Northbound	3	2	1			
	Southbound	3	2	1			
	Eastbound	2	2				
	Westbound	2	2				

Signal Control Box/Cabinet

Looking North on Meadowhill Drive

Looking West on FM 2920 Road

Looking South on Meadowhill Drive



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
Springwest Drive @ FM 2920 Road	Northbound	3	2	1			
	Southbound	3	2	1			
	Eastbound	2	2				
	Westbound	2	2				

Signal Control Box/Cabinet

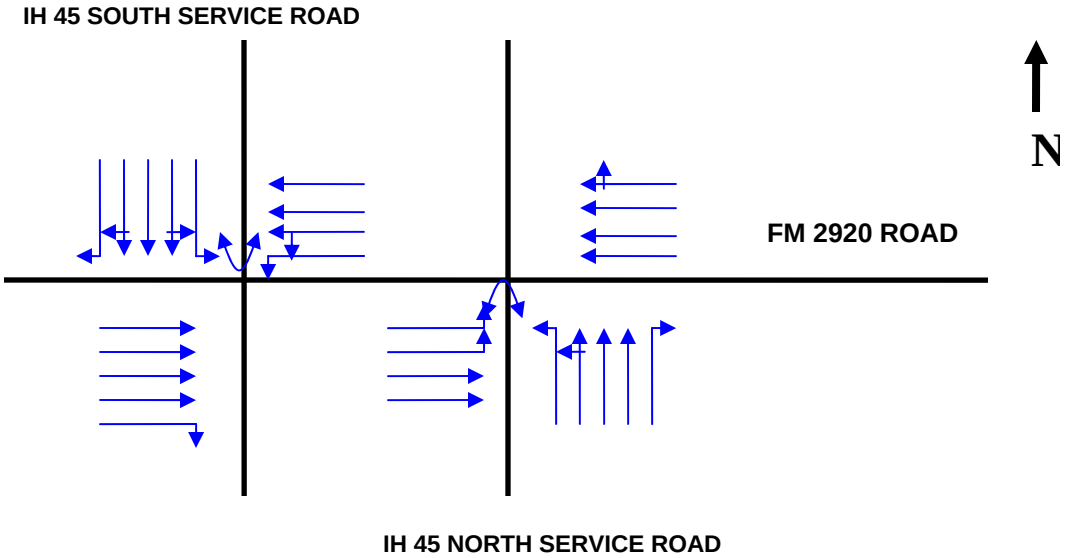
Looking North on Springwest Drive

Looking West on FM 2920 Road

Looking South on Springwest Drive

Looking South on Springwest Drive

Looking East on FM 2920 Road



Aerial View of I45 North Service Road

Houston, Texas

Aerial View of I45 South Service Road

Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
I45 North Service Road @ FM 2920 Road	Northbound						3
	Southbound	4	4			8	
	Eastbound	3	3				4
	Westbound	4	2	1			

Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
I45 South Service Road @ FM 2920 Road	Northbound	4	4				3
	Southbound						2
	Eastbound	3	2	1			2
	Westbound	3	3				

Looking South on South Service Road

Looking North on North Service Road

Looking West on FM 2920 Road

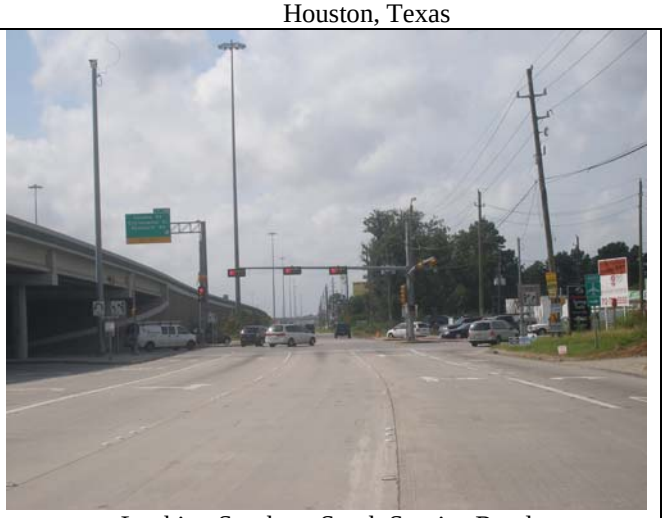
Signal Control Box/ Cabinet

Looking East on FM 2920 Road

Looking North on North Service Road

Houston, Texas

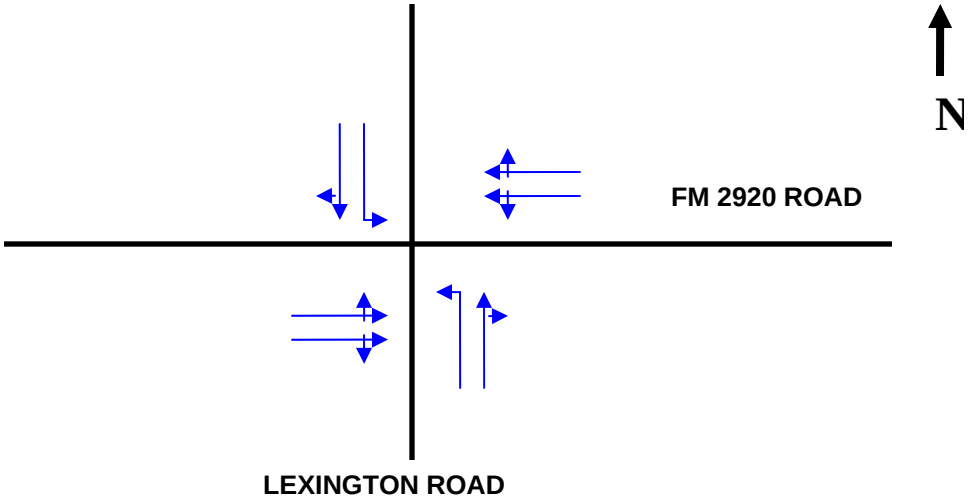
Looking North on North Service Road



Looking South on South Service Road

Looking South on South Service Road

Looking West on FM 2920 Road



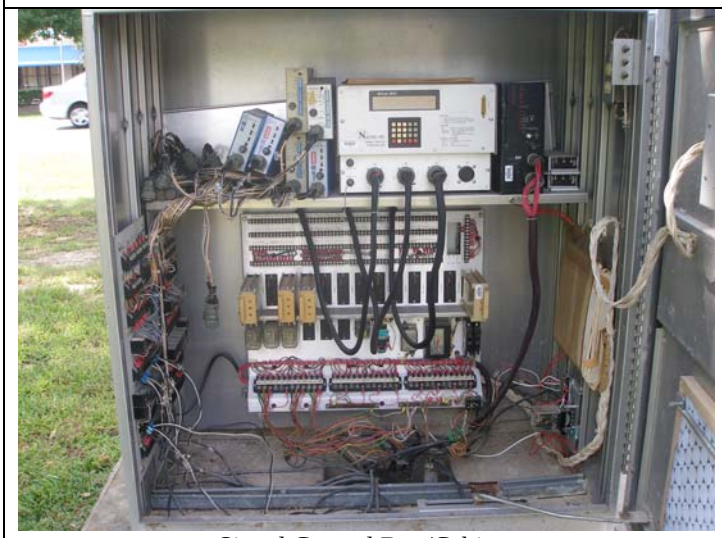
Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
Lexington Road @ FM 2920 Road	Northbound	3	2		1		
	Southbound	3	2		1		
	Eastbound	2	2				
	Westbound	2	2				

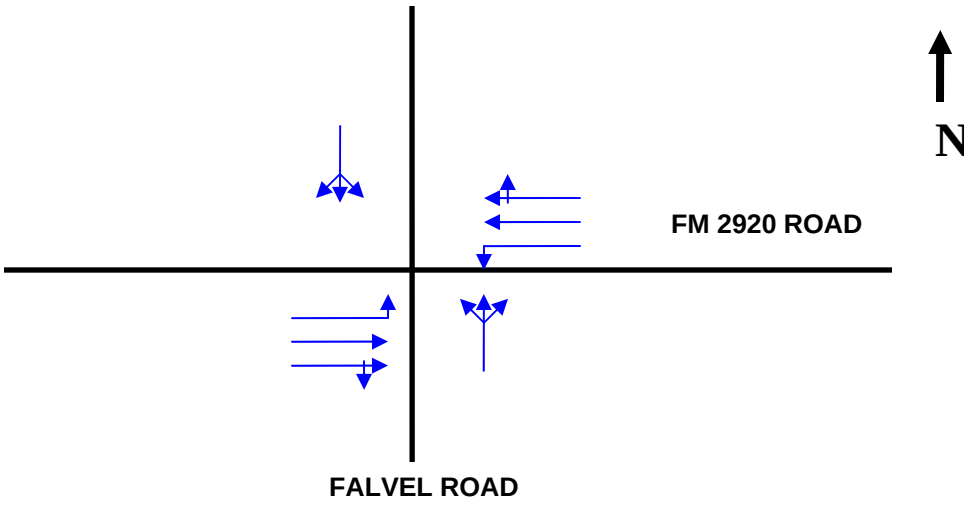
Looking East on FM 2920 Road

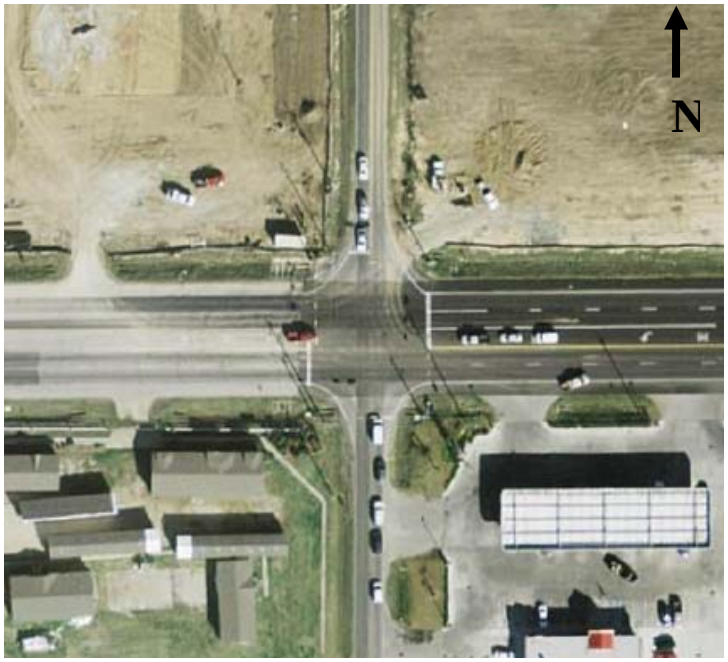
Looking West on FM 2920 Road

Looking North on Lexington Road

Looking South on Lexington Road


Signal Control Box/Cabinet





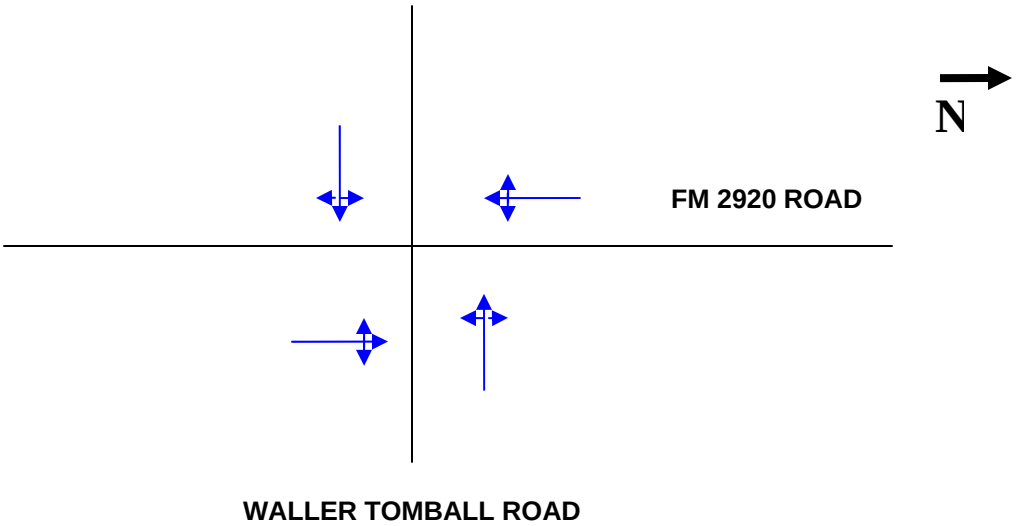
Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
Falvel Road @ FM 2920 Road	Northbound	2	1	1			
	Southbound	2	1	1			
	Eastbound	3	2	1			
	Westbound	3	2	1			

Signal Control Box/Cabinet

Looking South on Falvel Road

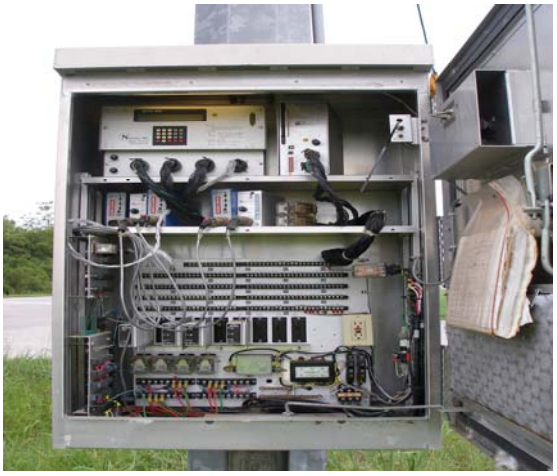
Looking West on FM 2920 Road

Looking North on Falvel Road



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
Waller Tombell Road @ FM 2920	Northbound	2	2				
	Southbound	2	2				
	Eastbound	2	2				
	Westbound	2	2				

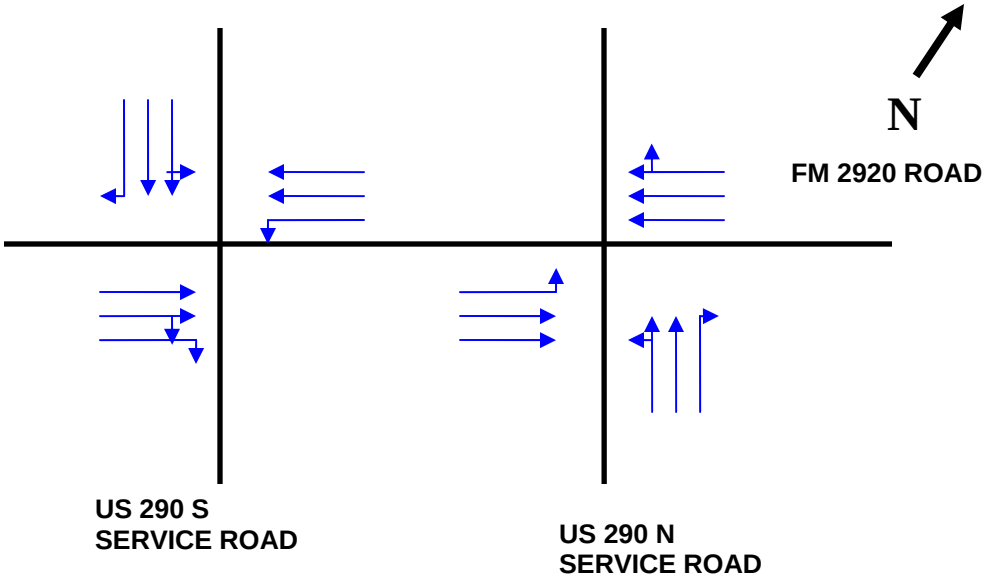
Looking East on FM 2920 Road


Signal Control Box/ Cabinet

Looking North on Waller Tomball Road

Looking West on FM 2920 Road

Looking South on Waller Tomball Road


N
FM 2920 ROAD
US 290 S
SERVICE ROAD
US 290 N
SERVICE ROAD

N

290
2920
N
Waller Tomball Road
Hempstead Road

Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
US 290 West Intersection @ FM 2920 Road	Northbound						
	Southbound	2	2				
	Eastbound	2	2				
	Westbound	3	2	1			

Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
US 290 East Intersection @ FM 2920 Road	Northbound	2	2				
	Southbound						
	Eastbound	3	2	1			
	Westbound	2	2				

Looking East on FM 2920 Road and South Service Road

Looking South on South Service Road

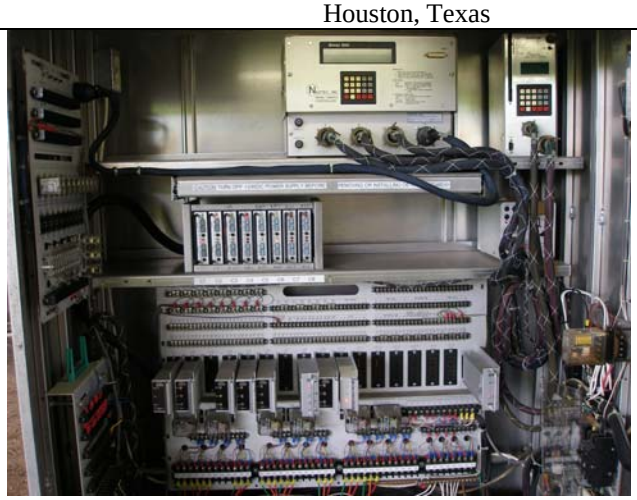
Looking East on FM 2920 South Service Road

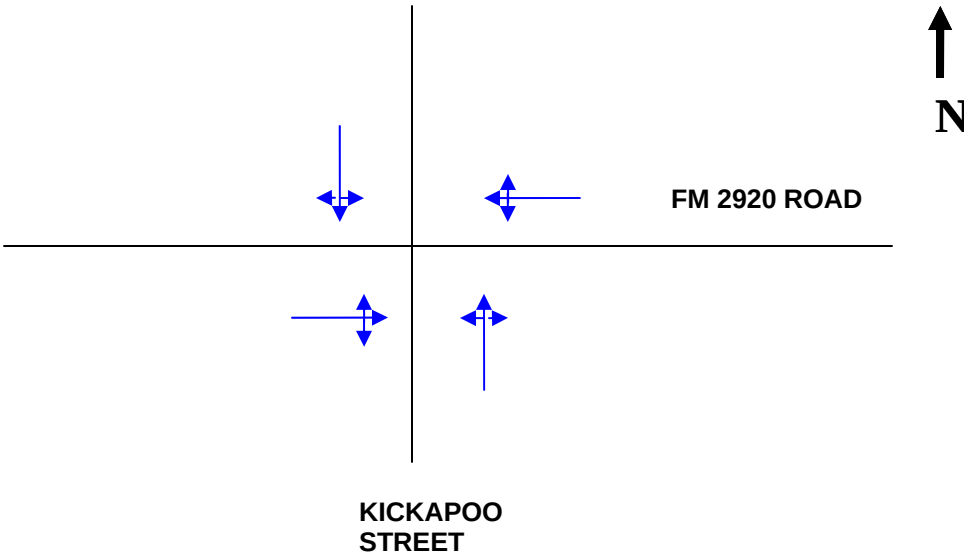
Looking East on FM 2920 Road and North Service Road

Signal Control Box/ Cabinet

Looking South on North Service Road

Houston, Texas

Looking West on FM 2920 Road and North Service Road	 Signal Control Box/ Cabinet



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			1-section	4-section	5-section		
Kickapoo Street Flashers	Northbound	1 x 1 (Red)	1				
	Southbound	1 x 1 (Red)	1				
	Eastbound	2 x 1 (Yellow)	2				
	Westbound	2 x 1 (Yellow)	2				

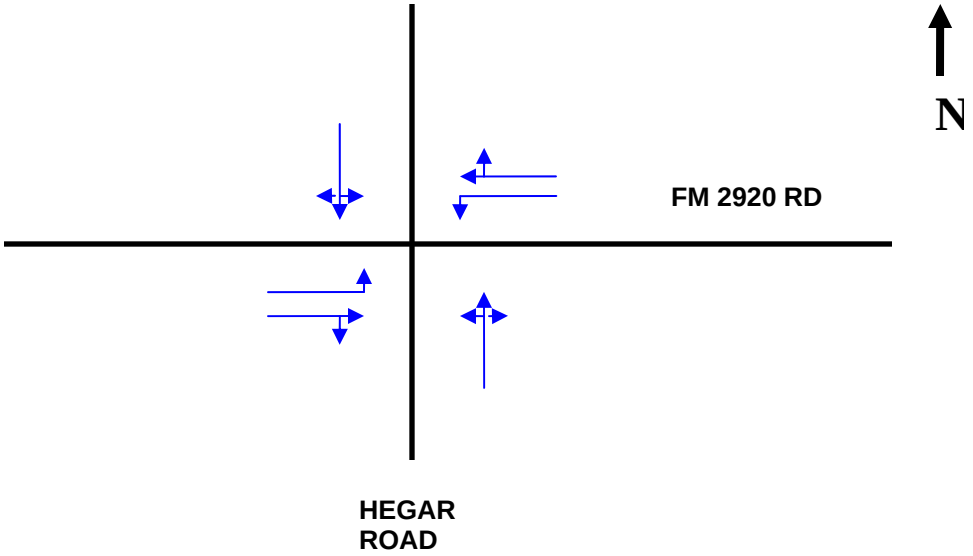
Signal Control Box/Cabinet (Flasher)

Looking South on Kickapoo Street

Looking West on FM 2920 Road

Looking North on Kickapoo Street

Looking East on FM 2920 Road



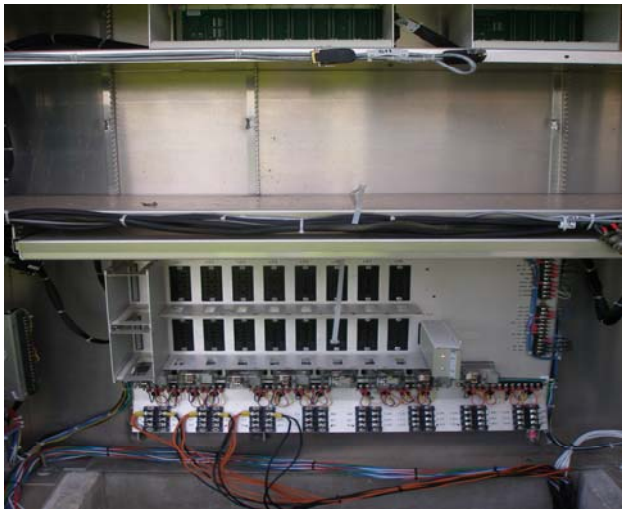
Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
Hager Road Flashers	Northbound	2 x 1 (Red)					
	Southbound	2 x 1 (Red)					
	Eastbound	3 x 1 (Yellow)					
	Westbound	3 x 1 (Yellow)					

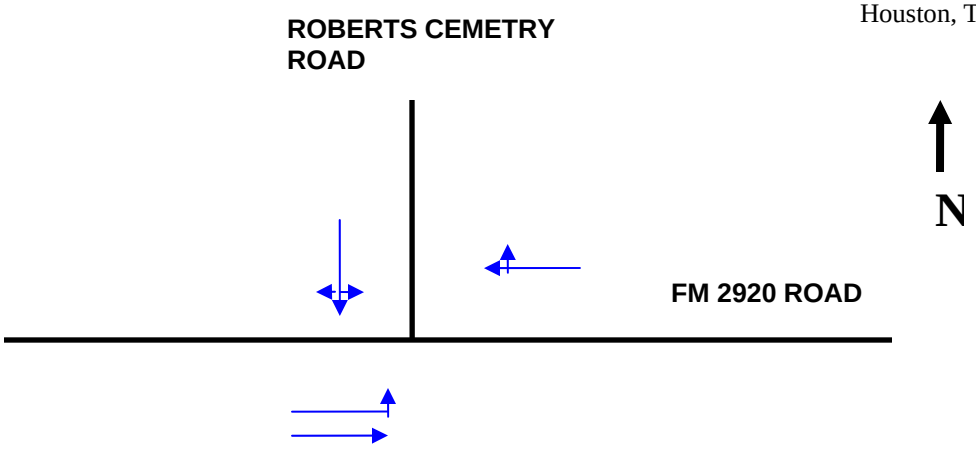
Looking South on Hegar Road

Looking West on FM 2920 Road

Looking North on Hegar Road

Looking East on FM 2920 Road


Signal Control Box/Cabinet



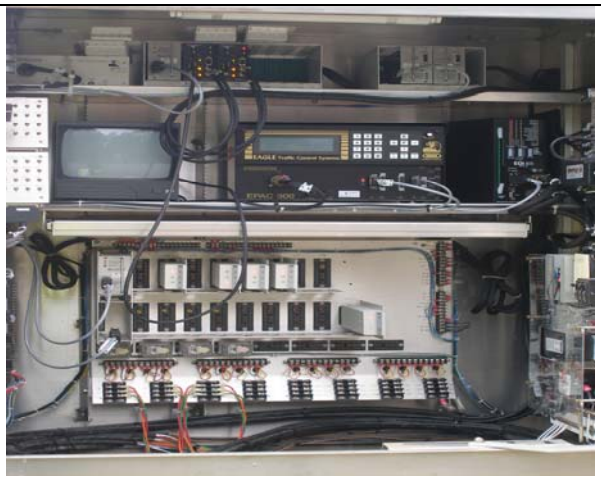
Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
Roberts Cemetery Road @ FM 2920 Road	Northbound	2	2				
	Southbound	2	2				
	Eastbound	3	2	1			
	Westbound						

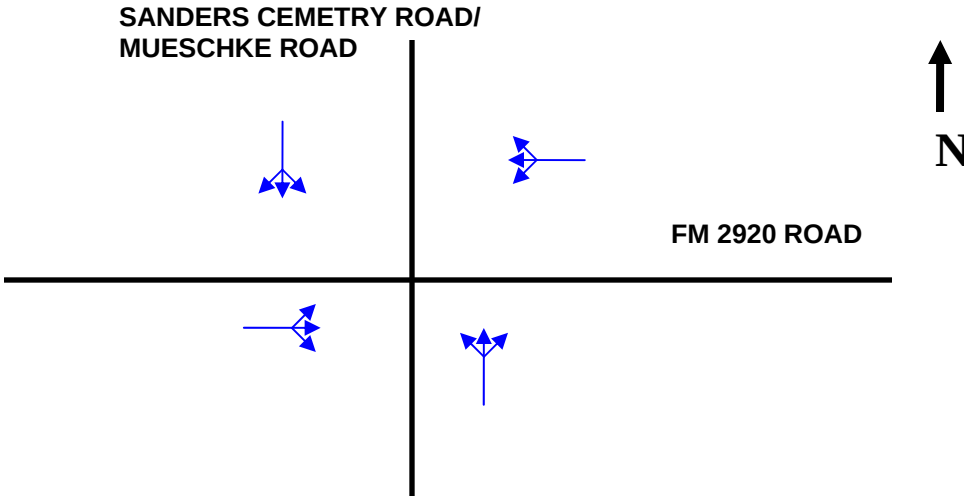
Looking South on Roberts Cemetery Road

Looking West on FM 2920 Road

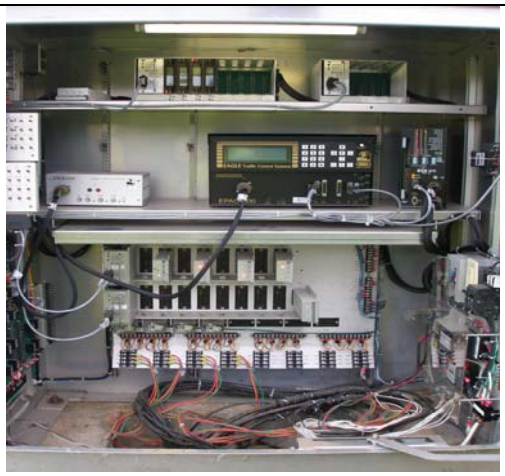
Looking North on Roberts Cemetery Road

Looking East on FM 2920 Road


Signal Control Box/Cabinet



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
MUESCHKE ROAD @ FM 2920	Northbound	2	2				
	Southbound	2	2				
	Eastbound	2	2				
	Westbound	2	2				

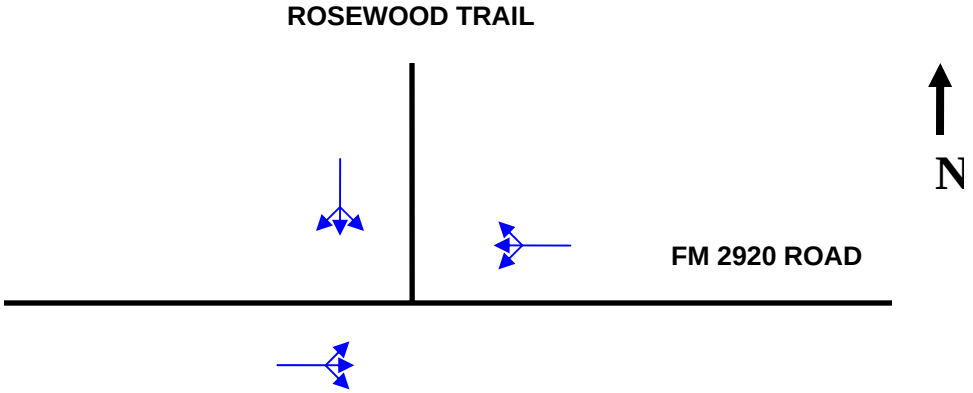

Signal Control Box/Cabinet

Looking North on Mueschke Road

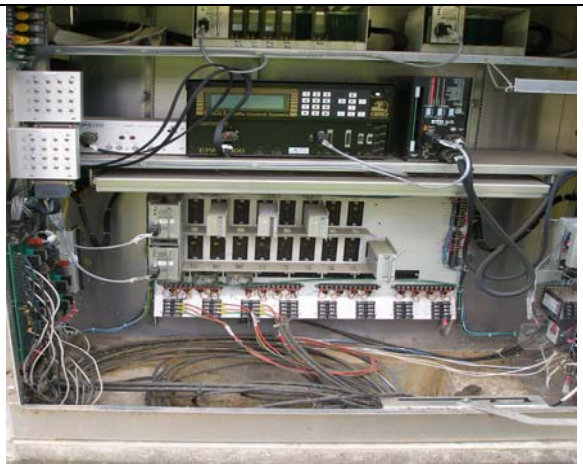
Looking West on FM 2920 Road

Looking South on Mueschke Road

Looking East on FM 2920 Road



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
ROSEWOOD TRAIL @ FM 2920 ROAD	Northbound						
	Southbound	2	2				
	Eastbound	2	2				
	Westbound	2	2				

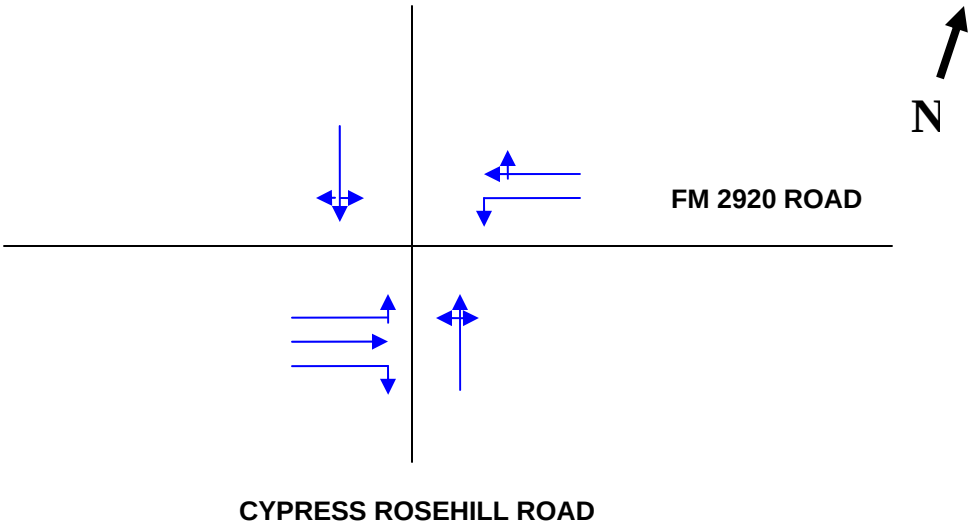

Signal Control Box/ Cabinet

Looking South on Rosewood Trail

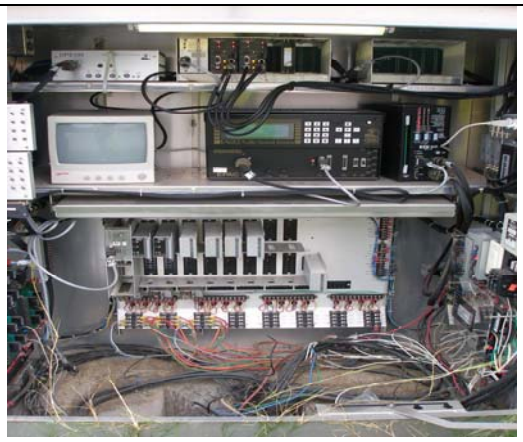
Looking West on FM 2920 Road

Looking North on Rosewood Trail

Looking East on FM 2920 Road



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
CYPRESS ROSEHILL ROAD @ FM 2920	Northbound	2	1	1			
	Southbound	2	1	1			
	Eastbound	2	1		1		
	Westbound	2	1		1		

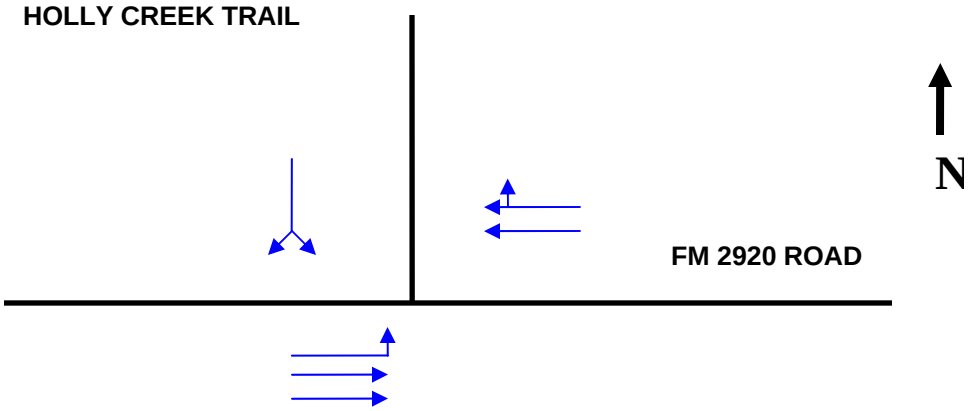

Signal Control Box/Cabinet

Looking West on FM 2920 Road

Looking North on Cypress Rosehill Road

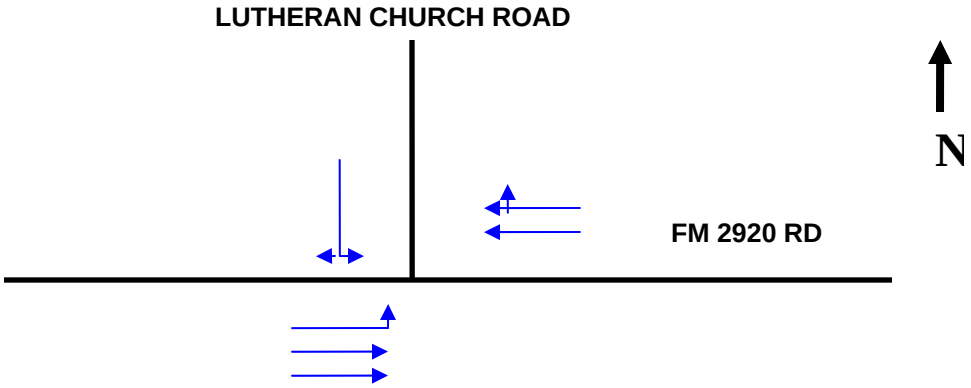
Looking East on FM 2920 Road

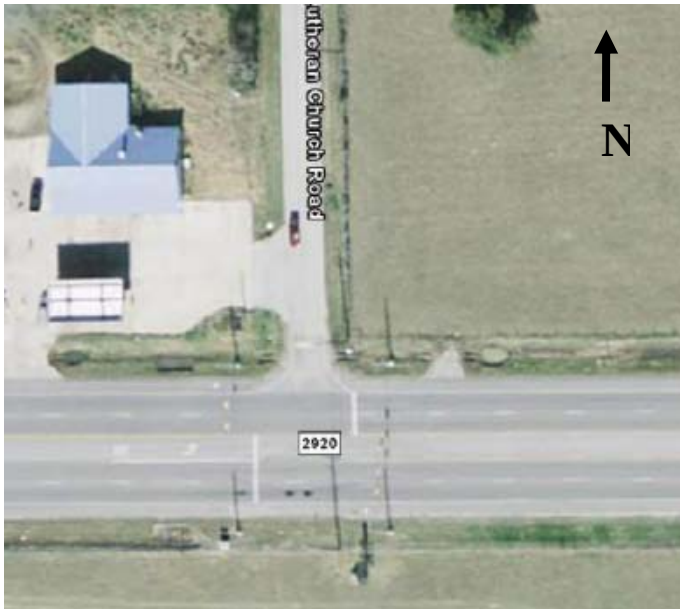
Looking South on Cypress Rosehill Road



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			1-section	4-section	5-section		
HOLLY CREEK TRAIL @ FM 2920	Northbound						
	Southbound	2	2 (Red)				
	Eastbound	2	2 (Yellow)				
	Westbound	2	2 (Yellow)				

Looking East on FM 2920 Road	Signal Controller/Cabinet (Flasher)
Looking West on FM 2920 Road	Looking South on Holly Creek Trail





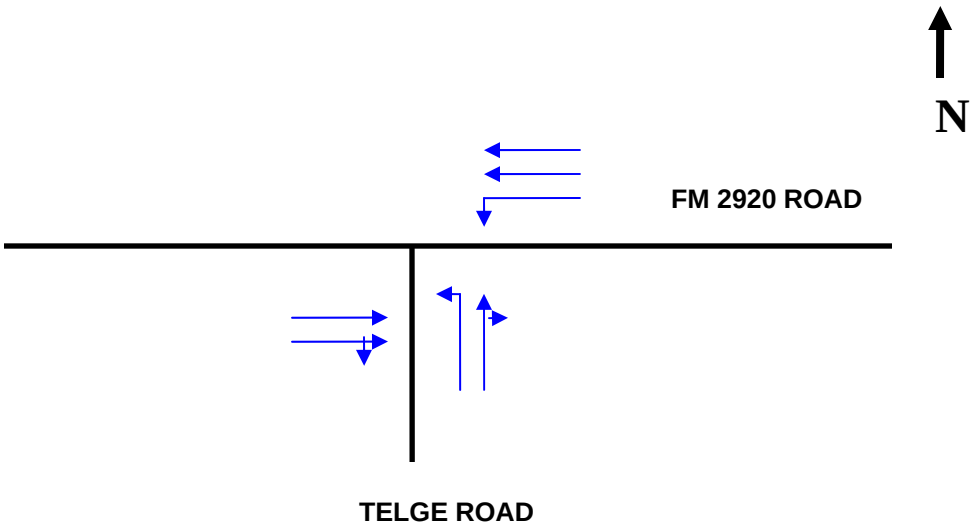
Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
LUTHERAN CHURCH ROAD @ FM 2920	Northbound						
	Southbound	2	2				
	Eastbound	3	2		1		
	Westbound	2	2				

Signal Control Box/Cabinet

Looking East on FM 2920 Road

Looking West on FM 2920 Road

Looking South on Lutheran Church Road



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
TELGE ROAD @ FM 2920 ROAD	Northbound	2	2				
	Southbound						
	Eastbound	3	3				
	Westbound	3	2	1			

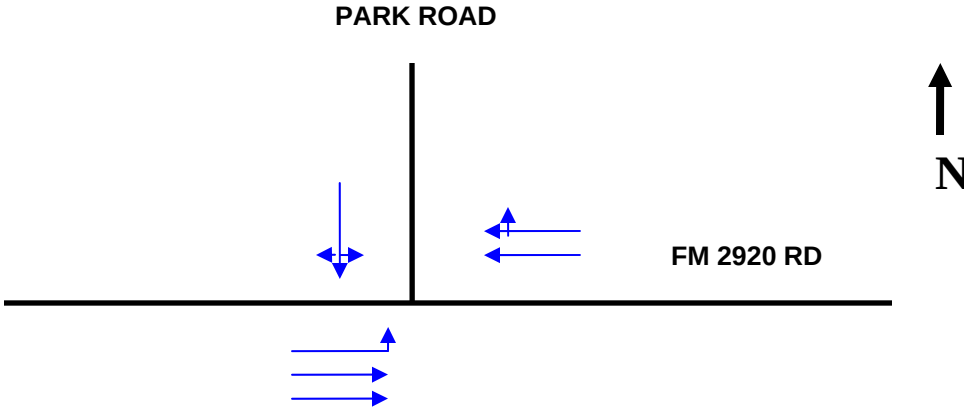
Signal Control Box/Cabinet

Looking North on Telge Road

Looking East on FM 2920 Road

Looking South on Telge Road

Looking West on FM 2920 Road



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
PARK ROAD @ FM 2920 ROAD	Northbound						
	Southbound	2	2				
	Eastbound	3	2	1			
	Westbound	2	2				

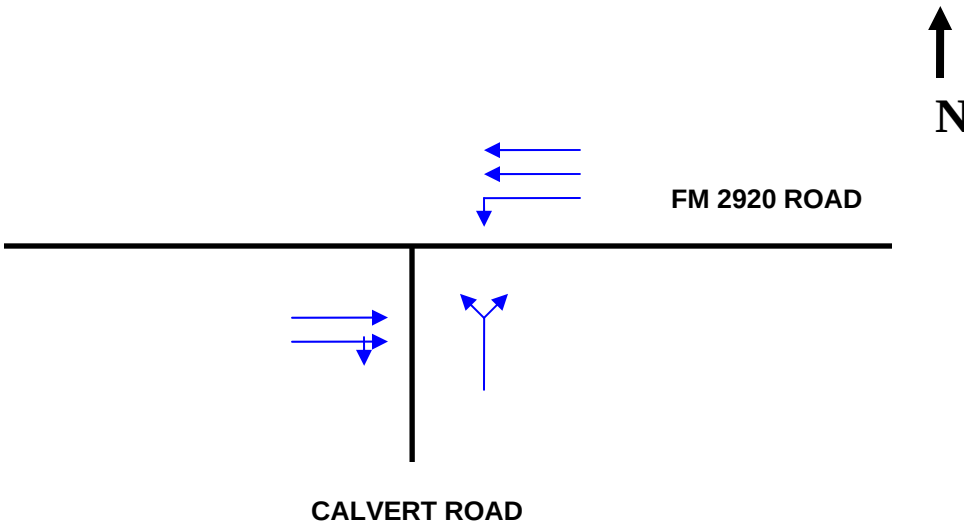
Signal Control Box/ Cabinet

Looking North on Park Road

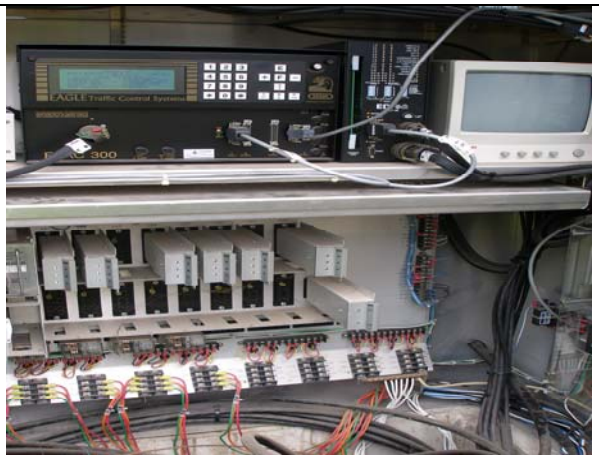
Looking East on FM 2920 Road

Looking South on Park Road

Looking West on FM 2920 Road



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
CALVERT ROAD @ FM 2920 ROAD	Northbound						
	Southbound	2	2				
	Eastbound	3	2	1			
	Westbound	3	2	1			

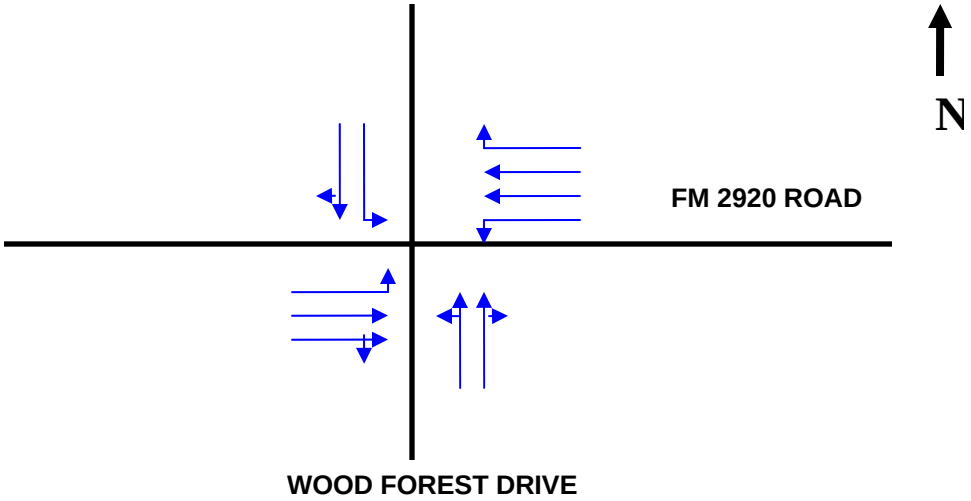

Signal Control Box/Cabinet

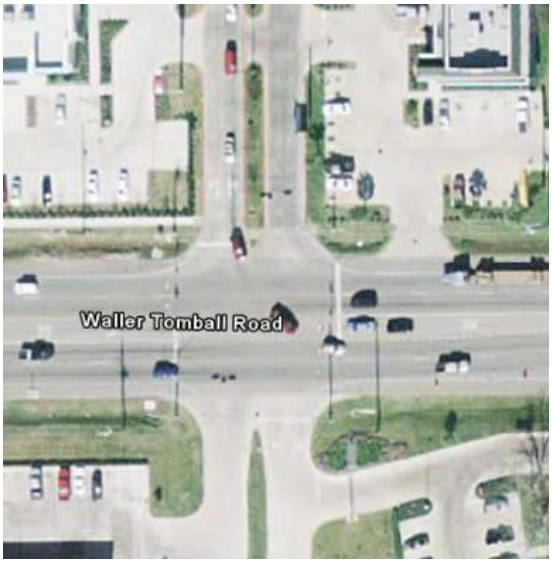
Looking North on Calvert Road

Looking East on FM 2920 Road

Looking South on Calvert Road

Looking West on FM 2920 Road





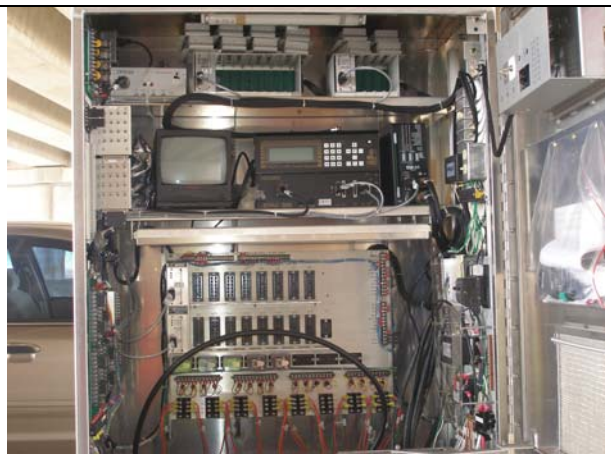
Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
WOOD FOREST DRIVE @ FM 2920 ROAD	Northbound	2	2				
	Southbound	2	2				
	Eastbound	3	2	1			
	Westbound	3	2	1			

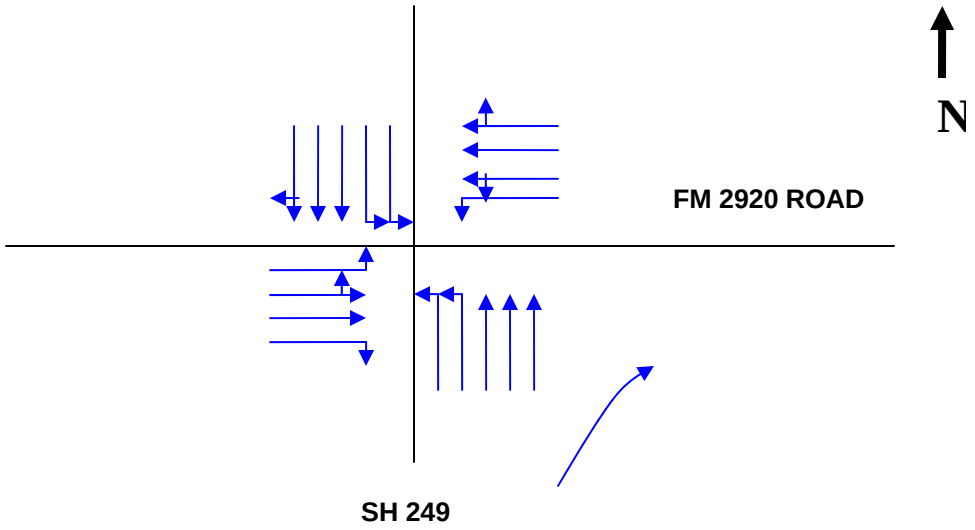
Looking East on FM 2920 Road

Looking South on Wood Forest Drive

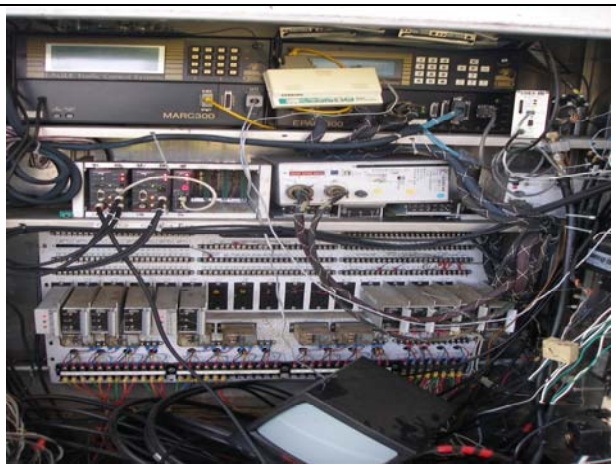
Looking North on Wood Forest Drive

Looking West on FM 2920 Road


Signal Control Box/Cabinet



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
SH 249 OLD @ FM 2920 ROAD	Northbound	3	2	1		2	2
	Southbound	3	2	1		2	2
	Eastbound	3	2	1		2	2
	Westbound	3	2	1		2	2


Signal Control Box/ Cabinet

Looking East on FM 2920 Road

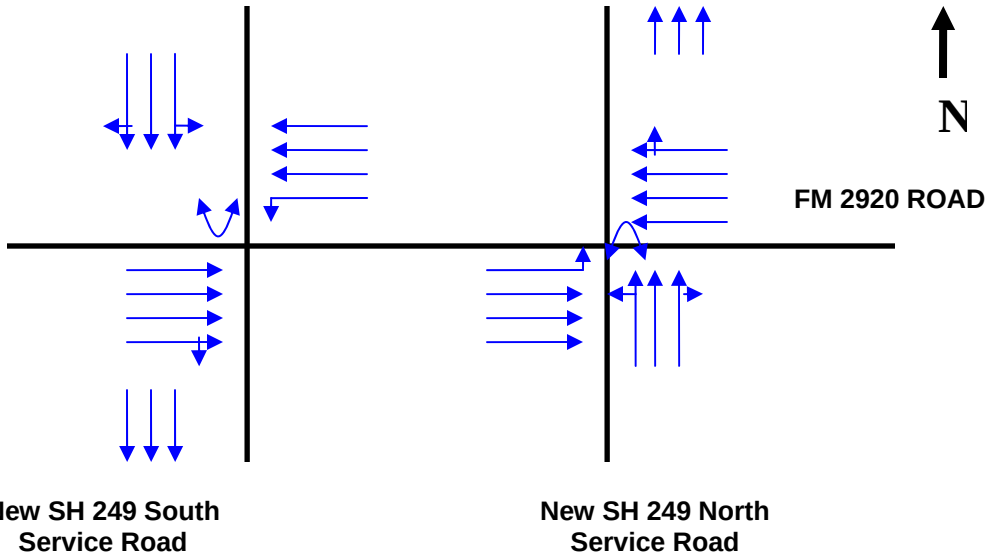
Looking North on SH 249

Looking North on SH 249

Looking West on FM 2920 Road

Looking South on SH 249

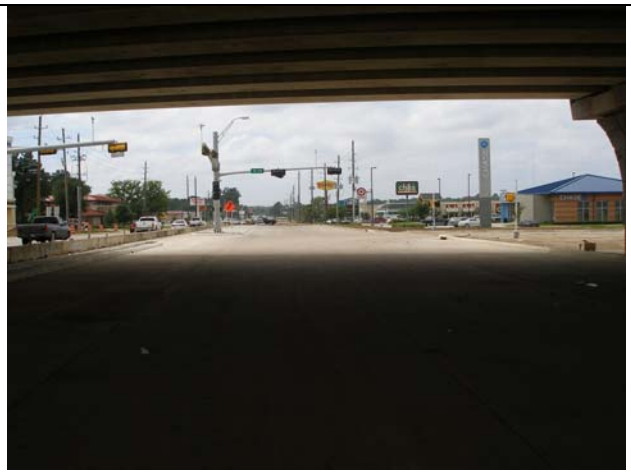
Looking South on SH 249



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
SH 249 NEW INTERSECTION SOUTH SERVICE ROAD @ FM 2920 ROAD	Northbound					2	2
	Southbound					2	2
	Eastbound	2	2			1	1
	Westbound	2	2			1	1

Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
SH 249 NEW INTERSECTION NORTH SERVICE ROAD @ FM 2920 ROAD	Northbound					2	2
	Southbound					2	2
	Eastbound	2	2			1	1
	Westbound	2	2			1	1

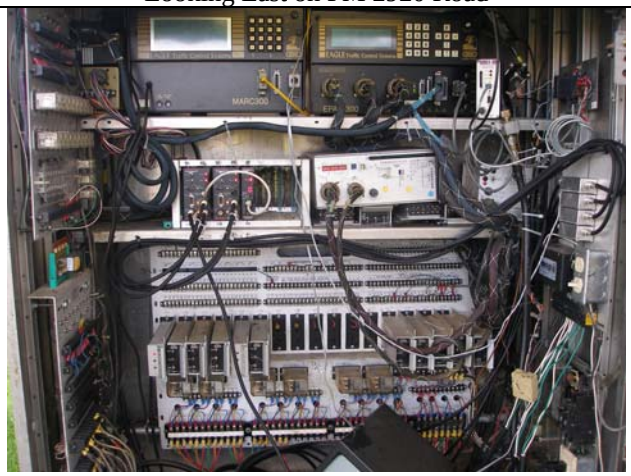
Looking West on FM 2920 Road

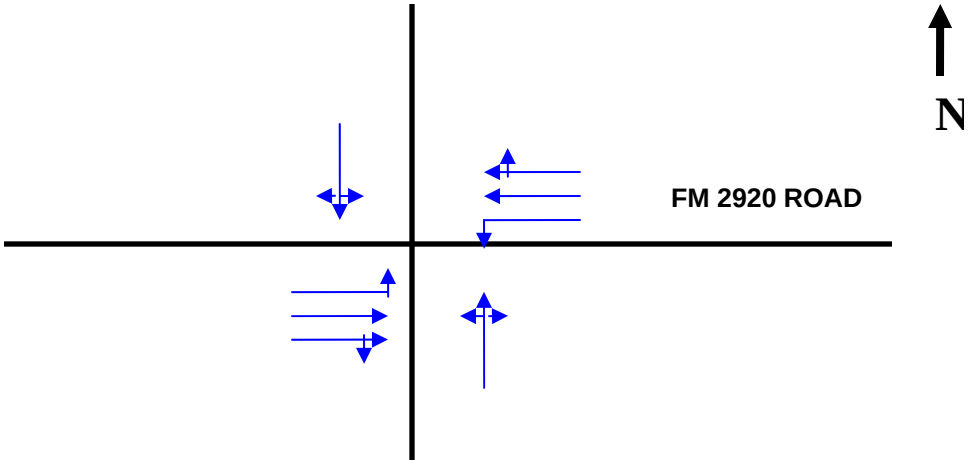

Looking West on FM 2920 Road

Looking South on South Service Road

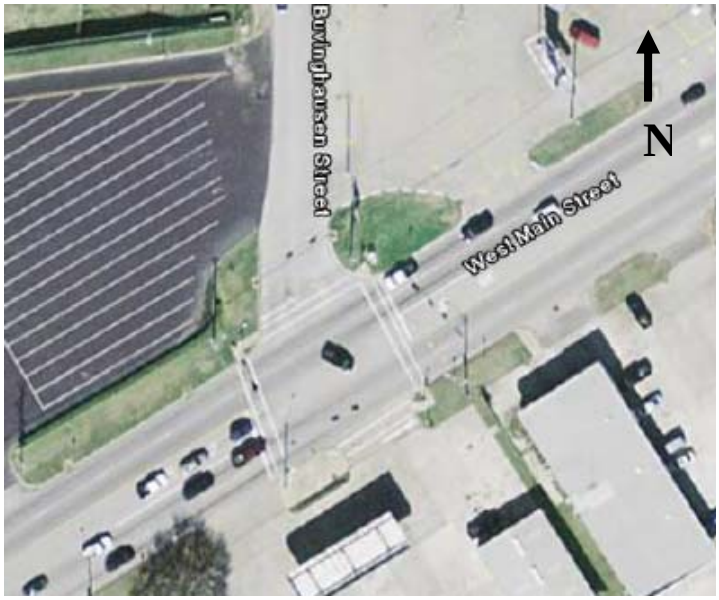
Looking East on FM 2920 Road

Looking North on North Service Road


Signal Control Box/Cabinet



JOE B STREET – BUVINGHAUSEN STREET



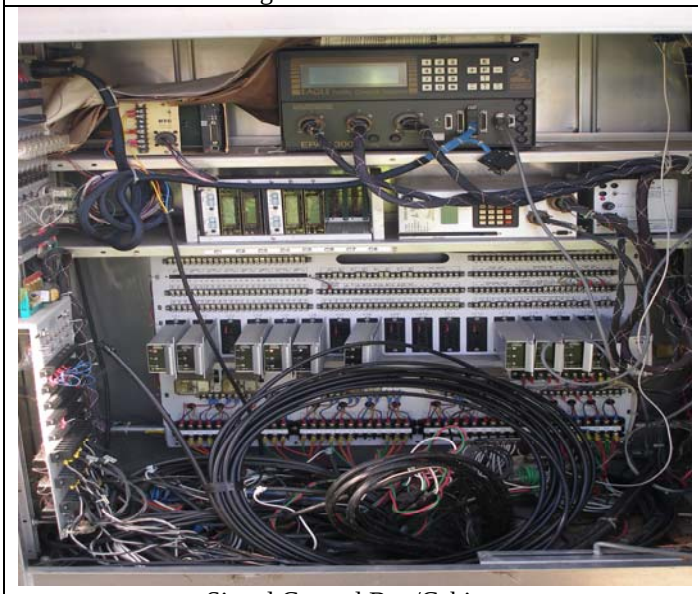
Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
Joe B. Street – Buvinghausen Street @ FM 2920 Road	Northbound	2	2			2	2
	Southbound	2	2			2	2
	Eastbound	3	2	1		2	2
	Westbound	3	2	1		2	2

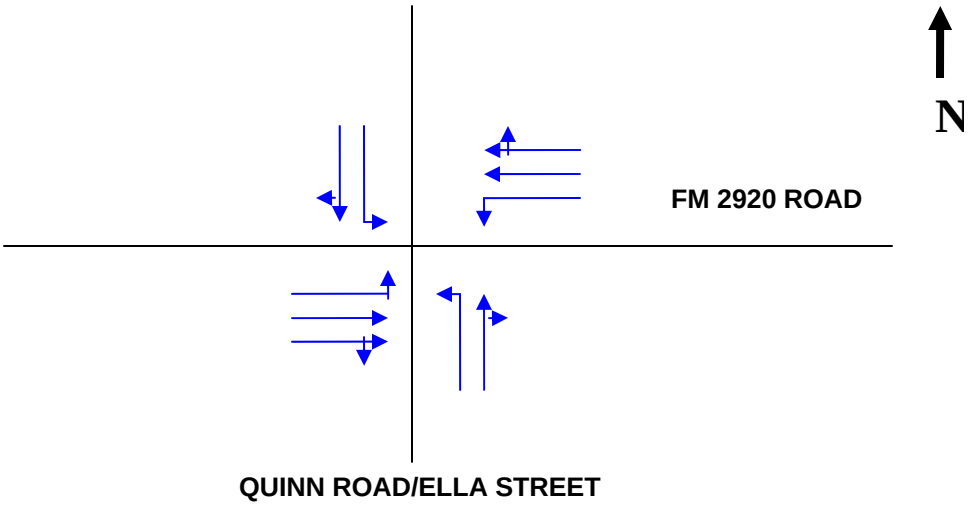
Looking West on FM 2920 Road

Looking North on Joe B Street – Buvinghausen Street

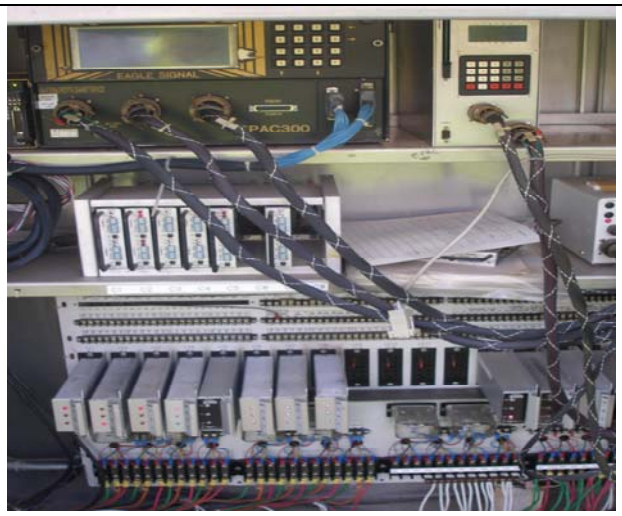
Looking East on FM 2920 Road

Looking South on Joe B Street – Buvinghausen Street


Signal Control Box/Cabinet



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
QUINN ROAD/ ELLA STREET @ FM 2920 ROAD	Northbound	3	2	1			
	Southbound	3	2	1			
	Eastbound	3	2	1			
	Westbound	3	2	1			



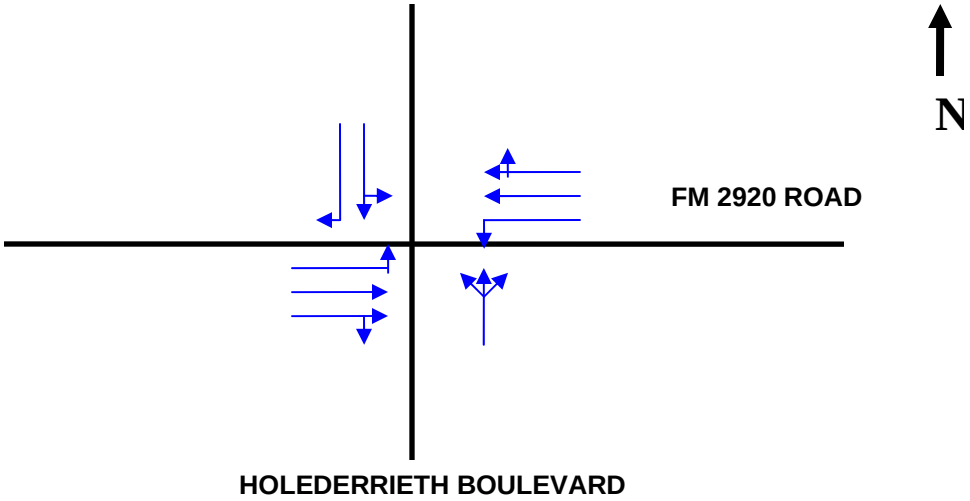
Signal Control Box/Cabinet

Looking West on FM 2920 Road

Looking South on Quinn Road/Ella Street

Looking North on Quinn Road/Ella Street

Look East on FM 2920 Road



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
Holederieth Blvd @ FM 2920 Road	Northbound	2	1	1		2	2
	Southbound	2	1	1		2	2
	Eastbound	3	2	1		2	2
	Westbound	3	2	1		2	2

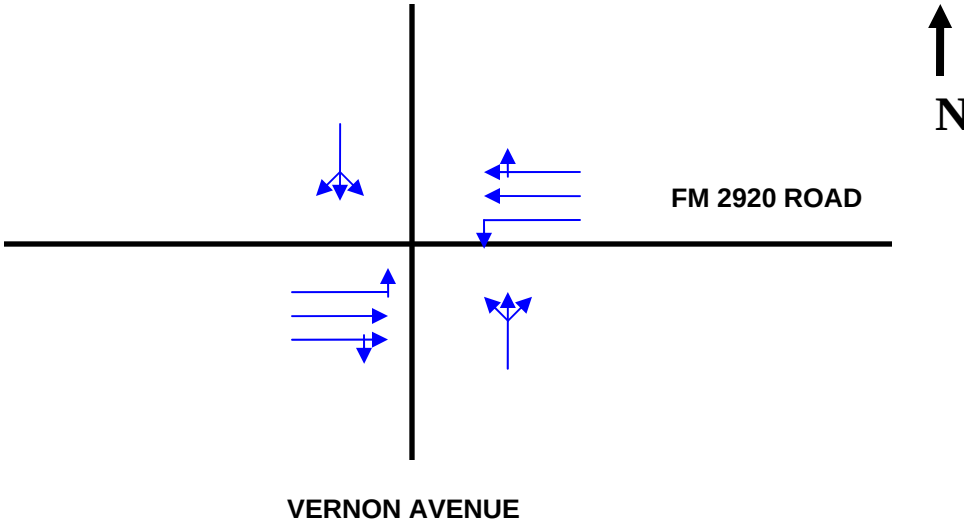
Signal Control Box/Cabinet

Looking West on FM 2920 Road

Looking North on Holederrieth Boulevard

Looking East on FM 2920 Road

Looking South on Holederrieth Boulevard



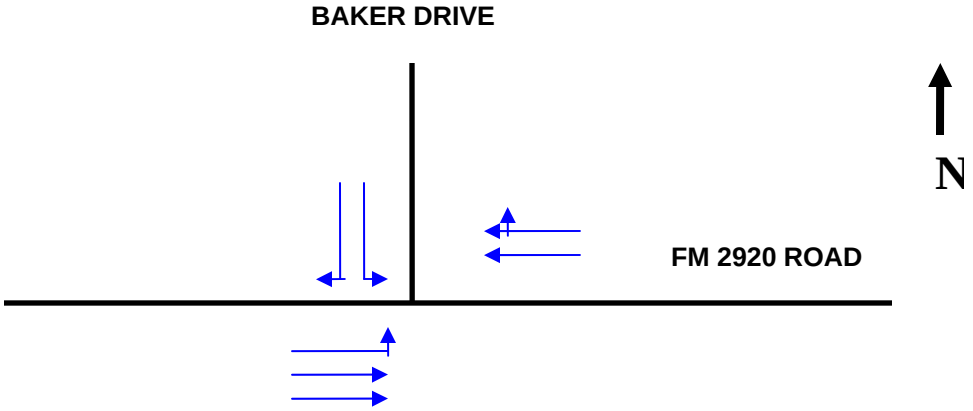
Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
VERNON AVENUE @ FM 2920 ROAD	Northbound	2	2			1	1
	Southbound	2	2			1	1
	Eastbound	2	2			1	1
	Westbound	3	2		1	1	1

Signal Control Box/ Cabinet

Looking South on Vernon Avenue

Looking East on FM 2920 Road

Looking North on Vernon Avenue



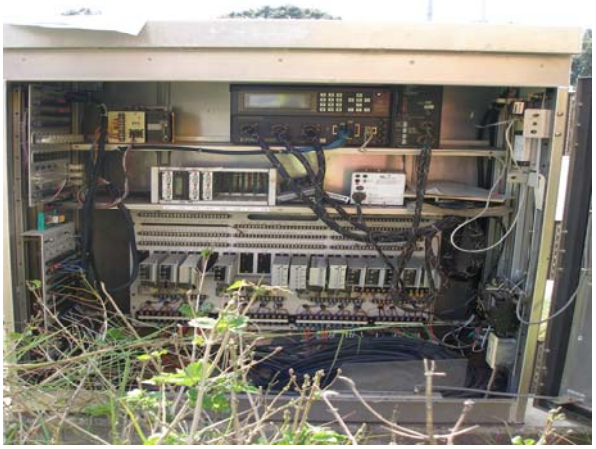
Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
BAKER DRIVE @ FM 2920 ROAD	Northbound	1	1			1	1
	Southbound	2	2			1	1
	Eastbound	3	2		1	1	1
	Westbound	2	2			1	1

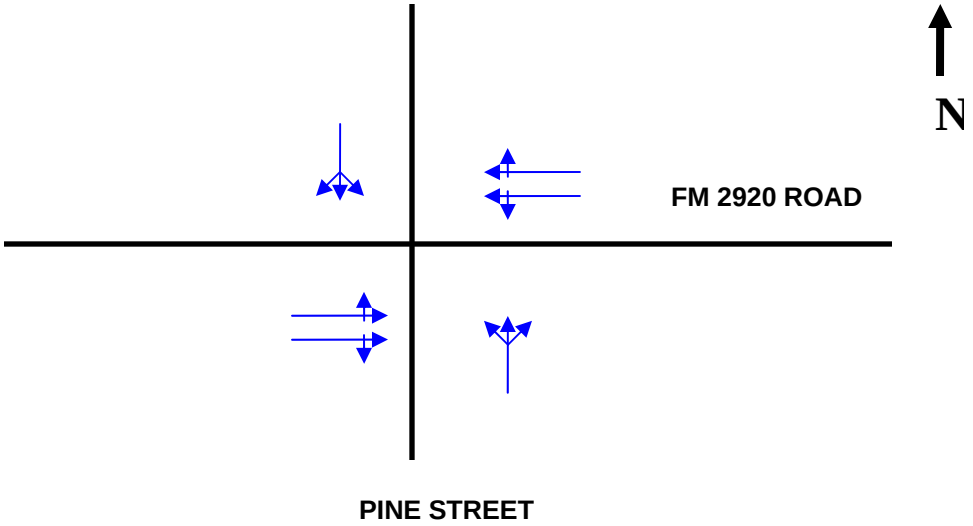
Looking East on FM 2920 Road

Looking West on FM 2920 Road

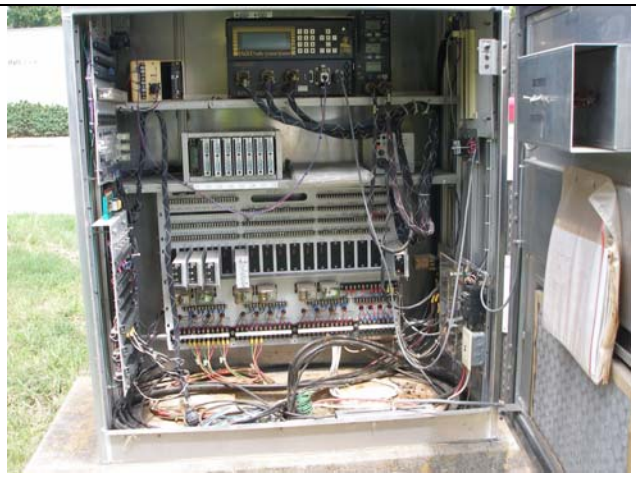
Looking South on Baker Drive

Looking North on Baker Drive


Signal Control Box/ Cabinet



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
PINE STREET @ FM 2920 Road	Northbound	2	2				
	Southbound	2	2				
	Eastbound	2	2				
	Westbound	2	2				

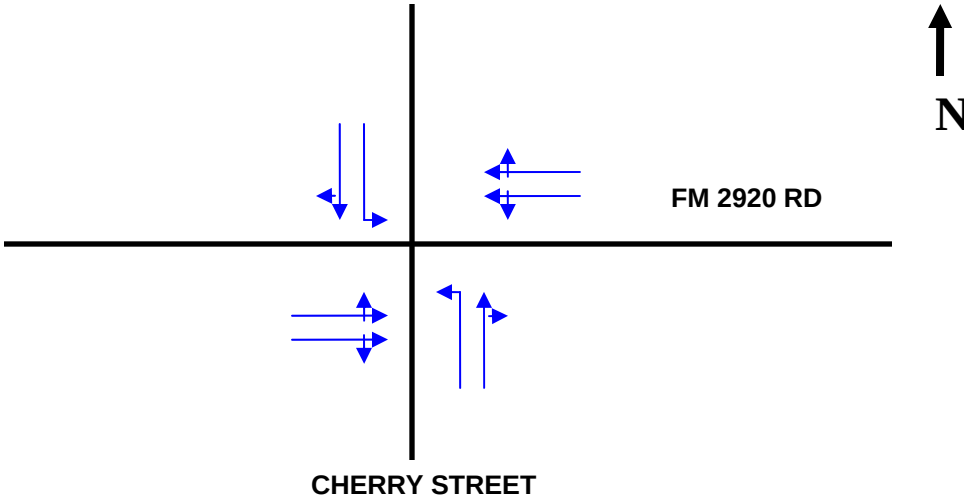

Signal Control Box/Cabinet

Looking North on Pine Street

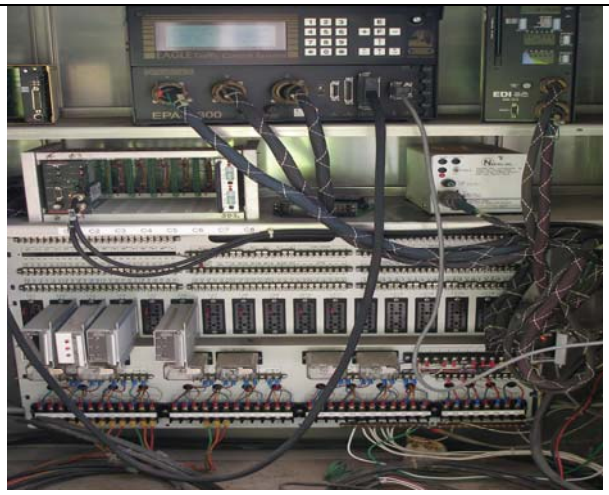
Looking West on FM 2920 Road

Looking East on FM 2920 Road

Looking South on Pine Street



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
CHERRY STREET @ FM 2920	Northbound	2	2				
	Southbound	2	2				
	Eastbound	2	2				
	Westbound	2	2				

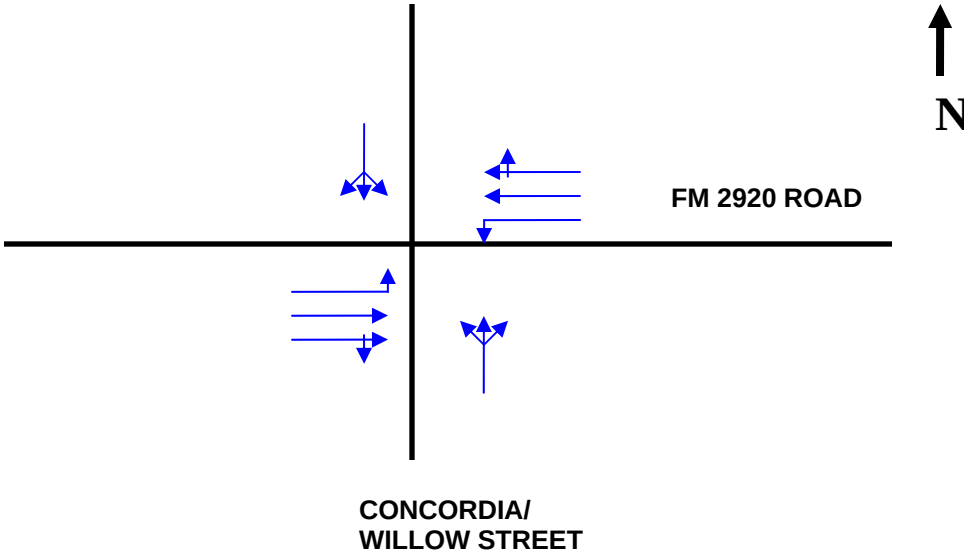

Signal Control Box/ Cabinet

Looking West on FM 2920 Road

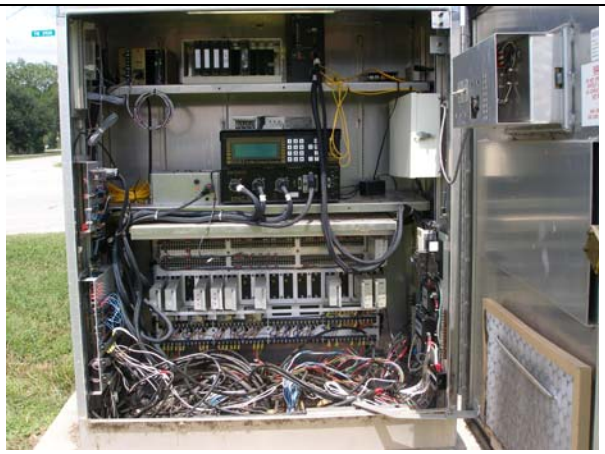
Looking South on Cherry Street

Looking East on FM 2920 Road

Looking North on Cherry Street



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
CONCORDIA/ WILLOW ST @ FM 2920 Road	Northbound	2	2				
	Southbound	2	2				
	Eastbound	3	2	1			
	Westbound	3	2	1			

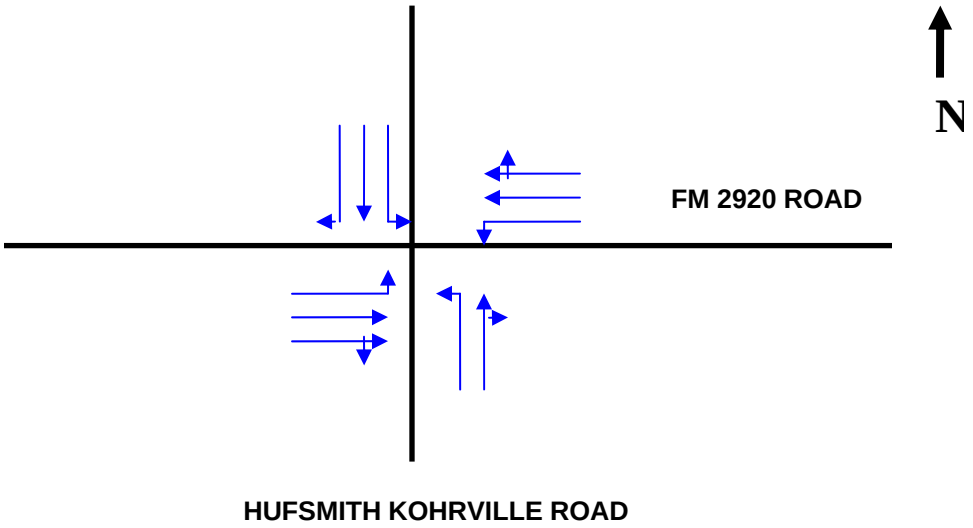

Signal Control Box/Cabinet

Looking North on Willow Street

Looking East on FM 2920 Road

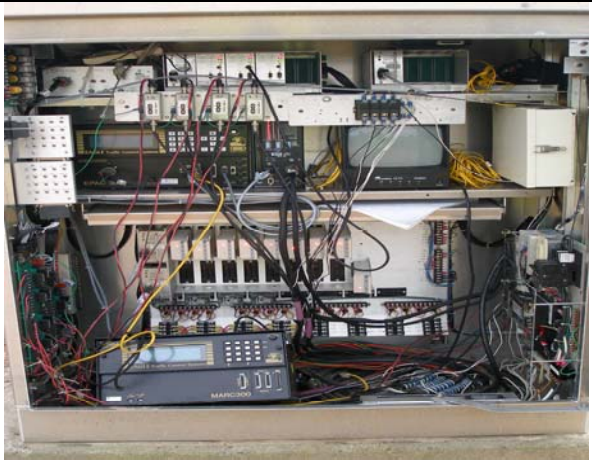
Looking South on Willow Street

Looking West on FM 2920 Road



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
Hufsmith Kohrville Road @ FM 2920 Road	Northbound	3	2	1			
	Southbound	3	2	1			
	Eastbound	3	2	1			
	Westbound	3	2	1			

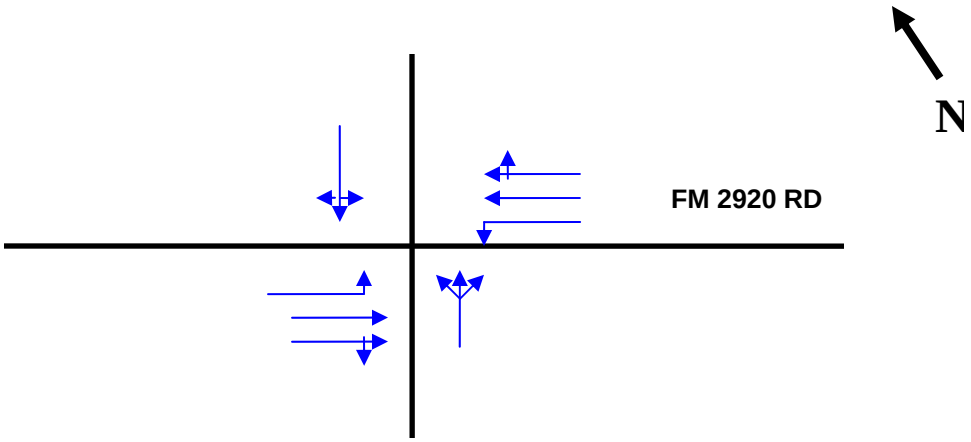
Looking West on FM 2920 Road


Signal Control Box/Cabinet

Looking South on Hufsmith Kohrville Road

Looking East on FM 2920 Road

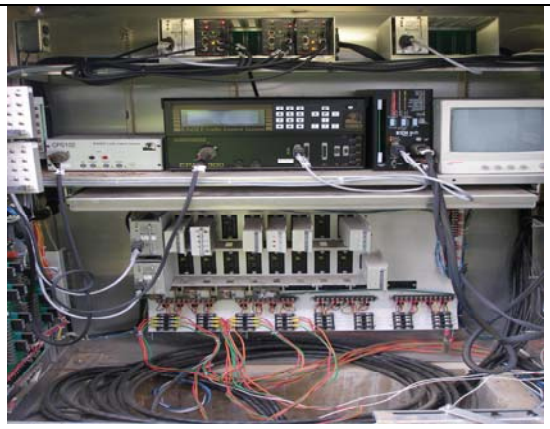
Looking North on Hufsmith Kohrville Road



STEUBNER AIRLINE ROAD NORTH

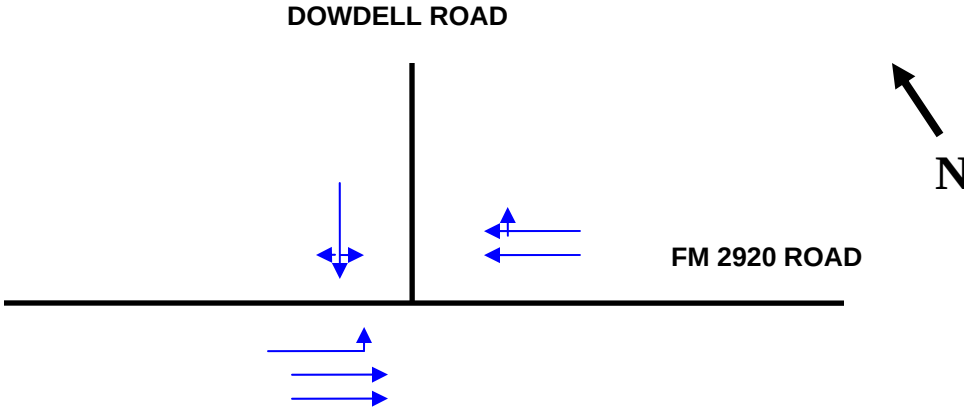
Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
Stuebner Airline Road North @ FM 2920 Road	Northbound	2	2				
	Southbound	3	3				
	Eastbound	3	2	1			
	Westbound	3	2	1			

Looking West on FM 2920 Road


Signal Control Box/Cabinet

Looking South on Stuebner Airline Road North

Looking East on FM 2920 Road



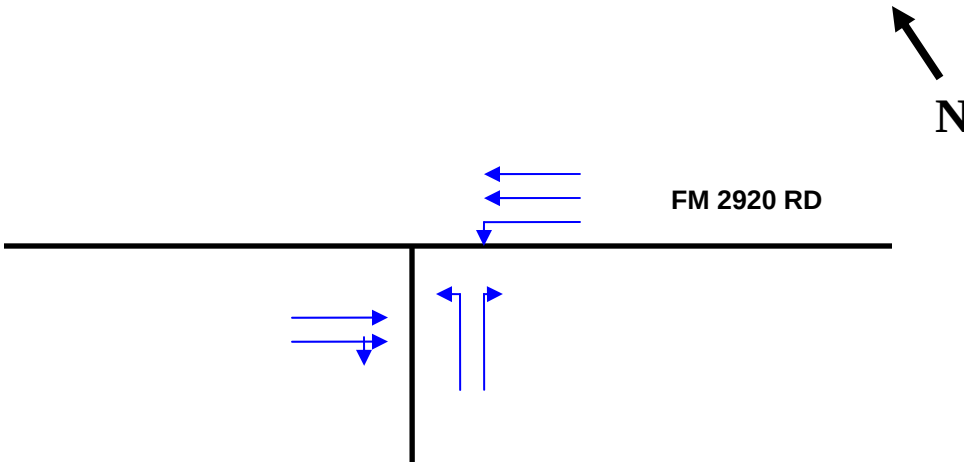
Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
Dowdell Road @ FM 2920 Road	Northbound						
	Southbound	2	2				
	Eastbound	3	2	1			
	Westbound	2	2				

Looking West on FM 2920 Road

Looking South on Dowdell Road

Looking North on Dowdell Road

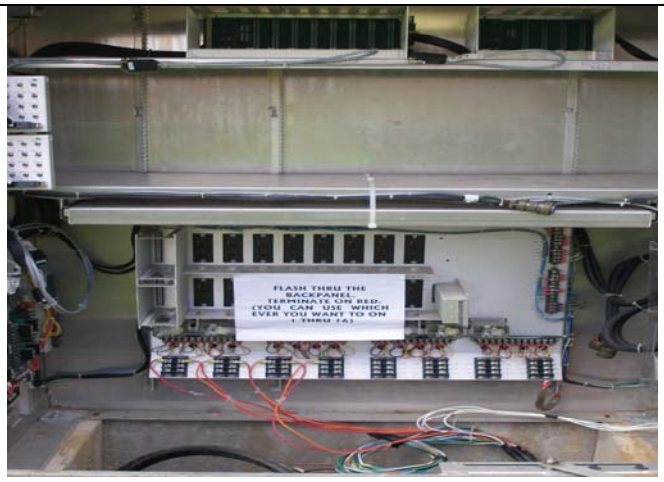
Looking East on FM 2920 Road



Inverness Crossing Boulevard

Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			1-section	4-section	5-section		
Inverness Crossing Boulevard @ FM 2920 Road	Northbound	2 - Flasher	2 (Red)				
	Southbound						
	Eastbound	2 - Flasher	2 (Yellow)				
	Westbound	2 - Flasher	2 (Yellow)				

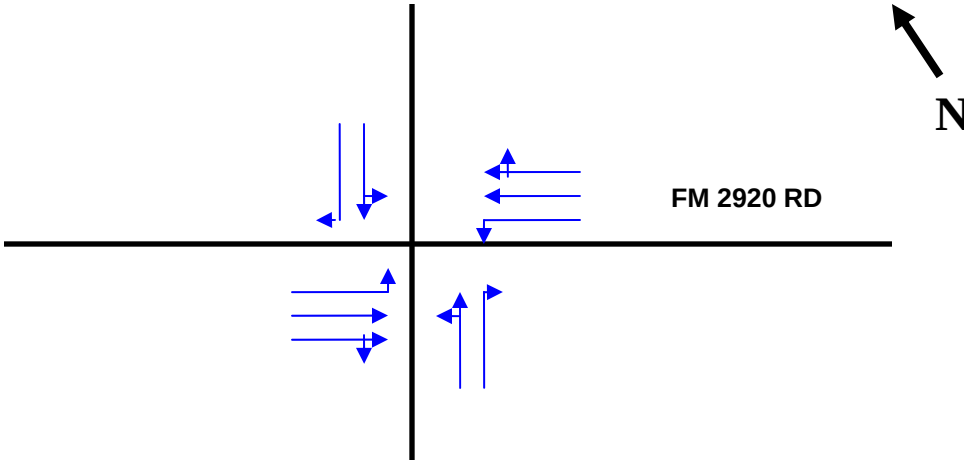
Looking East on FM 2920 Road



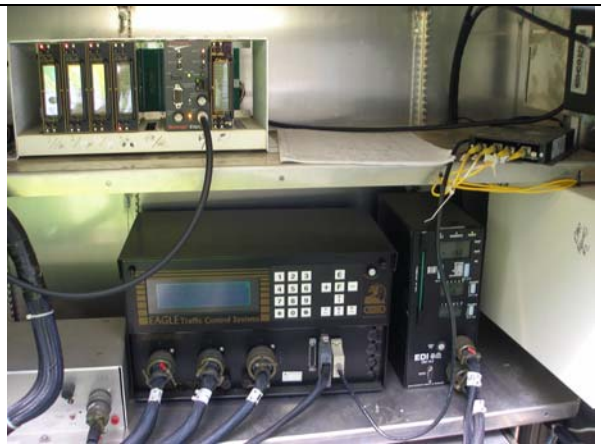
Flasher Signal Cabinet

Looking West on FM 2920 Road

Looking South on Inverness Crossing Boulevard



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
Boudreaux Road @ FM 2920 Road	Northbound	2	1	1			
	Southbound	2	1	1			
	Eastbound	3	2	1			
	Westbound	3	2	1			


Signal Control Box/Cabinet

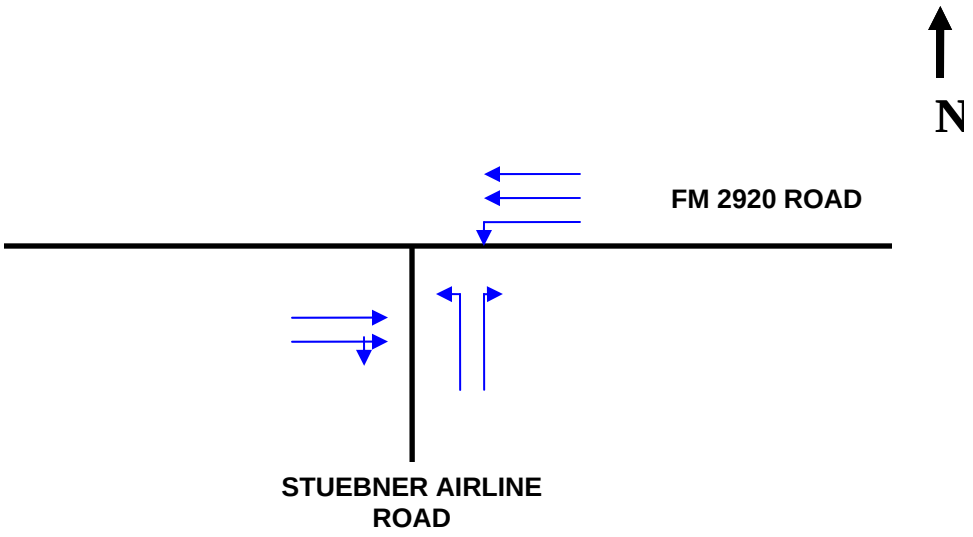
Signal Control Box/Cabinet

Looking East on FM 2920 Road

Looking North on Boudreaux Road

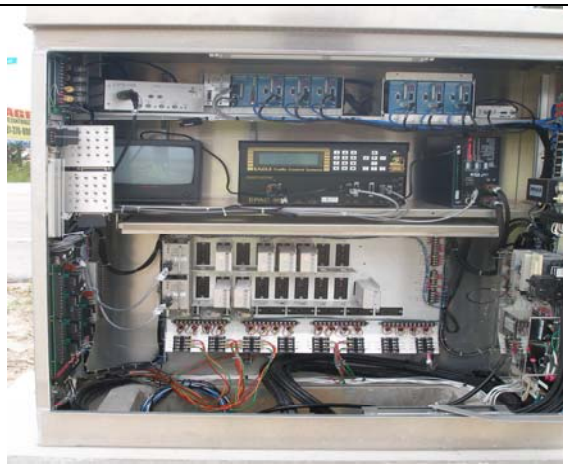
Looking West on FM 2920 Road

Looking South on Boudreaux Road



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
Stuebner-Airline Rd @ FM 2920 Road	Northbound	2	2				
	Southbound						
	Eastbound	2	2				
	Westbound	3	2	1			

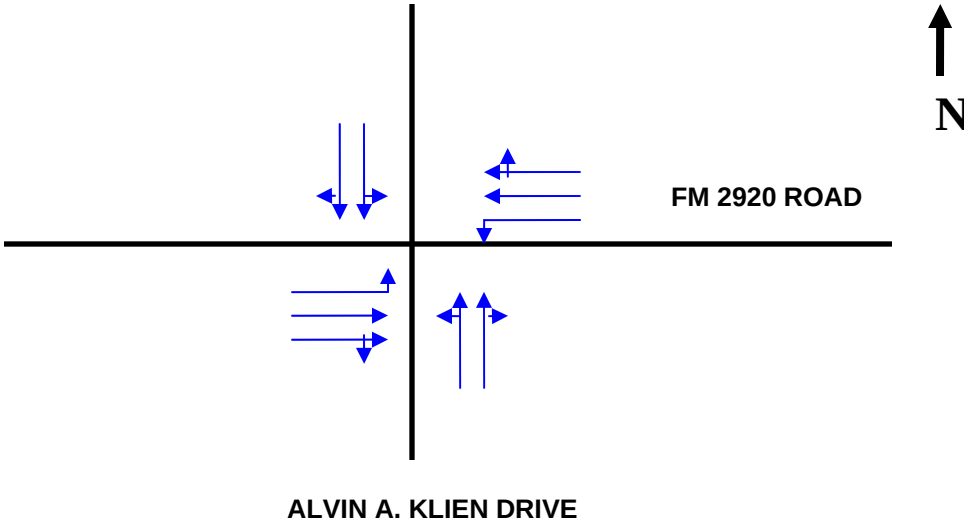
Looking West on FM 2920 Road


Signal Control Box/ Cabinet

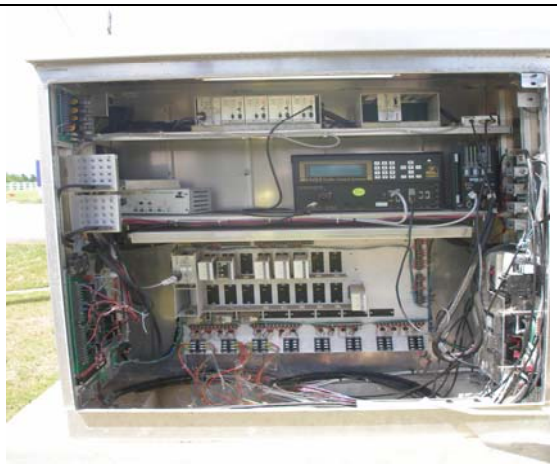
Looking South on Stuebner Airline Road

Looking East on FM 2920 Road

Looking North on Stuebner Airline Road



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
Alvin A. Klien Drive @ FM 2920	Northbound	2	2				
	Southbound	2	2				
	Eastbound	3	2	1			
	Westbound	2	2				

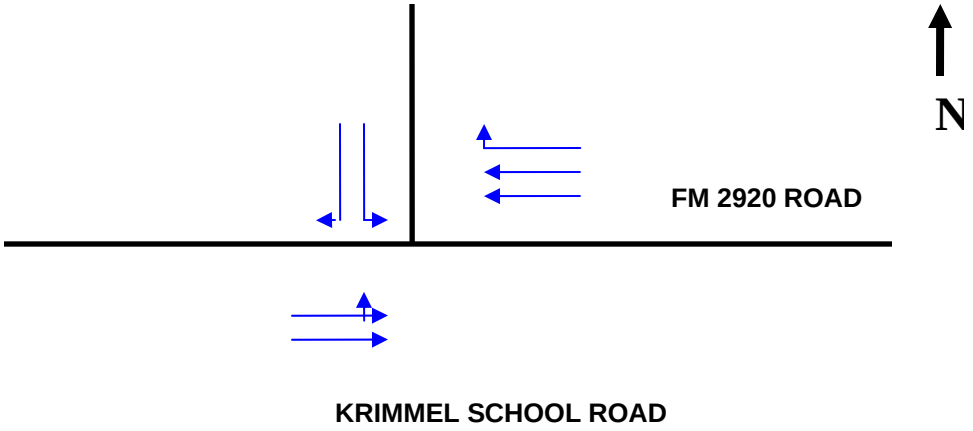


Signal Control Box/Cabinet

Looking North on Alvin A Klien Drive

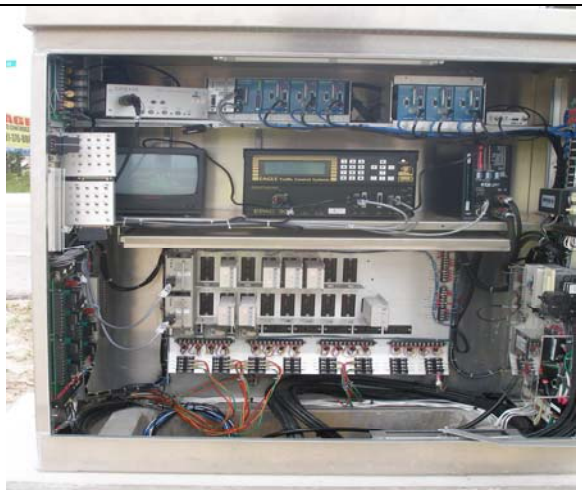
Looking East on FM 2920 Road

Looking South on Alvin A Klien Drive



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
Klien School Road @ FM 2920 Road	Northbound						
	Southbound	2	2				
	Eastbound	3	2	1			
	Westbound	2	2				

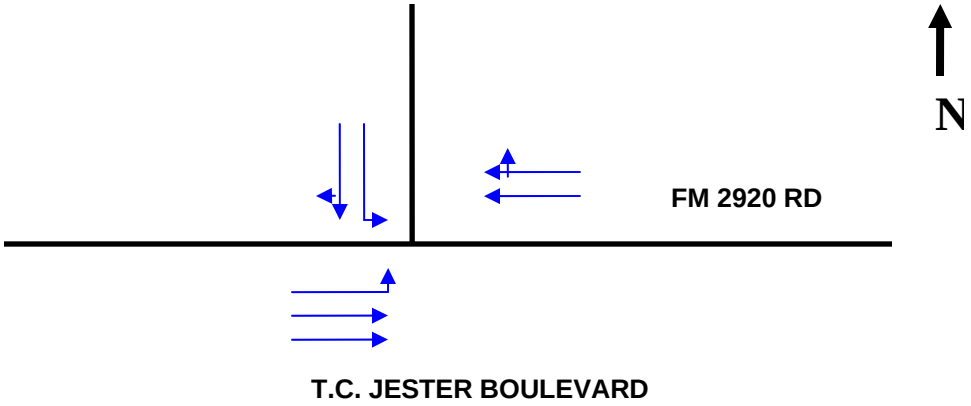
Looking West on FM 2920 Road


Signal Control Box/Cabinet

Looking South on Krimmel Road

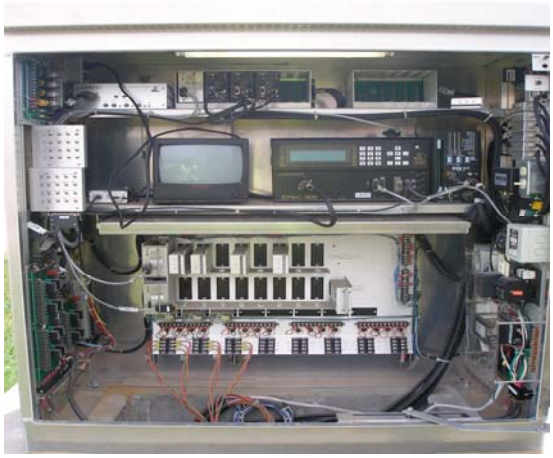
Looking North on Krimmel Road

Looking East on FM 2920 Road



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
T.C. Jester Boulevard @ FM 2920 Road	Northbound						
	Southbound	2	2				
	Eastbound	3	2	1			
	Westbound	2	2				

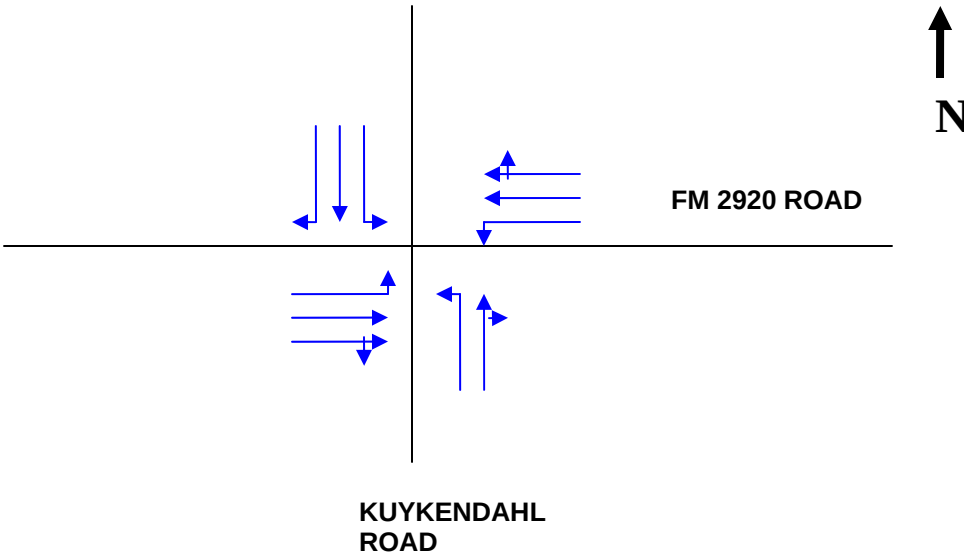
Looking South on T.C. Jester Boulevard


Signal Control Box/Cabinet

Looking West on FM 2920 Road

Looking North on T.C. Jester Boulevard

Looking East on FM 2920 Road



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
Kuykendahl Road @ FM 2920 Road	Northbound	5	3	2			
	Southbound	5	3	2			
	Eastbound	5	3	2			
	Westbound	5	3	2			

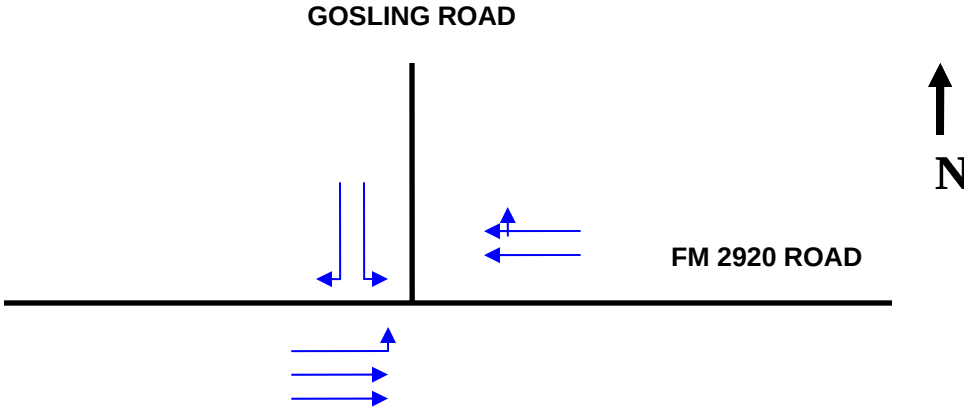
Looking West on FM 2920 Road

Looking South on Kuykendahl Road

Looking North on Kuykendahl Road

Signal Control Box/Cabinet

Looking East on FM 2920 Road



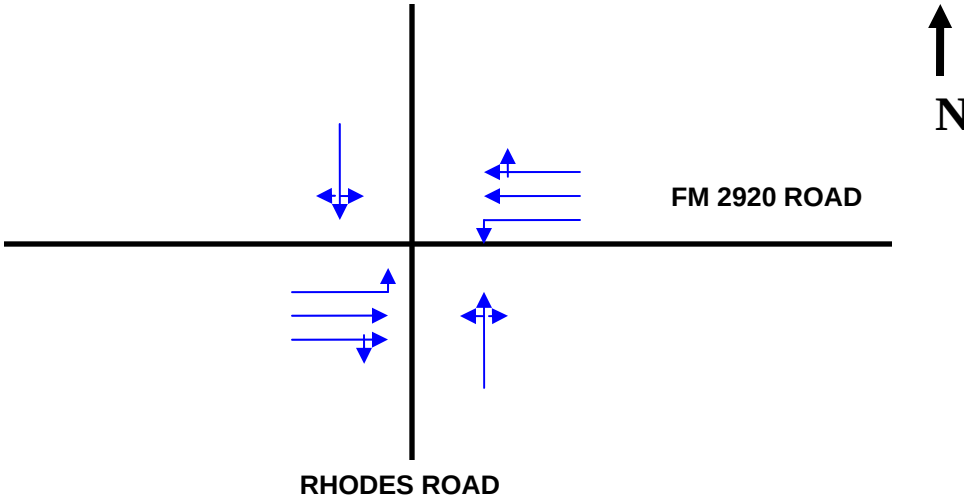
Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
Gosling Road @ FM 2920 Road	Northbound						
	Southbound	2	2				
	Eastbound	3	2	1			
	Westbound	2	2				

Looking West on FM 2920 Road

Looking South on Gosling Road

Signal Control Box/Cabinet

Looking East on FM 2920 Road



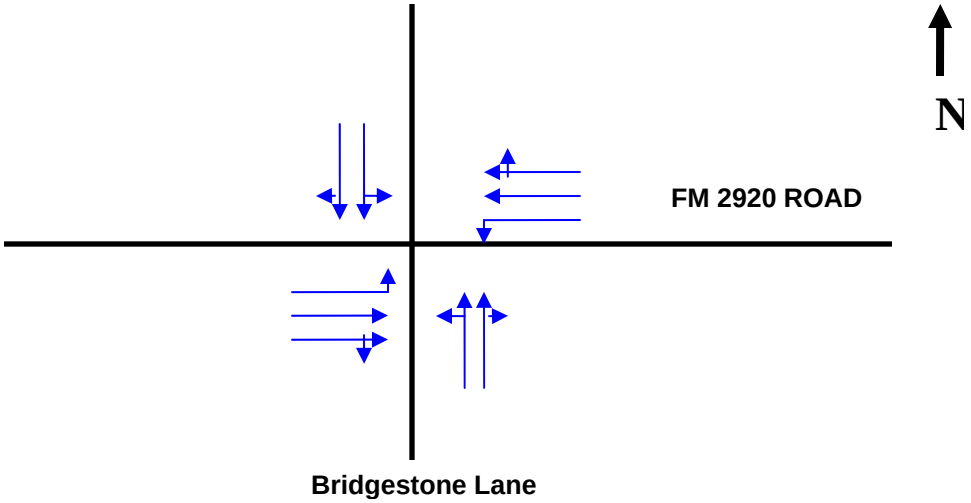
Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
Rhodes Road @ FM 2920 Road	Northbound	2	2				
	Southbound	2	2				
	Eastbound	3	2	1			
	Westbound	3	2	1			

Looking West on FM 2920 Road

Looking North on Rhodes Road

Looking South on Rhodes Road

Signal Control Box/Cabinet



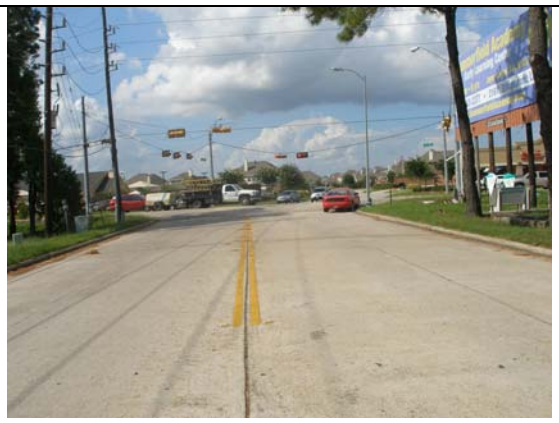
Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
Bridgestone Lane @ FM 2920 Road	Northbound	3	2	1			
	Southbound	3	2	1			
	Eastbound	2	1	1			
	Westbound	2	1	1			

Signal Control Box/Cabinet

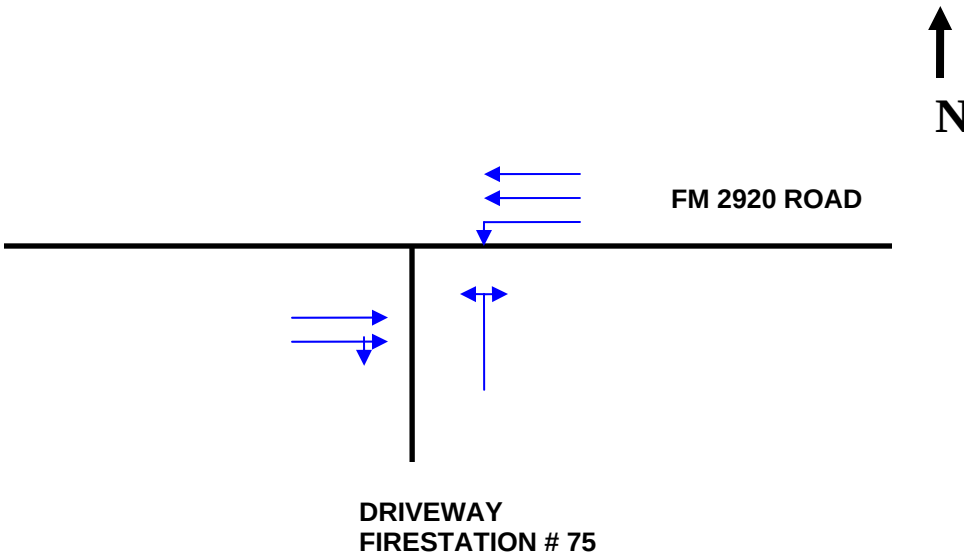
Signal Control Box/Cabinet

Looking South on Bridgestone Lane

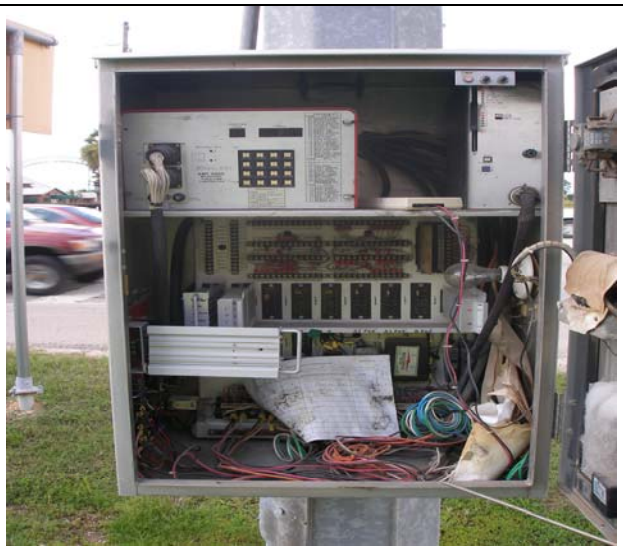
Looking East on FM 2920 Road

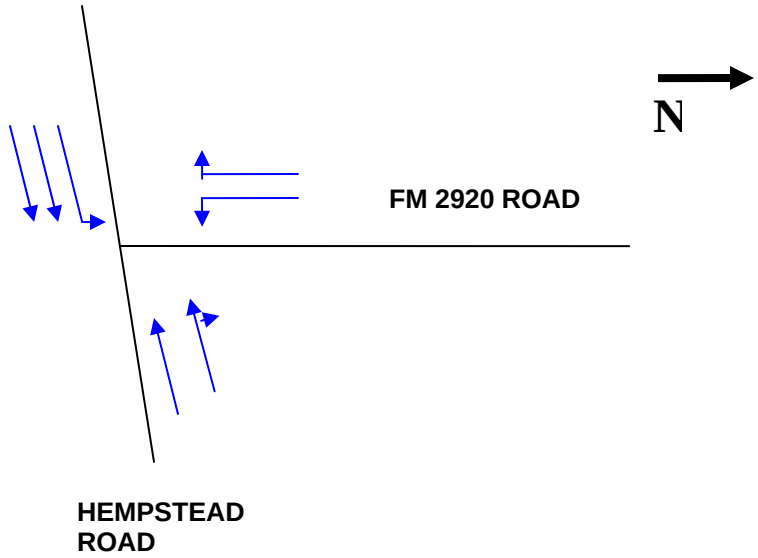

Looking North on Bridgestone Lane

Looking West on FM 2920 Road

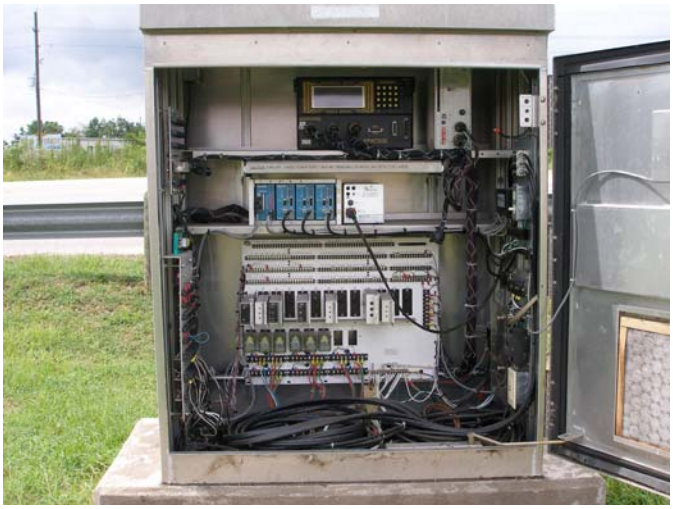


Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			1-section	4-section	5-section		
Spring Vol. Fire Dept. Station 75 @ FM 2920 Road	Northbound	2 (12")	2				
	Southbound						
	Eastbound	2 (8")	2				
	Westbound	2 (8")	2				

Looking West on FM 2920 Road	Looking South on Fire Station Driveway
 Signal Control Box/Cabinet	



Intersection	Approach	Total no. of signal heads	Type of Vehicular Signal Heads			No. of Ped. Heads	No. of pushbuttons w/assembly
			3-section	4-section	5-section		
Hempstead Road @ FM 2920	Northbound	2	2			1	1
	Southbound	3	2	(Left Turn Yield Sign)		1	1
	Eastbound					1	1
	Westbound	2	2			1	1



Signal Control Box/Cabinet

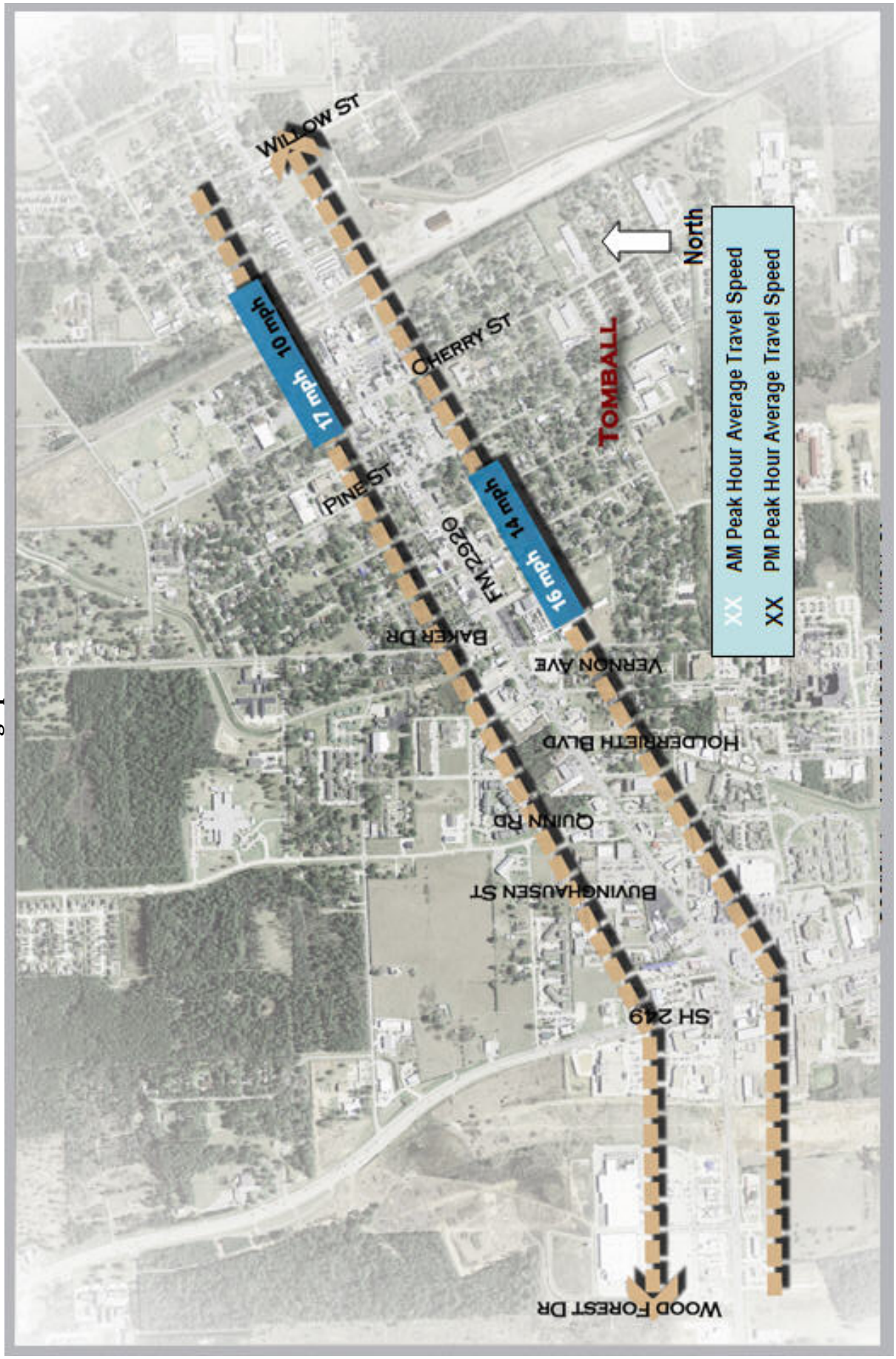
Looking Northwest on Hempstead Road

Looking South on FM 2920 Road

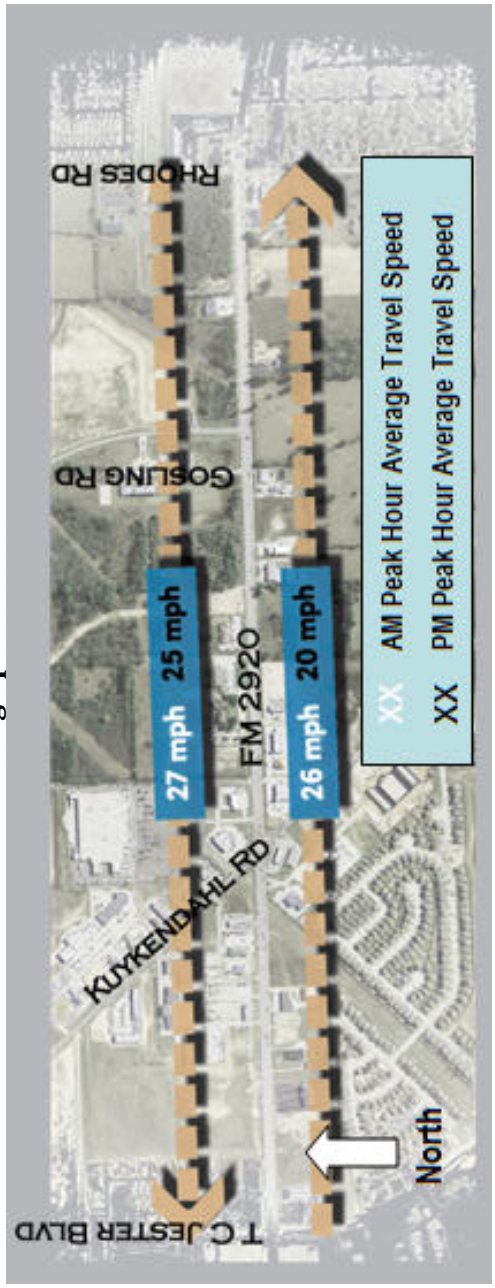
Looking Southeast on Hempstead Road

Looking North on FM 2920 Road

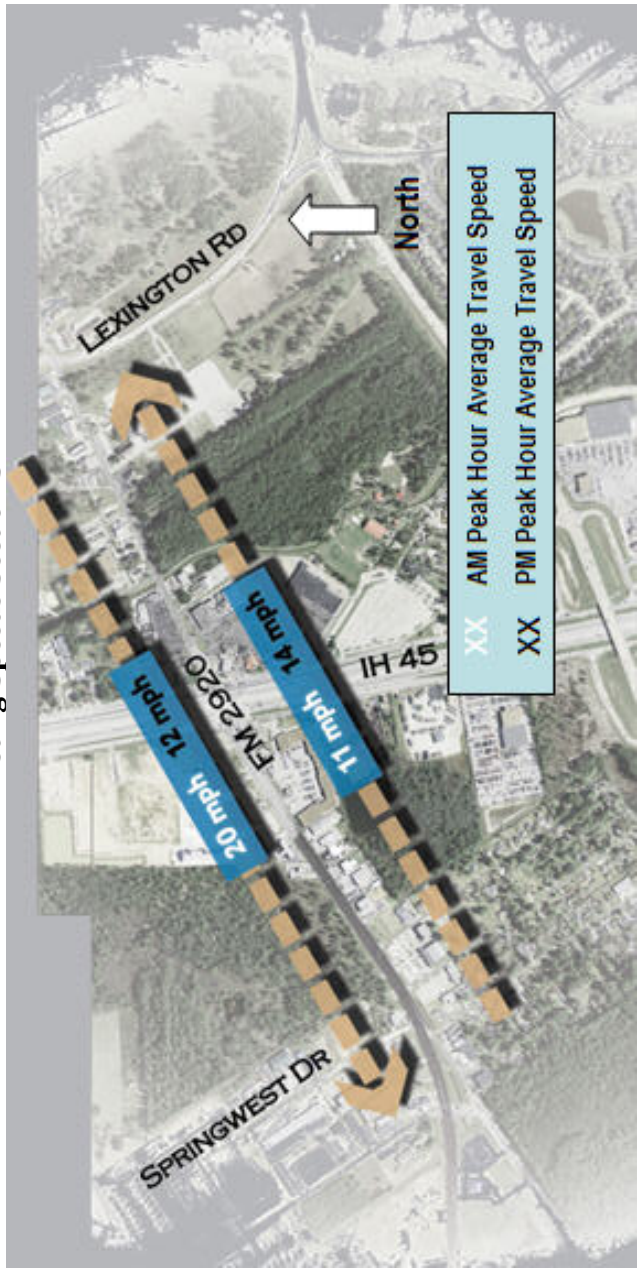
Existing Speeds Section 1



Existing Speeds Section 2



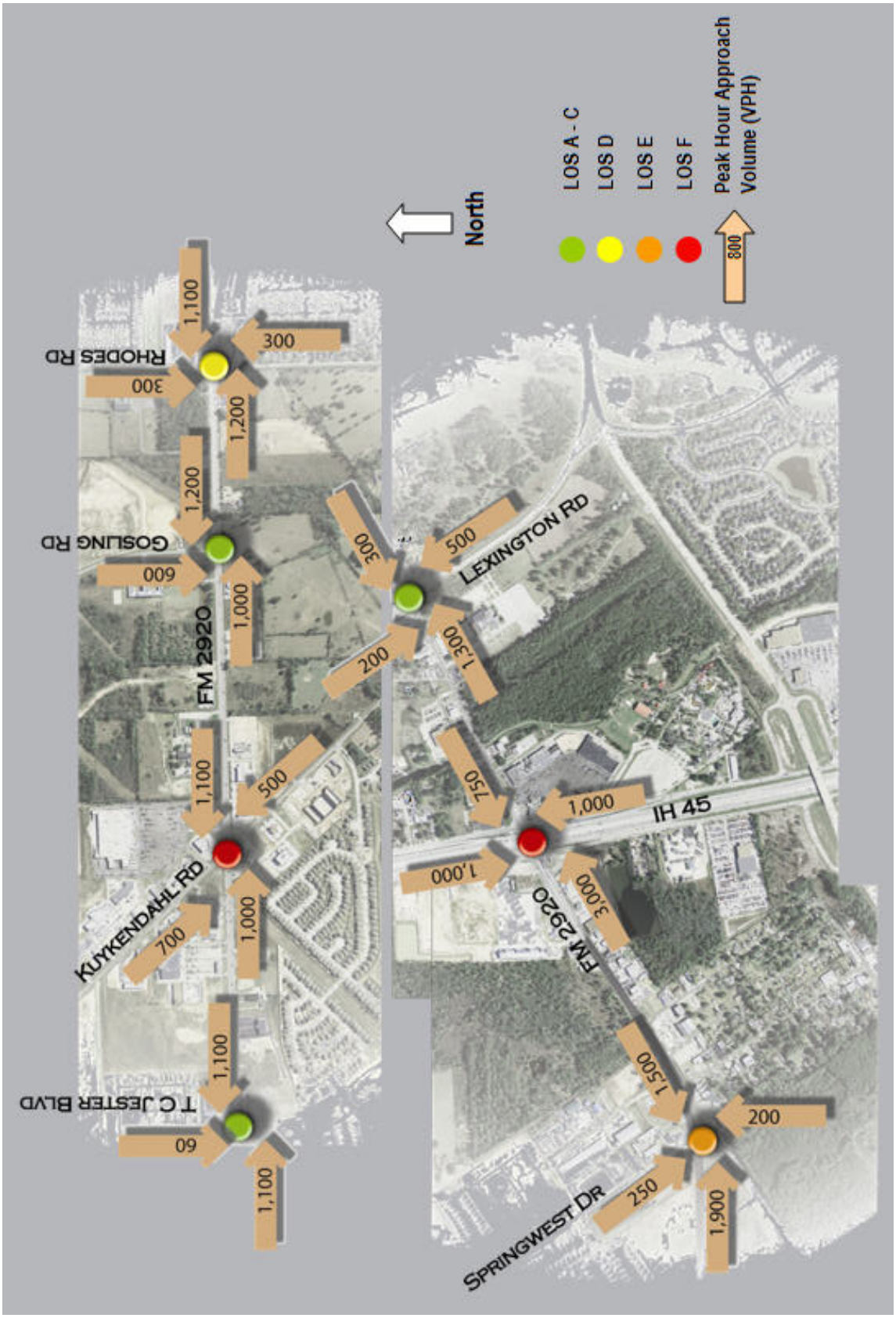
Existing Speeds Section 3



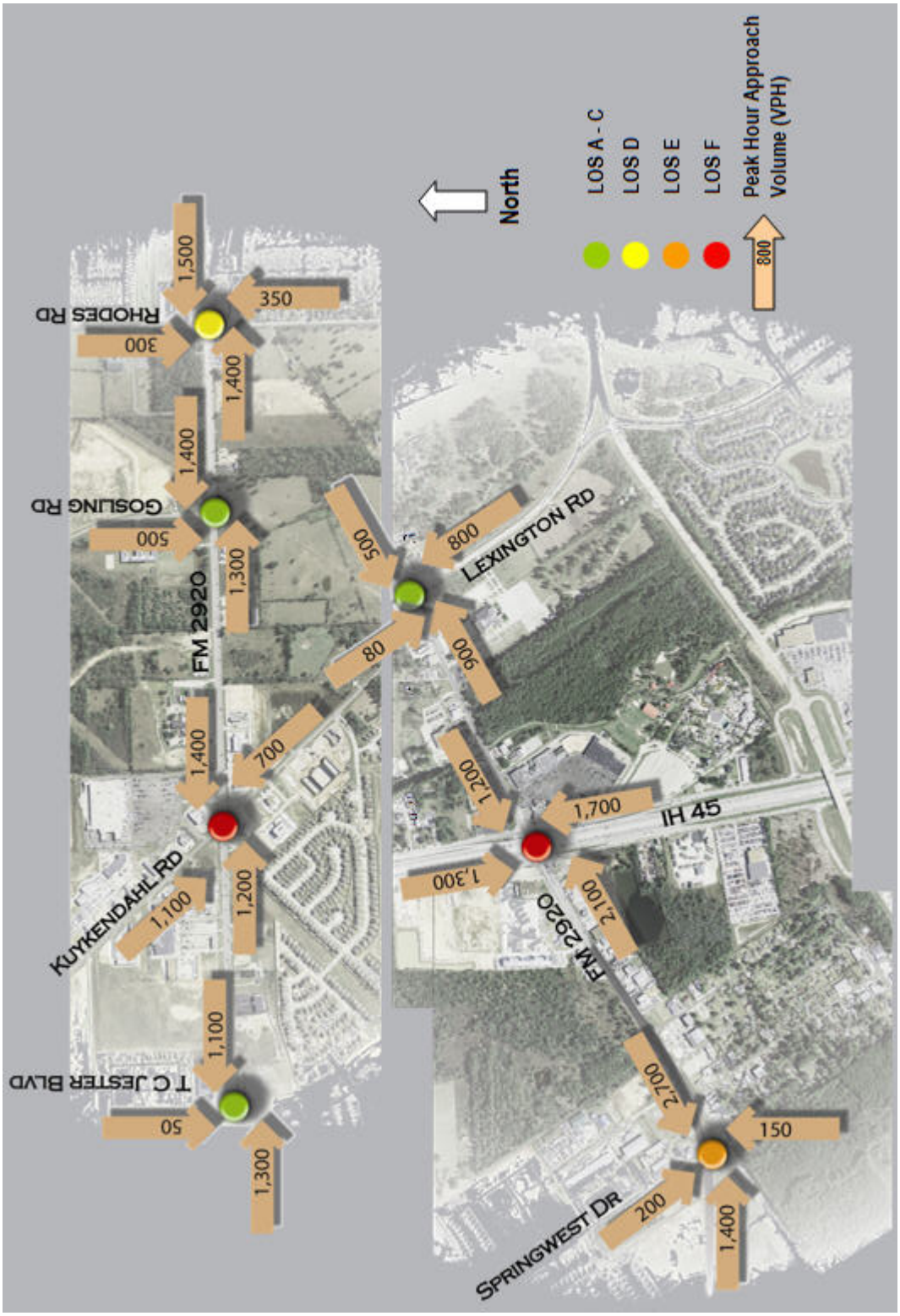
Existing AM Peak LOS Section 1

Existing PM Peak LOS Section 1

Existing AM Peak LOS Section 2 & 3



Existing PM Peak LOS Section 2 & 3



Vissim Documentation

Traffic simulation models of the three FM 2920 study sections were developed using VISSIM (version 4.30-05), a time step and behavior based simulation tool. Vehicle speed profiles, vehicle types/characteristics, traffic compositions, lane geometries, traffic volumes, routing decisions and signal control timing plans are some inputs used to build a VISSIM model. The following sections describe in detail the various inputs, assumptions and parameters used in the development of VISSIM models for this project. Existing conditions traffic simulation models were developed for the AM peak and PM peak hour conditions.

STUDY AREA

Study area for the FM 2920 Access Management Study project extends from Hempstead Highway (at SH 6) to Lexington Road (east of I-45) in Spring, Harris County. This corridor segment is approximately 32 miles long. FM 2920 is primarily located in a largely undeveloped area between US 290 (SH 6) and SH 249, and a more densely developed area between SH 249 and I-45. Three sections of FM 2920 were identified and analyzed using VISSIM:

1. Woodforest Drive to Willow Street
2. T C Jester Boulevard to Rhodes Road
3. Spring Cypress drive to Lexington Road

SIMULATION PARAMETERS

The AM and PM peak hour simulation models were run for a total of 5,400 seconds including 1,800 seconds of network seeding (loading) time and 3,600 seconds for the actual simulation. All the simulation runs were carried out at a simulation resolution of one time steps per simulation second. Simulation resolution is the number of times a vehicle's position is calculated within one simulated second (range 1 to 10). With a higher simulation resolution vehicles move more smoothly in the network. The simulation speed was set to the maximum possible speed – it does not affect the simulation results and is determined by the size of the network simulated as well as the computer hardware.

DATA SOURCES

Data for simulation model input were obtained from following sources:

- Background aerials used in building the scaled network were obtained from Houston-Galveston Area Council's (HGAC) 2004 digital aerial imagery files.
- Traffic signal timings for study area intersections were obtained by Gunda Corporation (Subconsultant) from TxDOT.
- Traffic counts in the study area were conducted by C J Hensch. These counts included fifty (50) intersection turning movement counts and six (6) 24-hour counts.

- Traffic control data including controller type, signal timing, phasing pattern, phasing splits, clearance intervals, signal offset, detector location, right-turns on red, STOP-controlled approaches and pedestrian timing were obtained by Gunda Corporation.

MICROSIMULATION MODEL

VISSIM is a microscopic, behavior based simulation model that enables a very realistic replication of real-life driver behavior. To simulate real-life traffic conditions, the model requires very detailed data inputs. This section describes the various inputs that were utilized in developing the VISSIM model for the current project.

Vehicle Speed Profiles

The desired speed for a vehicle type at any location in the model network is defined as a distribution rather than a fixed value in order to reflect the stochastic nature of traffic realistically. Posted speed limits were used as a basis to generate speed distributions. Also, different stochastic speed profiles are defined for different vehicle types. Speed profiles developed for modeling the three FM 2920 sections were based on posted speed limits for the specific sections. For example, for passenger cars, a posted speed limit of 50 mph was defined as a distribution with a minimum value of 45 mph and a maximum value of 55 mph with the 85th percentile value equal to the posted speed limit of 50 mph. For heavy vehicles such as trucks and transit buses, a distribution with a range of 43 mph to 53 mph was used with the 85th percentile value equal to the posted speed limit of 50 mph.

In addition to defining the speed profiles of vehicles based on the speed limits, a few other speed distribution profiles were also modeled in the VISSIM network. These profiles account for the speed changes arising out of geometric conditions – like turning lanes at intersections and curves in freeway segments.

Vehicle Types/Characteristics

In VISSIM, vehicles observed in the study area were broadly classified into three types – passenger cars, heavy vehicles and buses. VISSIM default characteristics for each vehicle type, such as vehicle dimensions, occupancy, and acceleration/deceleration profiles were not modified.

Traffic Signal System

There are a total of 18 signalized intersections and 7 unsignalized intersections in the three FM 2920 study sections. The signal controllers for all the signalized intersections were coded in VISSIM using the inbuilt NEMA Editor. The most common cycle length was 120 seconds during the AM peak and PM peak hours.

Model Calibration

Calibration of a simulation model validates it as a tool that can replicate real life conditions as closely as possible. The VISSIM models built for this study were calibrated using data collected from the field the AM and PM peak hours. Average travel times and average travel speeds observations from field data collection were compared

against data collected from the simulation models. Tables E-1 and E-2 show segment by segment comparison of average travel times and average travel speeds respectively for the AM and PM peak hour conditions. Typically 15 to 20% difference is the standard acceptable difference between field and simulation data for a simulation model to be validated. As data in Tables E-1 and E-2 show, in most cases the simulation models achieved under 10% difference compared to field data, while the rest were within 15 to 20% of the field observations.

Additionally, as part of the calibration process, the simulation model runs were visually checked for accuracy in number of lanes, location of intersections & driveways, signal phasing patterns and driver behavior including speeds, aggressiveness, etc. to ensure that it matches observations from field visits.

Based on this calibration process, the VISSIM models were considered to be calibrated and acceptable for use in obtaining other measures of effectiveness (MOEs) and for accessing impact of any improvements.

EXISTING CONDITIONS ANALYSIS RESULTS

The calibrated VISSIM models were simulated to estimate existing conditions MOEs for the AM and PM peak hours. Tables E-3 through E-6 show MOEs such as VHT, delays, queues (average and maximum) based on simulation of existing conditions. These MOEs were used to identify potential for improvement as well as to compare the effectiveness of such improvements.

ALTERNATIVE IMPROVEMENTS ANALYSIS RESULTS

The short term improvements identified as part of this project were applied to the calibrated VISSIM models which were then simulated to obtain MOEs. These MOEs were then compared against similar MOEs obtained form running the calibrated simulation models. Tables E-7 through E-13 show impacts of & comparative details between proposed short-term improvements and existing conditions. .

Table E-1
Existing Model Calibration for AM Peak Hour Average Travel Times & Speeds

FM 2920 Analysis Section	Travel Direction	Distance (Miles)	Travel Time (Seconds)			Average Speed (mph)		
			Field	Simulation	Percent Difference	Field	Simulation	Percent Difference
Wood Forest Drive to Willow Street	EB	2.07	409.67	372.40	-9.10%	18.22	20.05	10.01%
	WB		445.00	404.40	-9.12%	16.78	18.46	10.04%
TC Jester to Rhodes	EB	1.56	200.00	216.00	8.00%	28.06	25.98	-7.41%
	WB		224.00	222.90	-0.49%	25.05	25.17	0.49%
Spring Cypress to Lexington	EB	1.23	358.00	387.90	8.35%	12.37	11.41	-7.71%
	WB		242.00	225.50	-6.82%	18.29	19.63	7.32%

Table E-2
Existing Model Calibration for PM Peak Hour Average Travel Times & Speeds

FM 2920 Analysis Section	Travel Direction	Distance (Miles)	Travel Time (Seconds)			Average Speed (mph)		
			Field	Simulation	Percent Difference	Field	Simulation	Percent Difference
Wood Forest Drive to Willow Street	EB	2.07	465.50	392.30	-15.73%	16.04	19.03	18.66%
	WB		850.50	747.30	-12.13%	8.78	9.99	13.81%
TC Jester to Rhodes	EB	1.56	282.00	296.60	5.18%	19.90	18.92	-4.92%
	WB		243.00	225.90	-7.04%	23.09	24.84	7.57%
Spring Cypress to Lexington	EB	1.23	344.00	322.20	-6.34%	12.87	13.74	6.77%
	WB		376.00	372.20	-1.01%	11.77	11.89	1.02%

Table E-3
Existing Measures of Effectiveness – AM Peak Hour

FM 2920 Analysis Section	Travel Direction	Travel Time (sec)	Average Travel Speed (mph)	Vehicle Hours Traveled (VHT)
Wood Forest Drive to Willow Street (Tomball)	EB	372.40	118.80	20.05
	WB	404.40	111.40	18.46
T.C. Jester Blvd to Rhodes Road	EB	216.00	89.50	25.98
	WB	222.90	86.00	25.17
Spring Cypress Road/Springwest Drive to Lexington Road	EB	387.90	280.7	11.41
	WB	225.50	90.1	19.63

Table E-4
Existing Measures of Effectiveness – PM Peak Hour

FM 2920 Analysis Section	Travel Direction	Travel Time (sec)	Average Travel Speed (mph)	Vehicle Hours Traveled (VHT)
Wood Forest Drive to Willow Street (Tomball)	EB	392.30	148.50	19.03
	WB	747.30	481.20	9.99
T.C. Jester Blvd to Rhodes Road	EB	296.60	161.10	18.92
	WB	225.90	88.20	24.84
Spring Cypress Road/Springwest Drive to Lexington Road	EB	322.20	209.90	13.74
	WB	372.20	141.50	11.89

Table E-5
Existing Conditions Level-of-Service (LOS) and Delay

Signalized Intersection along FM 2920	AM Peak Hour		PM Peak Hour	
	Delay (Seconds)	LOS	Delay (Seconds)	LOS
Wood Forest Drive	19.8	B	23.4	C
Old SH 249	87.6	F	80.3	F
Buvinghausen Street	18.3	B	70.5	E
Quinn Road	8.7	A	66.2	E
Holderrieth Blvd	19.2	B	11.2	B
Vernon Avenue	3.9	A	6.7	A
Baker Drive	3.8	A	6.2	A
Pine Street	6.4	A	8.8	A
Cherry Street	30.2	C	27.5	C
Willow Street	14	B	12.9	B
TC Jester	1.2	A	1.6	A
Kuykendal Road	77.6	F	96.8	F
Gosling Road	17.9	B	10.8	B
Rhodes	34,3	C	20.3	D
SpringWest Drive	60.4	E	27.1	C
IH 45 SB Frontage Roads	48.8	D	92.6	F
IH 45 NB Frontage Roads	39.4	D	71	E
Lexington Road	20	C	41.1	D

Table E-6
Existing Conditions – Average and Maximum Approach Queues

Signalized Intersection along FM 2920	Travel Direction	AM Peak Hour		PM Peak Hour	
		Average Queue (feet)	Maximum Queue (feet)	Average Queue (feet)	Maximum Queue (feet)
Wood Forest Drive	EB	87	371	42	230
	WB	36	286	56	395
SH 249 SB Frontage	EB	209	1,071	181	640
	WB	212	587	1,476	1,674
SH 249 NB Frontage	EB	43	219	192	725
	WB	25	175	700	1,435
Old SH 249	EB	12	319	202	1,139
	WB	7	213	513	1,381
Buvinghausen Street	EB	54	276	75	430
	WB	41	212	43	216
Quinn Road	EB	28	556	36	350
	WB	0	34	0	34
Holderrieth Blvd	EB	3	65	9	431
	WB	8	156	21	277
Vernon Avenue	EB	7	191	8	176
	WB	9	145	16	169
Baker Drive	EB	88	623	71	370
	WB	28	238	38	362
Pine Street	EB	68	475	36	295
	WB	24	250	55	388
Cherry Street	EB	87	371	42	230
	WB	36	286	56	395
Willow Street	EB	209	1,071	181	640
	WB	212	587	1,476	1,674
TC Jester	EB	3	87	3	144
	WB	3	146	2	188
Kuykendal Road	EB	207	646	105	813
	WB	278	883	222	830
Gosling Road	EB	32	393	15	371
	WB	69	604	127	763
Rhodes	EB	121	675	132	558
	WB	86	525	155	704
Spring Cypress	EB	393	758	124	619
	WB	66	627	84	986
IH 45 SB Frontage road	EB	507	1,659	728	1,329
	WB	6	64	25	178
IH 45 NB Frontage road	EB	10	327	9	317
	WB	78	357	153	818
Lexington Road	EB	7	38	84	488
	WB	30	257	9	38

Table E-7
AM Peak Hour Improvements – Travel Time

FM 2920 Analysis Section	Travel Direction	Travel Time (sec)		Percent Difference
		Existing Conditions	Short-Term Improvements	
Wood Forest Drive to Willow Street	EB	464.3	459.1	-1.1%
	WB	456.0	388.3	-14.8%
TC Jester Boulevard to Rhodes Road	EB	212.8	150.9	-29.1%
	WB	225.1	189.4	-15.9%
Spring Cypress Road to Lexington Road	EB	385.3	205.0	-46.8%
	WB	227.3	226.0	-0.6%

Table E-8
PM Peak Hour Improvements – Travel Time

FM 2920 Analysis Section	Travel Direction	Travel Time (sec)		Percent Difference
		Existing Conditions	Short-Term Improvements	
Wood Forest Drive to Willow Street	EB	534.5	519.1	-2.9%
	WB	727.8	450.8	-38.1%
TC Jester Boulevard to Rhodes Road	EB	264.0	210.3	-20.3%
	WB	248.6	195.5	-21.4%
Spring Cypress Road to Lexington Road	EB	329.5	313.6	-4.8%
	WB	379.6	321.6	-15.3%

Table E-9
AM Peak Hour Improvements – Average Delays

FM 2920 Analysis Section	Travel Direction	Average Delay per Vehicle(sec)		Percent Difference
		Existing Conditions	Short-Term Improvements	
Wood Forest Drive to Willow Street	EB	122.4	137.2	12.1%
	WB	142.9	99.8	-30.2%
TC Jester Boulevard to Rhodes Road	EB	50.6	13.6	-73.1%
	WB	29.5	17.0	-42.3%
Spring Cypress Road to Lexington Road	EB	184.1	48.8	-73.5%
	WB	47.0	46.7	-0.5%

Table E-10
PM Peak Hour Improvements – Average Delays

FM 2920 Analysis Section	Travel Direction	Average Delay per Vehicle(sec)		Percent Difference
		Existing Conditions	Short-Term Improvements	
Wood Forest Drive to Willow Street	EB	195.0	193.5	-0.8%
	WB	403.7	163.8	-59.4%
TC Jester Boulevard to Rhodes Road	EB	79.7	20.1	-74.8%
	WB	38.0	19.0	-50.1%
Spring Cypress Road to Lexington Road	EB	68.9	63.5	-7.8%
	WB	83.9	42.0	-50.0%

Table E-11
AM & PM Peak Hour Improvements – Level of Service

Signalized Intersection along FM 2920	Existing Conditions				Short-Term Improvements			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS
Wood Forest Drive	19.8	B	23.4	C	10.5	B	17.3	B
SH 249 SB Ramp	-	-	-	-	25.5	C	23.1	C
SH 249 NB Ramp	-	-	-	-	15.4	B	25.7	C
SH 249	87.6	F	80.3	F	31.5	C	41.1	D
Buvinghausen Street	18.3	B	70.5	E	12.4	B	16.6	B
Quinn Road	8.7	A	66.2	E	13.9	B	20.7	C
Holderrieth Boulevard	19.2	B	11.2	B	19.2	B	11.2	B
Vernon Avenue	3.9	A	6.7	A	2.0	A	13.6	B
Baker Drive	3.8	A	6.2	A	6.6	A	10.2	B
Pine Street	6.4	A	8.8	A	11.7	B	16.6	B
Cherry Street	30.2	C	27.5	C	21.2	C	22.2	C
Willow Street	14.0	B	12.9	B	8.0	A	8.3	A
TC Jester Boulevard	1.2	A	1.6	A	12.6	B	10.2	B
Kuykendahl Road	77.6	E	96.8	F	78.7	E	82.0	F
Gosling Road	17.9	B	10.8	B	45.8	D	35.6	D
Rhodes Road	34.3	C	20.3	C	34.4	C	24.9	C
Springwest Drive	60.4	E	27.1	C	27.3	C	25.9	C
Nannette Lane	-	-	-	-	6.3	A	8.5	A
IH 45 SB Frontage Road	48.8	D	92.6	F	32.8	C	111.9	F
IH 45 NB Frontage Road	39.4	D	71.0	E	26.1	C	113.7	F
Lexington Road	20.0	B	41.1	D	23.8	C	30.5	C

Table E-12
AM Peak Hour Improvements – Vehicle Hours Traveled

FM 2920 Analysis Section	Distance (Miles)	Number of Stops		Percent Difference	VHT		Percent Difference
		Existing Conditions	Short-Term Improvements		Existing	Short-Term Improvements	
Wood Forest Drive to Willow Street	2.07	19,779.00	19,230.00	-2.8%	419.93	371.57	-11.5%
TC Jester Boulevard to Rhodes Road	1.56	16,720.00	30,951.00	85.1%	225.86	294.41	30.4%
Spring Cypress Road to Lexington Road	1.23	90,277.00	17,720.00	-80.4%	470.02	342.22	-27.2%

Table E-13
PM Peak Hour Improvements – Vehicle Hours Traveled

FM 2920 Analysis Section	Distance (Miles)	Number of Stops		Percent Difference	VHT		Percent Difference
		Existing Conditions	Short-Term Improvements		Existing	Short-Term Improvements	
Wood Forest Drive to Willow Street	2.07	54,637.00	27,984.00	-48.8%	483.60	452.72	-6.4%
TC Jester Boulevard to Rhodes Road	1.56	20,235.00	28,140.00	39.1%	269.79	308.84	14.5%
Spring Cypress Road to Lexington Road	1.23	294,031.00	253,424.00	-13.8%	868.99	817.30	-5.9%

				FACILITY AGENCY														
					Traffic Signal Improvements		Traffic Signal Synchronization		Add Street Name / Block Number Signs		Add Advanced Signs for Next Intersection / Signal		Add Advanced Warning Signs for Curves		Add In-Lane Rumble Strips	
							Per Each		Per Intersection		Per Intersection		Per Each		Per Each	
ITEM	CODE	DESCRIPTION	UNIT	PRICE	QTY.	COST	QTY.	COST	QTY.	COST	QTY.	COST	QTY.	COST	QTY.	COST
100	2002	PREPARING ROW	STA	$ 2,500.00		$ -		$ -		$ -		$ -		$ -		$ -
104	2001	REMOVING CONC (PAV)	SY	$ 4.00		$ -		$ -		$ -		$ -		$ -		$ -
104	2009	REMOVING CONC (RIPRAP)	SY	$ 6.00		$ -		$ -		$ -		$ -		$ -		$ -
104	2021	REMOVING CONC (CURB)	LF	$ 4.00		$ -		$ -		$ -		$ -		$ -		$ -
104	2036	REMOVING CONC (SIDEWALK OR RAMP)	SY	$ 11.00		$ -		$ -		$ -		$ -		$ -		$ -
105	2014	REMOVING STAB BASE & ASPH PAV (7"-12")	SY	$ 2.00		$ -		$ -		$ -		$ -		$ -		$ -
110	2001	EXCAVATION (ROADWAY)	CY	$ 4.00		$ -		$ -		$ -		$ -		$ -		$ -
112	2002	SUBGRADE WIDENING (DENS CONT)	STA	$ 3,500.00		$ -		$ -		$ -		$ -		$ -		$ -
132	2005	EMBANKMENT (FINAL)(ORD COMP)(TY C)	CY	$ 25.00		$ -		$ -		$ -		$ -		$ -		$ -
150	2001	BLADING	STA	$ 130.00		$ -		$ -		$ -		$ -		$ -		$ -
160	2003	FURNISHING AND PLACING TOPSOIL (4")	SY	$ 1.00		$ -		$ -		$ -		$ -		$ -		$ -
162	2002	BLOCK SODDING	SY	$ 3.00		$ -		$ -		$ -		$ -		$ -		$ -
164	2045	STRAW OR HAY MULCHING	SY	$ 0.20		$ -		$ -		$ -		$ -		$ -		$ -
168	2001	VEGETATIVE WATERING	MG	$ 13.00		$ -		$ -		$ -		$ -		$ -		$ -
170	2001	IRRIGATION SYSTEM	LS	$ 25,000.00		$ -		$ -		$ -		$ -		$ -		$ -
247	2041	FL BS (CMP IN PLC)(TY A GR 1)(FNAL POS	CY	$ 62.00		$ -		$ -		$ -		$ -		$ -		$ -
260	2012	LIME(HYD,COM OR QK)(SLRY)OR QK(DRY)	TON	$ 116.00		$ -		$ -		$ -		$ -		$ -		$ -
260	2014	LIME TRT (SUBGR)(DC)(6")	SY	$ 1.00		$ -		$ -		$ -		$ -		$ -		$ -
316	2006	ASPH (AC-20-5TR)	GAL	$ 2.00		$ -		$ -		$ -		$ -		$ -		$ -
316	2222	AGGR(TY-PB GR-4S SAC-B)	CY	$ 85.00		$ -		$ -		$ -		$ -		$ -		$ -
341	2122	D-GR HMA(QCQA) TY-D PG70-22	TON	$ 80.00		$ -		$ -		$ -		$ -		$ -		$ -
354	2023	PLANE ASPH CONC PAV(0" TO 4")	SY	$ 3.00		$ -		$ -		$ -		$ -		$ -		$ -
360	2018	CURB (TYPE II)	LF	$ 4.00		$ -		$ -		$ -		$ -		$ -		$ -
360	2023	CONC PAV (JOINT REINF) (6")	SY	$ 38.00		$ -		$ -		$ -		$ -		$ -		$ -
432	2066	RIPRAP (CONC)(CL B)	CY	$ 221.00		$ -		$ -		$ -		$ -		$ -		$ -
502	2001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	$ 5,000.00		$ -		$ -		$ -		$ -		$ -		$ -
506	2034	TEMPORARY SEDIMENT CONTROL FENCE	LF	$ 2.00		$ -		$ -		$ -		$ -		$ -		$ -
506	2040	TEMP SEDIMENT CONTROL FENCE (REMOVE)	LF	$ 1.00		$ -		$ -		$ -		$ -		$ -		$ -
531	2005	CURB RAMPS (TY 1)	EA	$ 1,400.00		$ -		$ -		$ -		$ -		$ -		$ -
531	2024	CONC SIDEWALK (5")	SY	$ 33.00		$ -		$ -		$ -		$ -		$ -		$ -
533	2001	SHOULDER TEXTURING (MILLED)	STA	$ 17.00		$ -		$ -		$ -		$ -		$ -		$ -
636	2001	ALUMINUM SIGNS (TY A)	SF	$ 26.00		$ -		$ -	16	$ 416.00	18	$ 468.00	9	$ 234.00		$ -
644	2001	INS SM RD SN SUP&AM TY 10BWG(1) SA(P)	EA	$ 400.00		$ -		$ -	2	$ 800.00	2	$ 800.00	1	$ 400.00		$ -
662	2004	WK ZN PAV MRK NON-REMOV (W) 4" (SLD)	LF	$ 0.30		$ -		$ -		$ -		$ -		$ -		$ -
662	2032	WK ZN PAV MRK NON-REMOV (Y) 4" (SLD)	LF	$ 0.30		$ -		$ -		$ -		$ -		$ -		$ -
662	2050	WK ZN PAV MRK REMOV (REFL) TY I-A	EA	$ 2.00		$ -		$ -		$ -		$ -		$ -		$ -
666	2003	REFL PAV MRK TY I (W) 4" (BRK)(100MIL)	LF	$ 0.30		$ -		$ -		$ -		$ -		$ -		$ -
666	2006	REFL PAV MRK TY I (W) 4" (DOT)(100MIL)	LF	$ 0.80		$ -		$ -		$ -		$ -		$ -		$ -
666	2012	REFL PAV MRK TY I (W) 4" (SLD)(100MIL)	LF	$ 0.30		$ -		$ -		$ -		$ -		$ -		$ -
666	2036	REFL PAV MRK TY I (W) 8" (SLD)(100MIL)	LF	$ 0.75		$ -		$ -		$ -		$ -		$ -		$ -
666	2042	REFL PAV MRK TY I (W) 12"(SLD)(100MIL)	LF	$ 2.00		$ -		$ -		$ -		$ -		$ -		$ -
666	2048	REFL PAV MRK TY I (W) 24"(SLD)(100MIL)	LF	$ 3.50		$ -		$ -		$ -		$ -		$ -		$ -
666	2054	REFL PAV MRK TY I (W) (ARROW) (100MIL)	EA	$ 75.00		$ -		$ -		$ -		$ -		$ -		$ -
666	2096	REFL PAV MRK TY I (W) (WORD) (100MIL)	EA	$ 85.00		$ -		$ -		$ -		$ -		$ -		$ -
666	2105	REFL PAV MRK TY I (Y) 4" (BRK)(100MIL)	LF	$ 0.30		$ -		$ -		$ -		$ -		$ -		$ -
666	2111	REFL PAV MRK TY I (Y) 4" (SLD)(100MIL)	LF	$ 0.30		$ -		$ -		$ -		$ -		$ -		$ -
666	2132	REFL PAV MRK TY I (Y) 24"(SLD)(100MIL)	LF	$ 3.50		$ -		$ -		$ -		$ -		$ -		$ -
672	2012	REFL PAV MRKR TY I-C	EA	$ 3.00		$ -		$ -		$ -		$ -		$ -		$ -
672	2015	REFL PAV MRKR TY II-A-A	EA	$ 3.00		$ -		$ -		$ -		$ -		$ -		$ -
677	2001	ELIM EXT PAV MRK & MRKS (4")	LF	$ 0.10		$ -		$ -		$ -		$ -		$ -		$ -
677	2003	ELIM EXT PAV MRK & MRKS (8")	LF	$ 0.20		$ -		$ -		$ -		$ -		$ -		$ -
677	2008	ELIM EXT PAV MRK & MRKS (ARROW)	EA	$ 15.00		$ -		$ -		$ -		$ -		$ -		$ -
677	2018	ELIM EXT PAV MRK & MRKS (WORD)	EA	$ 19.00		$ -		$ -		$ -		$ -		$ -		$ -
678	2001	PAV SURF PREP FOR MRK (4")	LF	$ 0.10		$ -		$ -		$ -		$ -		$ -		$ -
678	2003	PAV SURF PREP FOR MRK (8")	LF	$ 0.10		$ -		$ -		$ -		$ -		$ -		$ -
678	2007	PAV SURF PREP FOR MRK (ARROW)	EA	$ 6.00		$ -		$ -		$ -		$ -		$ -		$ -
678	2018	PAV SURF PREP FOR MRK (WORD)	EA	$ 8.00		$ -		$ -		$ -		$ -		$ -		$ -
6055	2001	IN - LANE OR TRANSVERSE RUMBLE STRIP	LF	$ 18.00		$ -		$ -		$ -		$ -		$ -	40	$ 720.00
XXX	XXX	DRAINAGE IMPROVEMENTS	MI	$ 250,000.00		$ -		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (RECONSTRUCTION)	EA	$ 150,000.00	8	$ 1,200,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (TS2 CABINET)	EA	$ 25,000.00	13	$ 325,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (DETECTION)	EA	$ 24,000.00	6	$ 144,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (PEDESTRIAN)	EA	$ 1,000.00	24	$ 24,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (SIGNAL HEADS)	EA	$ 1,100.00	22	$ 24,200.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (BACK PLATES)	EA	$ 100.00	113	$ 11,300.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (POLES)	EA	$ 8,000.00	1	$ 8,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (REMOVE SIGNAL)	EA	$ 10,000.00	1	$ 10,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	SIGNAL SYNCHRONIZATION	LS	$ 150,000.00		$ -	1	$ 150,000.00		$ -		$ -		$ -		$ -
		SUB TOTAL 1				$ 1,746,500.00		$ 150,000.00		$ 1,216.00		$ 1,268.00		$ 634.00		$ 720.00
					MISC 20%	$ 349,300.00										
XXX	XXX	BONDS	LS	5%		$ 87,325.00		$ -		$ 60.80		$ 63.40		$ 31.70		$ 36.00
500	2001	MOBILIZATION	LS	20%	10%	$ 174,650.00		$ -		$ 243.20		$ 253.60		$ 126.80		$ 144.00
		SUB TOTAL 2				$ 2,357,775.00		$ 150,000.00		$ 1,520.00		$ 1,585.00		$ 792.50		$ 900.00
XXX	XXX	MISCELLANEOUS & CONTINGENCY	LS	20%		$ 471,555.00		$ -		$ 304.00		$ 317.00		$ 158.50		$ 180.00
		GRAND TOTAL				$ 2,829,330.00		$ 150,000.00		$ 1,824.00		$ 1,902.00		$ 951.00		$ 1,080.00
		CALLED				**$ 2,829,400.00**		**$ 150,000.00**		**$ 1,900.00**		**$ 2,000.00**		**$ 1,000.00**		**$ 1,100.00**
		AVERAGE UNIT COST (ROUNDED TO NEAREST $100)														

NOTE: MISCELLANEOUS ITEMS INCLUDE ENGINEERING DESIGN FEE, SURVEY AND MATERIAL TESTING.

NOTE2: DRAINAGE IMPROVEMENT COSTS TO ACCOMODOATE FUTURE WIDENINGS ARE ONLY AN ESTIMATE AND WOULD REQUIRE FURTHER INVESTIGATION IN ORDER TO OBTAIN THE MAGNITUDE OF COSTS ASSOCIATED WITH THE FUTURE WIDENINGS ON A CASE BY CASE BASIS.

				FACILITY AGENCY	FM 2920 Access Management Short Range - TxDOT											
					Add Shoulder Texturing (Both Shoulders)		Add Centerline Texturing		Add Left Turn Lane on FM 2920		Add Right Turn Lane on FM 2920		Widen Shoulders to 8' at Intersections		Widen Roadway from 2-Lane to 5-Lane	
					Per Mile		Per Mile		Per Each		Per Each		Per Intersection		Per Mile	
ITEM	CODE	DESCRIPTION	UNIT	PRICE	QTY.	COST	QTY.	COST	QTY.	COST	QTY.	COST	QTY.	COST	QTY.	COST
100	2002	PREPARING ROW	STA	$ 2,500.00		$ -		$ -		$ -		$ -		$ -		$ -
104	2001	REMOVING CONC (PAV)	SY	$ 4.00		$ -		$ -		$ -		$ -		$ -		$ -
104	2009	REMOVING CONC (RIPRAP)	SY	$ 6.00		$ -		$ -		$ -		$ -		$ -		$ -
104	2021	REMOVING CONC (CURB)	LF	$ 4.00		$ -		$ -		$ -		$ -		$ -		$ -
104	2036	REMOVING CONC (SIDEWALK OR RAMP)	SY	$ 11.00		$ -		$ -		$ -		$ -		$ -		$ -
105	2014	REMOVING STAB BASE & ASPH PAV (7"-12")	SY	$ 2.00		$ -		$ -	467	$ 934.00	136	$ 272.00	1867	$ 3,734.00	4693	$ 9,386.00
110	2001	EXCAVATION (ROADWAY)	CY	$ 4.00		$ -		$ -		$ -		$ -		$ -		$ -
112	2002	SUBGRADE WIDENING (DENS CONT)	STA	$ 3,500.00		$ -		$ -	10.5	$ 36,750.00	6.1	$ 21,350.00	21	$ 73,500.00	52.8	$ 184,800.00
132	2005	EMBANKMENT (FINAL)(ORD COMP)(TY C)	CY	$ 25.00		$ -		$ -	200	$ 5,000.00	100	$ 2,500.00	400	$ 10,000.00	500	$ 12,500.00
150	2001	BLADING	STA	$ 130.00		$ -		$ -	10.5	$ 1,365.00	6.1	$ 793.00	21	$ 2,730.00	52.8	$ 6,864.00
160	2003	FURNISHING AND PLACING TOPSOIL (4")	SY	$ 1.00		$ -		$ -		$ -		$ -		$ -		$ -
162	2002	BLOCK SODDING	SY	$ 3.00		$ -		$ -		$ -		$ -		$ -		$ -
164	2045	STRAW OR HAY MULCHING	SY	$ 0.20		$ -		$ -	3500	$ 700.00	1017	$ 203.40	7000	$ 1,400.00	17600	$ 3,520.00
168	2001	VEGETATIVE WATERING	MG	$ 13.00		$ -		$ -	2	$ 26.00	2	$ 26.00	4	$ 52.00	2	$ 26.00
170	2001	IRRIGATION SYSTEM	LS	$ 25,000.00		$ -		$ -		$ -		$ -		$ -		$ -
247	2041	FL BS (CMP IN PLC)(TY A GR 1)(FNAL POS	CY	$ 62.00		$ -		$ -	432	$ 26,784.00	167	$ 10,354.00	1037	$ 64,294.00	7822	$ 484,964.00
260	2012	LIME(HYD,COM OR QK)(SLRY)OR QK(DRY)	TON	$ 116.00		$ -		$ -	35	$ 4,060.00	14	$ 1,624.00	84	$ 9,744.00	634	$ 73,544.00
260	2014	LIME TRT (SUBGR)(DC)(6")	SY	$ 1.00		$ -		$ -	1942	$ 1,942.00	751	$ 751.00	4667	$ 4,667.00	35200	$ 35,200.00
316	2006	ASPH (AC-20-5TR)	GAL	$ 2.00		$ -		$ -	591	$ 1,182.00	245	$ 490.00	1493	$ 2,986.00	13141	$ 26,282.00
316	2222	AGGR(TY-PB GR-4S SAC-B)	CY	$ 85.00		$ -		$ -	14	$ 1,190.00	6	$ 510.00	34	$ 2,890.00	299	$ 25,415.00
341	2122	D-GR HMA(QCQA) TY-D PG70-22	TON	$ 80.00		$ -		$ -	471	$ 37,680.00	68	$ 5,440.00	411	$ 32,880.00	5163	$ 413,040.00
354	2023	PLANE ASPH CONC PAV(0" TO 4")	SY	$ 3.00		$ -		$ -		$ -		$ -		$ -		$ -
360	2018	CURB (TYPE II)	LF	$ 4.00		$ -		$ -		$ -		$ -		$ -		$ -
360	2023	CONC PAV (JOINT REINF) (6")	SY	$ 38.00		$ -		$ -		$ -		$ -		$ -		$ -
432	2066	RIPRAP (CONC)(CL B)	CY	$ 221.00		$ -		$ -		$ -		$ -		$ -		$ -
502	2001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	$ 5,000.00		$ -		$ -	6	$ 30,000.00	1	$ 5,000.00	2	$ 10,000.00	6	$ 30,000.00
506	2034	TEMPORARY SEDIMENT CONTROL FENCE	LF	$ 2.00		$ -		$ -	2100	$ 4,200.00	610	$ 1,220.00	4200	$ 8,400.00	10560	$ 21,120.00
506	2040	TEMP SEDIMENT CONTROL FENCE (REMOVE)	LF	$ 1.00		$ -		$ -	2100	$ 2,100.00	610	$ 610.00	4200	$ 4,200.00	10560	$ 10,560.00
531	2005	CURB RAMPS (TY 1)	EA	$ 1,400.00		$ -		$ -		$ -		$ -		$ -		$ -
531	2024	CONC SIDEWALK (5")	SY	$ 33.00		$ -		$ -		$ -		$ -		$ -		$ -
533	2001	SHOULDER TEXTURING (MILLED)	STA	$ 17.00	105.6	$ 1,795.20	52.8	$ 897.60		$ -		$ -		$ -		$ -
636	2001	ALUMINUM SIGNS (TY A)	SF	$ 26.00		$ -		$ -		$ -		$ -		$ -		$ -
644	2001	INS SM RD SN SUP&AM TY 10BWG(1) SA(P)	EA	$ 400.00		$ -		$ -		$ -		$ -		$ -	10	$ 4,000.00
662	2004	WK ZN PAV MRK NON-REMOV (W) 4" (SLD)	LF	$ 0.30		$ -		$ -	2100	$ 630.00		$ -		$ -	21120	$ 6,336.00
662	2032	WK ZN PAV MRK NON-REMOV (Y) 4" (SLD)	LF	$ 0.30		$ -		$ -	2100	$ 630.00		$ -		$ -	21120	$ 6,336.00
662	2050	WK ZN PAV MRK REMOV (REFL) TY I-A	EA	$ 2.00		$ -		$ -	105	$ 210.00		$ -		$ -	530	$ 1,060.00
666	2003	REFL PAV MRK TY I (W) 4" (BRK)(100MIL)	LF	$ 0.30		$ -		$ -		$ -		$ -		$ -		$ -
666	2006	REFL PAV MRK TY I (W) 4" (DOT)(100MIL)	LF	$ 0.80		$ -		$ -		$ -		$ -		$ -		$ -
666	2012	REFL PAV MRK TY I (W) 4" (SLD)(100MIL)	LF	$ 0.30		$ -		$ -	2100	$ 630.00	610	$ 183.00	4200	$ 1,260.00	10560	$ 3,168.00
666	2036	REFL PAV MRK TY I (W) 8" (SLD)(100MIL)	LF	$ 0.75		$ -		$ -	120	$ 90.00	120	$ 90.00		$ -		$ -
666	2042	REFL PAV MRK TY I (W) 12"(SLD)(100MIL)	LF	$ 2.00		$ -		$ -	40	$ 80.00	40	$ 80.00		$ -		$ -
666	2048	REFL PAV MRK TY I (W) 24"(SLD)(100MIL)	LF	$ 3.50		$ -		$ -	40	$ 140.00	40	$ 140.00		$ -		$ -
666	2054	REFL PAV MRK TY I (W) (ARROW) (100MIL)	EA	$ 75.00		$ -		$ -	1	$ 75.00	1	$ 75.00		$ -	6	$ 450.00
666	2096	REFL PAV MRK TY I (W) (WORD) (100MIL)	EA	$ 85.00		$ -		$ -	1	$ 85.00	1	$ 85.00		$ -		$ -
666	2105	REFL PAV MRK TY I (Y) 4" (BRK)(100MIL)	LF	$ 0.30		$ -		$ -		$ -		$ -		$ -	2650	$ 795.00
666	2111	REFL PAV MRK TY I (Y) 4" (SLD)(100MIL)	LF	$ 0.30		$ -		$ -	2100	$ 630.00		$ -		$ -	10560	$ 3,168.00
666	2132	REFL PAV MRK TY I (Y) 24"(SLD)(100MIL)	LF	$ 3.50		$ -		$ -	100	$ 350.00		$ -		$ -		$ -
672	2012	REFL PAV MRKR TY I-C	EA	$ 3.00		$ -		$ -	12	$ 36.00	12	$ 36.00		$ -	134	$ 402.00
672	2015	REFL PAV MRKR TY II-A-A	EA	$ 3.00		$ -		$ -	53	$ 159.00		$ -		$ -	265	$ 795.00
677	2001	ELIM EXT PAV MRK & MRKS (4")	LF	$ 0.10		$ -		$ -		$ -		$ -		$ -		$ -
677	2003	ELIM EXT PAV MRK & MRKS (8")	LF	$ 0.20		$ -		$ -		$ -		$ -		$ -		$ -
677	2008	ELIM EXT PAV MRK & MRKS (ARROW)	EA	$ 15.00		$ -		$ -		$ -		$ -		$ -		$ -
677	2018	ELIM EXT PAV MRK & MRKS (WORD)	EA	$ 19.00		$ -		$ -		$ -		$ -		$ -		$ -
678	2001	PAV SURF PREP FOR MRK (4")	LF	$ 0.10		$ -		$ -		$ -		$ -		$ -		$ -
678	2003	PAV SURF PREP FOR MRK (8")	LF	$ 0.10		$ -		$ -		$ -		$ -		$ -		$ -
678	2007	PAV SURF PREP FOR MRK (ARROW)	EA	$ 6.00		$ -		$ -		$ -		$ -		$ -		$ -
678	2018	PAV SURF PREP FOR MRK (WORD)	EA	$ 8.00		$ -		$ -		$ -		$ -		$ -		$ -
6055	2001	IN - LANE OR TRANSVERSE RUMBLE STRIP	LF	$ 18.00		$ -		$ -		$ -		$ -		$ -		$ -
XXX	XXX	DRAINAGE IMPROVEMENTS	MI	$ 250,000.00		$ -		$ -	0.2	$ 50,000.00		$ -		$ -	1	$ 250,000.00
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (RECONSTRUCTION)	EA	$ 150,000.00		$ -		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (TS2 CABINET)	EA	$ 25,000.00		$ -		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (DETECTION)	EA	$ 24,000.00		$ -		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (PEDESTRIAN)	EA	$ 1,000.00		$ -		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (SIGNAL HEADS)	EA	$ 1,100.00		$ -		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (BACK PLATES)	EA	$ 100.00		$ -		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (POLES)	EA	$ 8,000.00		$ -		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (REMOVE SIGNAL)	EA	$ 10,000.00		$ -		$ -		$ -		$ -		$ -		$ -
XXX	XXX	SIGNAL SYNCHRONIZATION	LS	$ 150,000.00		$ -		$ -		$ -		$ -		$ -		$ -
		SUB TOTAL 1				$ 1,795.20		$ 897.60		$ 207,658.00		$ 51,832.40		$ 232,737.00		$ 1,613,731.00
XXX	XXX	BONDS	LS	5%		$ 89.76		$ 44.88		$ 10,382.90		$ 2,591.62		$ 11,636.85		$ 80,686.55
500	2001	MOBILIZATION	LS	20%		$ 359.04		$ 179.52		$ 41,531.60		$ 10,366.48		$ 46,547.40		$ 322,746.20
		SUB TOTAL 2				$ 2,244.00		$ 1,122.00		$ 259,572.50		$ 64,790.50		$ 290,921.25		$ 2,017,163.75
XXX	XXX	MISCELLANEOUS & CONTINGENCY	LS	20%		$ 448.80		$ 224.40		$ 51,914.50		$ 12,958.10		$ 58,184.25		$ 403,432.75
		GRAND TOTAL				$ 2,692.80		$ 1,346.40		$ 311,487.00		$ 77,748.60		$ 349,105.50		$ 2,420,596.50
		CALLED				**$ 2,700.00**		**$ 1,400.00**		**$ 311,500.00**		**$ 77,800.00**		**$ 349,200.00**		**$ 2,420,600.00**
		AVERAGE UNIT COST (ROUNDED TO NEAREST $100)														

NOTE: MISCELLANEOUS ITEMS INCLUDE ENGINEERING DESIGN FEE, SURVEY AND MATERIAL TESTI
NOTE2: DRAINAGE IMPROVEMENT COSTS TO ACCOMODOATE FUTURE WIDENINGS ARE ONLY AN E
IN ORDER TO OBTAIN THE MAGNITUDE OF COSTS ASSOCIATED WITH THE FUTURE WIDENIN

				FACILITY AGENCY												
					Restripe For New Lane Configuration (FM 2920 / IH45 Intersection)		Add Raised Median / Channelization (Concrete)		Add Raised Median / Channelization (Ready for Landscaping)		Widen Sidewalks		Reduce Driveway Width	
					Per Each		Per Square Foot		Per Square Foot		Per Square Foot		Per Each	
ITEM	CODE	DESCRIPTION	UNIT	PRICE	QTY.	COST	QTY.	COST	QTY.	COST	QTY.	COST	QTY.	COST
100	2002	PREPARING ROW	STA	$ 2,500.00		$ -		$ -		$ -		$ -		$ -
104	2001	REMOVING CONC (PAV)	SY	$ 4.00		$ -		$ -		$ -		$ -	50	$ 200.00
104	2009	REMOVING CONC (RIPRAP)	SY	$ 6.00		$ -		$ -		$ -		$ -	10	$ 60.00
104	2021	REMOVING CONC (CURB)	LF	$ 4.00		$ -		$ -		$ -		$ -	60	$ 240.00
104	2036	REMOVING CONC (SIDEWALK OR RAMP)	SY	$ 11.00		$ -		$ -		$ -	1244	$ 13,684.00		$ -
105	2014	REMOVING STAB BASE & ASPH PAV (7"-12")	SY	$ 2.00		$ -		$ -	425	$ 850.00		$ -		$ -
110	2001	EXCAVATION (ROADWAY)	CY	$ 4.00		$ -		$ -	450	$ 1,800.00		$ -		$ -
112	2002	SUBGRADE WIDENING (DENS CONT)	STA	$ 3,500.00		$ -		$ -		$ -		$ -		$ -
132	2005	EMBANKMENT (FINAL)(ORD COMP)(TY C)	CY	$ 25.00		$ -		$ -	500	$ 12,500.00		$ -		$ -
150	2001	BLADING	STA	$ 130.00		$ -		$ -		$ -		$ -		$ -
160	2003	FURNISHING AND PLACING TOPSOIL (4")	SY	$ 1.00		$ -		$ -	425	$ 425.00		$ -		$ -
162	2002	BLOCK SODDING	SY	$ 3.00		$ -		$ -	425	$ 1,275.00		$ -		$ -
164	2045	STRAW OR HAY MULCHING	SY	$ 0.20		$ -		$ -		$ -		$ -		$ -
168	2001	VEGETATIVE WATERING	MG	$ 13.00		$ -		$ -	2	$ 26.00		$ -		$ -
170	2001	IRRIGATION SYSTEM	LS	$ 25,000.00		$ -		$ -	1	$ 25,000.00		$ -		$ -
247	2041	FL BS (CMP IN PLC)(TY A GR 1)(FNAL POS	CY	$ 62.00		$ -		$ -		$ -		$ -		$ -
260	2012	LIME(HYD,COM OR QK)(SLRY)OR QK(DRY)	TON	$ 116.00		$ -		$ -		$ -		$ -		$ -
260	2014	LIME TRT (SUBGR)(DC)(6")	SY	$ 1.00		$ -		$ -		$ -		$ -		$ -
316	2006	ASPH (AC-20-5TR)	GAL	$ 2.00		$ -		$ -		$ -		$ -		$ -
316	2222	AGGR(TY-PB GR-4S SAC-B)	CY	$ 85.00		$ -		$ -		$ -		$ -		$ -
341	2122	D-GR HMA(QCQA) TY-D PG70-22	TON	$ 80.00		$ -		$ -		$ -		$ -		$ -
354	2023	PLANE ASPH CONC PAV(0" TO 4")	SY	$ 3.00		$ -		$ -		$ -		$ -		$ -
360	2018	CURB (TYPE II)	LF	$ 4.00		$ -	18347	$ 73,388.00	500	$ 2,000.00		$ -	60	$ 240.00
360	2023	CONC PAV (JOINT REINF) (6")	SY	$ 38.00		$ -		$ -		$ -		$ -		$ -
432	2066	RIPRAP (CONC)(CL B)	CY	$ 221.00		$ -	889	$ 196,469.00		$ -		$ -	1	$ 221.00
502	2001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	$ 5,000.00	1	$ 5,000.00	6	$ 30,000.00	2	$ 10,000.00	2	$ 10,000.00	0.5	$ 2,500.00
506	2034	TEMPORARY SEDIMENT CONTROL FENCE	LF	$ 2.00		$ -		$ -		$ -		$ -		$ -
506	2040	TEMP SEDIMENT CONTROL FENCE (REMOVE)	LF	$ 1.00		$ -		$ -		$ -		$ -		$ -
531	2005	CURB RAMPS (TY 1)	EA	$ 1,400.00		$ -		$ -		$ -	12	$ 16,800.00		$ -
531	2024	CONC SIDEWALK (5")	SY	$ 33.00		$ -		$ -		$ -	2808	$ 92,664.00		$ -
533	2001	SHOULDER TEXTURING (MILLED)	STA	$ 17.00		$ -		$ -		$ -		$ -		$ -
636	2001	ALUMINUM SIGNS (TY A)	SF	$ 26.00		$ -		$ -		$ -		$ -		$ -
644	2001	INS SM RD SN SUP&AM TY 10BWG(1) SA(P)	EA	$ 400.00		$ -		$ -		$ -		$ -		$ -
662	2004	WK ZN PAV MRK NON-REMOV (W) 4" (SLD)	LF	$ 0.30		$ -		$ -		$ -		$ -		$ -
662	2032	WK ZN PAV MRK NON-REMOV (Y) 4" (SLD)	LF	$ 0.30		$ -		$ -		$ -		$ -		$ -
662	2050	WK ZN PAV MRK REMOV (REFL) TY I-A	EA	$ 2.00		$ -		$ -		$ -		$ -		$ -
666	2003	REFL PAV MRK TY I (W) 4" (BRK)(100MIL)	LF	$ 0.30	796	$ 238.80		$ -		$ -		$ -		$ -
666	2006	REFL PAV MRK TY I (W) 4" (DOT)(100MIL)	LF	$ 0.80				$ -		$ -		$ -		$ -
666	2012	REFL PAV MRK TY I (W) 4" (SLD)(100MIL)	LF	$ 0.30	2308	$ 692.40		$ -		$ -		$ -		$ -
666	2036	REFL PAV MRK TY I (W) 8" (SLD)(100MIL)	LF	$ 0.75	2783	$ 2,087.25	3000	$ 2,250.00		$ -		$ -		$ -
666	2042	REFL PAV MRK TY I (W) 12"(SLD)(100MIL)	LF	$ 2.00		$ -	1280	$ 2,560.00		$ -		$ -		$ -
666	2048	REFL PAV MRK TY I (W) 24"(SLD)(100MIL)	LF	$ 3.50		$ -	1280	$ 4,480.00		$ -		$ -		$ -
666	2054	REFL PAV MRK TY I (W) (ARROW) (100MIL)	EA	$ 75.00	18	$ 1,350.00	25	$ 1,875.00		$ -		$ -		$ -
666	2096	REFL PAV MRK TY I (W) (WORD) (100MIL)	EA	$ 85.00	18	$ 1,530.00	25	$ 2,125.00		$ -		$ -		$ -
666	2105	REFL PAV MRK TY I (Y) 4" (BRK)(100MIL)	LF	$ 0.30		$ -		$ -		$ -		$ -		$ -
666	2111	REFL PAV MRK TY I (Y) 4" (SLD)(100MIL)	LF	$ 0.30		$ -	18347	$ 5,504.10	500	$ 150.00		$ -		$ -
666	2132	REFL PAV MRK TY I (Y) 24"(SLD)(100MIL)	LF	$ 3.50		$ -		$ -		$ -		$ -		$ -
672	2012	REFL PAV MRKR TY I-C	EA	$ 3.00	280	$ 840.00	300	$ 900.00		$ -		$ -		$ -
672	2015	REFL PAV MRKR TY II-A-A	EA	$ 3.00	80	$ 240.00		$ -		$ -		$ -		$ -
677	2001	ELIM EXT PAV MRK & MRKS (4")	LF	$ 0.10	3104	$ 310.40		$ -		$ -		$ -		$ -
677	2003	ELIM EXT PAV MRK & MRKS (8")	LF	$ 0.20	2783	$ 556.60		$ -		$ -		$ -		$ -
677	2008	ELIM EXT PAV MRK & MRKS (ARROW)	EA	$ 15.00	18	$ 270.00		$ -		$ -		$ -		$ -
677	2018	ELIM EXT PAV MRK & MRKS (WORD)	EA	$ 19.00	18	$ 342.00		$ -		$ -		$ -		$ -
678	2001	PAV SURF PREP FOR MRK (4")	LF	$ 0.10	3104	$ 310.40		$ -		$ -		$ -		$ -
678	2003	PAV SURF PREP FOR MRK (8")	LF	$ 0.10	2783	$ 278.30		$ -		$ -		$ -		$ -
678	2007	PAV SURF PREP FOR MRK (ARROW)	EA	$ 6.00	18	$ 108.00		$ -		$ -		$ -		$ -
678	2018	PAV SURF PREP FOR MRK (WORD)	EA	$ 8.00	18	$ 144.00		$ -		$ -		$ -		$ -
6055	2001	IN - LANE OR TRANSVERSE RUMBLE STRIP	LF	$ 18.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	DRAINAGE IMPROVEMENTS	MI	$ 250,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (RECONSTRUCTION)	EA	$ 150,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (TS2 CABINET)	EA	$ 25,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (DETECTION)	EA	$ 24,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (PEDESTRIAN)	EA	$ 1,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (SIGNAL HEADS)	EA	$ 1,100.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (BACK PLATES)	EA	$ 100.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (POLES)	EA	$ 8,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (REMOVE SIGNAL)	EA	$ 10,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	SIGNAL SYNCHRONIZATION	LS	$ 150,000.00		$ -		$ -		$ -		$ -		$ -
		SUB TOTAL 1				$ 14,298.15		$ 319,551.10		$ 54,026.00		$ 133,148.00		$ 3,461.00
XXX	XXX	BONDS	LS	5%		$ 714.91		$ 15,977.56		$ 2,701.30		$ 6,657.40		$ 173.05
500	2001	MOBILIZATION	LS	20%		$ 2,859.63		$ 63,910.22		$ 10,805.20		$ 26,629.60		$ 692.20
		SUB TOTAL 2				$ 17,872.69		$ 399,438.88		$ 67,532.50		$ 166,435.00		$ 4,326.25
XXX	XXX	MISCELLANEOUS & CONTINGENCY	LS	20%		$ 3,574.54		$ 79,887.78		$ 13,506.50		$ 33,287.00		$ 865.25
		GRAND TOTAL				$ 21,447.23		$ 479,326.65		$ 81,039.00		$ 199,722.00		$ 5,191.50
		CALLED				**$ 21,500.00**		**$ 479,330.00**		**$ 81,040.00**		**$ 199,722.00**		**$ 5,200.00**
		AVERAGE UNIT COST (ROUNDED TO NEAREST $100)					**PRICE PER SQUARE FOOT**	**$ 10.00**	**PRICE PER SQUARE FOOT**	**$ 22.00**	**PRICE PER SQUARE FOOT**	**$ 8.00**		

NOTE: MISCELLANEOUS ITEMS INCLUDE ENGINEERING DESIGN FEE, SURVEY AND MATERIAL TESTI
NOTE2: DRAINAGE IMPROVEMENT COSTS TO ACCOMODOATE FUTURE WIDENINGS ARE ONLY AN E
IN ORDER TO OBTAIN THE MAGNITUDE OF COSTS ASSOCIATED WITH THE FUTURE WIDENIN

				FACILITY AGENCY														
					FM 2920 Access Management													
					Short Range - Harris County													
					Minor Driveway Modification		Improve Railroad Crossing Control Device		Rehabilitate Pavement (Pine St to Elm St)		Add Left Turn Lane on Cross Street		Add Right Turn Lane on Cross Street		Add Left Turn Lane on Cross Street	
					Per Each		Per Each		Per Each		Per Each		Per Each		Per Each	
ITEM	CODE	DESCRIPTION	UNIT	PRICE	QTY.	COST	QTY.	COST	QTY.	COST	QTY.	COST	QTY.	COST	QTY.	COST
100	2002	PREPARING ROW	STA	$ 2,500.00		$ -		$ -		$ -		$ -		$ -		$ -
104	2001	REMOVING CONC (PAV)	SY	$ 4.00	50	$ 200.00		$ -		$ -		$ -		$ -		$ -
104	2009	REMOVING CONC (RIPRAP)	SY	$ 6.00	10	$ 60.00		$ -		$ -		$ -		$ -		$ -
104	2021	REMOVING CONC (CURB)	LF	$ 4.00	60	$ 240.00		$ -		$ -		$ -		$ -		$ -
104	2036	REMOVING CONC (SIDEWALK OR RAMP)	SY	$ 11.00		$ -		$ -		$ -		$ -		$ -		$ -
105	2014	REMOVING STAB BASE & ASPH PAV (7"-12")	SY	$ 2.00		$ -		$ -		$ -	400	$ 800.00	136	$ 272.00	400	$ 800.00
110	2001	EXCAVATION (ROADWAY)	CY	$ 4.00		$ -		$ -		$ -		$ -		$ -		$ -
112	2002	SUBGRADE WIDENING (DENS CONT)	STA	$ 3,500.00		$ -		$ -		$ -	4.5	$ 15,750.00	6.1	$ 21,350.00	4.5	$ 15,750.00
132	2005	EMBANKMENT (FINAL)(ORD COMP)(TY C)	CY	$ 25.00		$ -		$ -		$ -	100	$ 2,500.00	100	$ 2,500.00	100	$ 2,500.00
150	2001	BLADING	STA	$ 130.00		$ -		$ -		$ -	4.5	$ 585.00	6.1	$ 793.00	4.5	$ 585.00
160	2003	FURNISHING AND PLACING TOPSOIL (4")	SY	$ 1.00	25	$ 25.00		$ -		$ -		$ -		$ -		$ -
162	2002	BLOCK SODDING	SY	$ 3.00		$ -		$ -		$ -		$ -		$ -		$ -
164	2045	STRAW OR HAY MULCHING	SY	$ 0.20		$ -		$ -		$ -	750	$ 150.00	1017	$ 203.40	750	$ 150.00
168	2001	VEGETATIVE WATERING	MG	$ 13.00		$ -		$ -		$ -	2	$ 26.00	2	$ 26.00	2	$ 26.00
170	2001	IRRIGATION SYSTEM	LS	$ 25,000.00		$ -		$ -		$ -		$ -		$ -		$ -
247	2041	FL BS (CMP IN PLC)(TY A GR 1)(FNAL POS	CY	$ 62.00	4	$ 248.00		$ -		$ -	203	$ 12,586.00	167	$ 10,354.00	203	$ 12,586.00
260	2012	LIME(HYD,COM OR QK)(SLRY)OR QK(DRY)	TON	$ 116.00		$ -		$ -		$ -	17	$ 1,972.00	14	$ 1,624.00	17	$ 1,972.00
260	2014	LIME TRT (SUBGR)(DC)(6")	SY	$ 1.00		$ -		$ -		$ -	914	$ 914.00	751	$ 751.00	914	$ 914.00
316	2006	ASPH (AC-20-5TR)	GAL	$ 2.00		$ -		$ -		$ -	286	$ 572.00	245	$ 490.00	286	$ 572.00
316	2222	AGGR(TY-PB GR-4S SAC-B)	CY	$ 85.00		$ -		$ -		$ -	7	$ 595.00	6	$ 510.00	7	$ 595.00
341	2122	D-GR HMA(QCQA) TY-D PG70-22	TON	$ 80.00		$ -		$ -	1133	$ 90,640.00	79	$ 6,320.00	68	$ 5,440.00	79	$ 6,320.00
354	2023	PLANE ASPH CONC PAV(0" TO 4")	SY	$ 3.00		$ -		$ -	10304	$ 30,912.00		$ -		$ -		$ -
360	2018	CURB (TYPE II)	LF	$ 4.00	100	$ 400.00		$ -		$ -		$ -		$ -		$ -
360	2023	CONC PAV (JOINT REINF) (6")	SY	$ 38.00	15	$ 570.00		$ -		$ -		$ -		$ -		$ -
432	2066	RIPRAP (CONC)(CL B)	CY	$ 221.00	2	$ 442.00		$ -		$ -		$ -		$ -		$ -
502	2001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	$ 5,000.00	0.5	$ 2,500.00		$ -		$ -	3	$ 15,000.00	1	$ 5,000.00	3	$ 15,000.00
506	2034	TEMPORARY SEDIMENT CONTROL FENCE	LF	$ 2.00		$ -		$ -		$ -	900	$ 1,800.00	610	$ 1,220.00	900	$ 1,800.00
506	2040	TEMP SEDIMENT CONTROL FENCE (REMOVE)	LF	$ 1.00		$ -		$ -		$ -	900	$ 900.00	610	$ 610.00	900	$ 900.00
531	2005	CURB RAMPS (TY 1)	EA	$ 1,400.00		$ -		$ -		$ -		$ -		$ -		$ -
531	2024	CONC SIDEWALK (5")	SY	$ 33.00		$ -		$ -		$ -		$ -		$ -		$ -
533	2001	SHOULDER TEXTURING (MILLED)	STA	$ 17.00		$ -		$ -		$ -		$ -		$ -		$ -
636	2001	ALUMINUM SIGNS (TY A)	SF	$ 26.00		$ -		$ -		$ -		$ -		$ -		$ -
644	2001	INS SM RD SN SUP&AM TY 10BWG(1) SA(P)	EA	$ 400.00		$ -		$ -		$ -		$ -		$ -		$ -
662	2004	WK ZN PAV MRK NON-REMOV (W) 4" (SLD)	LF	$ 0.30		$ -		$ -	5600	$ 1,680.00	1800	$ 540.00		$ -	1800	$ 540.00
662	2032	WK ZN PAV MRK NON-REMOV (Y) 4" (SLD)	LF	$ 0.30		$ -		$ -	5600	$ 1,680.00	1800	$ 540.00		$ -	1800	$ 540.00
662	2050	WK ZN PAV MRK REMOV (REFL) TY I-A	EA	$ 2.00		$ -		$ -	140	$ 280.00	45	$ 90.00		$ -	45	$ 90.00
666	2003	REFL PAV MRK TY I (W) 4" (BRK)(100MIL)	LF	$ 0.30		$ -		$ -		$ -		$ -		$ -		$ -
666	2006	REFL PAV MRK TY I (W) 4" (DOT)(100MIL)	LF	$ 0.80		$ -		$ -		$ -		$ -		$ -		$ -
666	2012	REFL PAV MRK TY I (W) 4" (SLD)(100MIL)	LF	$ 0.30		$ -		$ -	2800	$ 840.00	900	$ 270.00	610	$ 183.00	900	$ 270.00
666	2036	REFL PAV MRK TY I (W) 8" (SLD)(100MIL)	LF	$ 0.75		$ -		$ -		$ -	120	$ 90.00	120	$ 90.00	120	$ 90.00
666	2042	REFL PAV MRK TY I (W) 12"(SLD)(100MIL)	LF	$ 2.00		$ -		$ -		$ -	40	$ 80.00	40	$ 80.00	40	$ 80.00
666	2048	REFL PAV MRK TY I (W) 24"(SLD)(100MIL)	LF	$ 3.50		$ -		$ -		$ -	40	$ 140.00	40	$ 140.00	40	$ 140.00
666	2054	REFL PAV MRK TY I (W) (ARROW) (100MIL)	EA	$ 75.00		$ -		$ -		$ -	1	$ 75.00	1	$ 75.00	1	$ 75.00
666	2096	REFL PAV MRK TY I (W) (WORD) (100MIL)	EA	$ 85.00		$ -		$ -		$ -	1	$ 85.00	1	$ 85.00	1	$ 85.00
666	2105	REFL PAV MRK TY I (Y) 4" (BRK)(100MIL)	LF	$ 0.30		$ -		$ -		$ -		$ -		$ -		$ -
666	2111	REFL PAV MRK TY I (Y) 4" (SLD)(100MIL)	LF	$ 0.30		$ -		$ -	2800	$ 840.00	900	$ 270.00		$ -	900	$ 270.00
666	2132	REFL PAV MRK TY I (Y) 24"(SLD)(100MIL)	LF	$ 3.50		$ -		$ -		$ -		$ -		$ -		$ -
672	2012	REFL PAV MRKR TY I-C	EA	$ 3.00		$ -		$ -		$ -	12	$ 36.00	12	$ 36.00	12	$ 36.00
672	2015	REFL PAV MRKR TY II-A-A	EA	$ 3.00		$ -		$ -	140	$ 420.00	23	$ 69.00		$ -	23	$ 69.00
677	2001	ELIM EXT PAV MRK & MRKS (4")	LF	$ 0.10		$ -		$ -		$ -		$ -		$ -		$ -
677	2003	ELIM EXT PAV MRK & MRKS (8")	LF	$ 0.20		$ -		$ -		$ -		$ -		$ -		$ -
677	2008	ELIM EXT PAV MRK & MRKS (ARROW)	EA	$ 15.00		$ -		$ -		$ -		$ -		$ -		$ -
677	2018	ELIM EXT PAV MRK & MRKS (WORD)	EA	$ 19.00		$ -		$ -		$ -		$ -		$ -		$ -
678	2001	PAV SURF PREP FOR MRK (4")	LF	$ 0.10		$ -		$ -		$ -		$ -		$ -		$ -
678	2003	PAV SURF PREP FOR MRK (8")	LF	$ 0.10		$ -		$ -		$ -		$ -		$ -		$ -
678	2007	PAV SURF PREP FOR MRK (ARROW)	EA	$ 6.00		$ -		$ -		$ -		$ -		$ -		$ -
678	2018	PAV SURF PREP FOR MRK (WORD)	EA	$ 8.00		$ -		$ -		$ -		$ -		$ -		$ -
6055	2001	IN - LANE OR TRANSVERSE RUMBLE STRIP	LF	$ 18.00		$ -		$ -		$ -		$ -		$ -		$ -
XXX	XXX	DRAINAGE IMPROVEMENTS	MI	$ 250,000.00		$ -		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (RECONSTRUCTION)	EA	$ 150,000.00		$ -		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (TS2 CABINET)	EA	$ 25,000.00		$ -		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (DETECTION)	EA	$ 24,000.00		$ -		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (PEDESTRIAN)	EA	$ 1,000.00		$ -		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (SIGNAL HEADS)	EA	$ 1,100.00		$ -		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (BACK PLATES)	EA	$ 100.00		$ -		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (POLES)	EA	$ 8,000.00		$ -		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (REMOVE SIGNAL)	EA	$ 10,000.00		$ -		$ -		$ -		$ -		$ -		$ -
XXX	XXX	SIGNAL SYNCHRONIZATION	LS	$ 150,000.00		$ -		$ -		$ -		$ -		$ -		$ -
		SUB TOTAL 1				$ 4,685.00		$ 100,000.00		$ 127,292.00		$ 62,755.00		$ 51,832.40		$ 62,755.00
XXX	XXX	BONDS	LS	5%		$ 234.25		$ 5,000.00		$ 6,364.60		$ 3,137.75		$ 2,591.62		$ 3,137.75
500	2001	MOBILIZATION	LS	20%		$ 937.00		$ 20,000.00		$ 25,458.40		$ 12,551.00		$ 10,366.48		$ 12,551.00
		SUB TOTAL 2				$ 5,856.25		$ 125,000.00		$ 159,115.00		$ 78,443.75		$ 64,790.50		$ 78,443.75
XXX	XXX	MISCELLANEOUS & CONTINGENCY	LS	20%		$ 1,171.25		$ 25,000.00		$ 31,823.00		$ 15,688.75		$ 12,958.10		$ 15,688.75
		GRAND TOTAL				$ 7,027.50		$ 150,000.00		$ 190,938.00		$ 94,132.50		$ 77,748.60		$ 94,132.50
		CALLED				**$ 7,100.00**		**$ 150,000.00**		**$ 191,000.00**		**$ 94,200.00**		**$ 77,800.00**		**$ 94,200.00**
		AVERAGE UNIT COST (ROUNDED TO NEAREST $100)														

NOTE: MISCELLANEOUS ITEMS INCLUDE ENGINEERING DESIGN FEE, SURVEY AND MATERIAL TESTI
NOTE2: DRAINAGE IMPROVEMENT COSTS TO ACCOMODOATE FUTURE WIDENINGS ARE ONLY AN E
IN ORDER TO OBTAIN THE MAGNITUDE OF COSTS ASSOCIATED WITH THE FUTURE WIDENIN

				FACILITY AGENCY	FM 2920 Access Management Medium Range									
					Add Right Turn Lane on Cross Street		Add Left Turn Lane on FM 2920 (Spring Cypress Rd)		Add Continuous Left-Turn Lane and 8' Shoulders on FM 2920 Between Intersections		Widen One Additional Lane		Add Raised Median / Channelization (Concrete)	
					Per Each		Per Each		Per Mile		Per Mile		Per Square Foot	
ITEM	CODE	DESCRIPTION	UNIT	PRICE	QTY.	COST	QTY.	COST	QTY.	COST	QTY.	COST	QTY.	COST
100	2002	PREPARING ROW	STA	$ 2,500.00		$ -		$ -	52.8	$ 132,000.00		$ -		$ -
104	2001	REMOVING CONC (PAV)	SY	$ 4.00		$ -		$ -		$ -		$ -		$ -
104	2009	REMOVING CONC (RIPRAP)	SY	$ 6.00		$ -		$ -		$ -		$ -		$ -
104	2021	REMOVING CONC (CURB)	LF	$ 4.00		$ -		$ -		$ -		$ -		$ -
104	2036	REMOVING CONC (SIDEWALK OR RAMP)	SY	$ 11.00		$ -		$ -		$ -		$ -		$ -
105	2014	REMOVING STAB BASE & ASPH PAV (7"-12")	SY	$ 2.00	136	$ 272.00	467	$ 934.00	4693	$ 9,386.00	1173	$ 2,346.00		$ -
110	2001	EXCAVATION (ROADWAY)	CY	$ 4.00		$ -		$ -		$ -		$ -		$ -
112	2002	SUBGRADE WIDENING (DENS CONT)	STA	$ 3,500.00	6.1	$ 21,350.00	10.5	$ 36,750.00	52.8	$ 184,800.00	52.8	$ 184,800.00		$ -
132	2005	EMBANKMENT (FINAL)(ORD COMP)(TY C)	CY	$ 25.00	100	$ 2,500.00	200	$ 5,000.00	500	$ 12,500.00	500	$ 12,500.00		$ -
150	2001	BLADING	STA	$ 130.00	6.1	$ 793.00	10.5	$ 1,365.00	52.8	$ 6,864.00	52.8	$ 6,864.00		$ -
160	2003	FURNISHING AND PLACING TOPSOIL (4")	SY	$ 1.00		$ -		$ -		$ -		$ -		$ -
162	2002	BLOCK SODDING	SY	$ 3.00		$ -		$ -		$ -		$ -		$ -
164	2045	STRAW OR HAY MULCHING	SY	$ 0.20	1017	$ 203.40	3500	$ 700.00	17600	$ 3,520.00	8800	$ 1,760.00		$ -
168	2001	VEGETATIVE WATERING	MG	$ 13.00	2	$ 26.00	2	$ 26.00	2	$ 26.00	2	$ 26.00		$ -
170	2001	IRRIGATION SYSTEM	LS	$ 25,000.00		$ -		$ -		$ -		$ -		$ -
247	2041	FL BS (CMP IN PLC)(TY A GR 1)(FNAL POS	CY	$ 62.00	167	$ 10,354.00	432	$ 26,784.00	4693	$ 290,966.00	2868	$ 177,816.00		$ -
260	2012	LIME(HYD,COM OR QK)(SLRY)OR QK(DRY)	TON	$ 116.00	14	$ 1,624.00	35	$ 4,060.00	380	$ 44,080.00	232	$ 26,912.00		$ -
260	2014	LIME TRT (SUBGR)(DC)(6")	SY	$ 1.00	751	$ 751.00	1942	$ 1,942.00	21120	$ 21,120.00	12907	$ 12,907.00		$ -
316	2006	ASPH (AC-20-5TR)	GAL	$ 2.00	245	$ 490.00	591	$ 1,182.00	7509	$ 15,018.00	4693	$ 9,386.00		$ -
316	2222	AGGR(TY-PB GR-4S SAC-B)	CY	$ 85.00	6	$ 510.00	14	$ 1,190.00	171	$ 14,535.00	107	$ 9,095.00		$ -
341	2122	D-GR HMA(QCQA) TY-D PG70-22	TON	$ 80.00	68	$ 5,440.00	471	$ 37,680.00	3614	$ 289,120.00	1291	$ 103,280.00		$ -
354	2023	PLANE ASPH CONC PAV(0" TO 4")	SY	$ 3.00		$ -		$ -		$ -		$ -		$ -
360	2018	CURB (TYPE II)	LF	$ 4.00		$ -		$ -		$ -		$ -	18347	$ 73,388.00
360	2023	CONC PAV (JOINT REINF) (6")	SY	$ 38.00		$ -		$ -		$ -		$ -		$ -
432	2066	RIPRAP (CONC)(CL B)	CY	$ 221.00		$ -		$ -		$ -		$ -	889	$ 196,469.00
502	2001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	$ 5,000.00	1	$ 5,000.00	6	$ 30,000.00	6	$ 30,000.00	3	$ 15,000.00	6	$ 30,000.00
506	2034	TEMPORARY SEDIMENT CONTROL FENCE	LF	$ 2.00	610	$ 1,220.00	2100	$ 4,200.00	10560	$ 21,120.00	5280	$ 10,560.00		$ -
506	2040	TEMP SEDIMENT CONTROL FENCE (REMOVE)	LF	$ 1.00	610	$ 610.00	2100	$ 2,100.00	10560	$ 10,560.00	5280	$ 5,280.00		$ -
531	2005	CURB RAMPS (TY 1)	EA	$ 1,400.00		$ -		$ -		$ -		$ -		$ -
531	2024	CONC SIDEWALK (5")	SY	$ 33.00		$ -		$ -		$ -		$ -		$ -
533	2001	SHOULDER TEXTURING (MILLED)	STA	$ 17.00		$ -		$ -		$ -		$ -		$ -
636	2001	ALUMINUM SIGNS (TY A)	SF	$ 26.00		$ -		$ -		$ -		$ -		$ -
644	2001	INS SM RD SN SUP&AM TY 10BWG(1) SA(P)	EA	$ 400.00		$ -		$ -	10	$ 4,000.00		$ -		$ -
662	2004	WK ZN PAV MRK NON-REMOV (W) 4" (SLD)	LF	$ 0.30		$ -	2100	$ 630.00	10560	$ 3,168.00		$ -		$ -
662	2032	WK ZN PAV MRK NON-REMOV (Y) 4" (SLD)	LF	$ 0.30		$ -	2100	$ 630.00	10560	$ 3,168.00		$ -		$ -
662	2050	WK ZN PAV MRK REMOV (REFL) TY I-A	EA	$ 2.00		$ -	105	$ 210.00	265	$ 530.00		$ -		$ -
666	2003	REFL PAV MRK TY I (W) 4" (BRK)(100MIL)	LF	$ 0.30		$ -		$ -		$ -	1330	$ 399.00		$ -
666	2006	REFL PAV MRK TY I (W) 4" (DOT)(100MIL)	LF	$ 0.80		$ -		$ -		$ -	120	$ 96.00		$ -
666	2012	REFL PAV MRK TY I (W) 4" (SLD)(100MIL)	LF	$ 0.30	610	$ 183.00	2100	$ 630.00	10560	$ 3,168.00	5280	$ 1,584.00		$ -
666	2036	REFL PAV MRK TY I (W) 8" (SLD)(100MIL)	LF	$ 0.75	120	$ 90.00	120	$ 90.00		$ -	1161	$ 870.75	3000	$ 2,250.00
666	2042	REFL PAV MRK TY I (W) 12"(SLD)(100MIL)	LF	$ 2.00	40	$ 80.00	40	$ 80.00		$ -		$ -	1280	$ 2,560.00
666	2048	REFL PAV MRK TY I (W) 24"(SLD)(100MIL)	LF	$ 3.50	40	$ 140.00	40	$ 140.00		$ -		$ -	1280	$ 4,480.00
666	2054	REFL PAV MRK TY I (W) (ARROW) (100MIL)	EA	$ 75.00	1	$ 75.00	1	$ 75.00	6	$ 450.00	6	$ 450.00	25	$ 1,875.00
666	2096	REFL PAV MRK TY I (W) (WORD) (100MIL)	EA	$ 85.00	1	$ 85.00	1	$ 85.00		$ -	6	$ 510.00	25	$ 2,125.00
666	2105	REFL PAV MRK TY I (Y) 4" (BRK)(100MIL)	LF	$ 0.30		$ -		$ -	2650	$ 795.00		$ -		$ -
666	2111	REFL PAV MRK TY I (Y) 4" (SLD)(100MIL)	LF	$ 0.30		$ -	2100	$ 630.00	10560	$ 3,168.00		$ -	18347	$ 5,504.10
666	2132	REFL PAV MRK TY I (Y) 24"(SLD)(100MIL)	LF	$ 3.50		$ -	100	$ 350.00		$ -		$ -		$ -
672	2012	REFL PAV MRKR TY I-C	EA	$ 3.00	12	$ 36.00	12	$ 36.00		$ -	116	$ 348.00	300	$ 900.00
672	2015	REFL PAV MRKR TY II-A-A	EA	$ 3.00		$ -	53	$ 159.00	265	$ 795.00		$ -		$ -
677	2001	ELIM EXT PAV MRK & MRKS (4")	LF	$ 0.10		$ -		$ -		$ -		$ -		$ -
677	2003	ELIM EXT PAV MRK & MRKS (8")	LF	$ 0.20		$ -		$ -		$ -		$ -		$ -
677	2008	ELIM EXT PAV MRK & MRKS (ARROW)	EA	$ 15.00		$ -		$ -		$ -		$ -		$ -
677	2018	ELIM EXT PAV MRK & MRKS (WORD)	EA	$ 19.00		$ -		$ -		$ -		$ -		$ -
678	2001	PAV SURF PREP FOR MRK (4")	LF	$ 0.10		$ -		$ -		$ -		$ -		$ -
678	2003	PAV SURF PREP FOR MRK (8")	LF	$ 0.10		$ -		$ -		$ -		$ -		$ -
678	2007	PAV SURF PREP FOR MRK (ARROW)	EA	$ 6.00		$ -		$ -		$ -		$ -		$ -
678	2018	PAV SURF PREP FOR MRK (WORD)	EA	$ 8.00		$ -		$ -		$ -		$ -		$ -
6055	2001	IN - LANE OR TRANSVERSE RUMBLE STRIP	LF	$ 18.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	DRAINAGE IMPROVEMENTS	MI	$ 250,000.00		$ -	0.20	$ 50,000.00	1	$ 250,000.00	0.67	$ 167,500.00		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (RECONSTRUCTION)	EA	$ 150,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (TS2 CABINET)	EA	$ 25,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (DETECTION)	EA	$ 24,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (PEDESTRIAN)	EA	$ 1,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (SIGNAL HEADS)	EA	$ 1,100.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (BACK PLATES)	EA	$ 100.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (POLES)	EA	$ 8,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (REMOVE SIGNAL)	EA	$ 10,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	SIGNAL SYNCHRONIZATION	LS	$ 150,000.00		$ -		$ -		$ -		$ -		$ -
		SUB TOTAL 1				$ 51,832.40		$ 207,658.00		$ 1,354,857.00		$ 750,289.75		$ 319,551.10
XXX	XXX	BONDS	LS	5%		$ 2,591.62		$ 10,382.90		$ 67,742.85		$ 37,514.49		$ 15,977.56
500	2001	MOBILIZATION	LS	20%		$ 10,366.48		$ 41,531.60		$ 270,971.40		$ 150,057.95		$ 63,910.22
		SUB TOTAL 2				$ 64,790.50		$ 259,572.50		$ 1,693,571.25		$ 937,862.19		$ 399,438.88
XXX	XXX	MISCELLANEOUS & CONTINGENCY	LS	20%		$ 12,958.10		$ 51,914.50		$ 338,714.25		$ 187,572.44		$ 79,887.78
		GRAND TOTAL				$ 77,748.60		$ 311,487.00		$ 2,032,285.50		$ 1,125,434.63		$ 479,326.65
		CALLED				**$ 77,800.00**		**$ 311,500.00**		**$ 2,032,300.00**		**$ 1,125,500.00**		**$ 479,330.00**
		AVERAGE UNIT COST (ROUNDED TO NEAREST $100)											**PRICE PER SQUARE FOOT**	**$ 10.00**

NOTE: MISCELLANEOUS ITEMS INCLUDE ENGINEERING DESIGN FEE, SURVEY AND MATERIAL TESTI
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				FACILITY AGENCY												
													Long Range			
					Improve Right Turn Radius		Driveway Closure		Consolidate Driveways		Realign Cross Streets (Alma St, Baker St, Kobs Rd, Foster Rd)		Realign Nichols Rd.	
					Per Each		Per Each		Per Each		Per Each		Per Each	
ITEM	CODE	DESCRIPTION	UNIT	PRICE	QTY.	COST	QTY.	COST	QTY.	COST	QTY.	COST	QTY.	COST
100	2002	PREPARING ROW	STA	$ 2,500.00		$ -		$ -		$ -	5	$ 12,500.00	18	$ 45,000.00
104	2001	REMOVING CONC (PAV)	SY	$ 4.00		$ -	140	$ 560.00	60	$ 240.00		$ -		$ -
104	2009	REMOVING CONC (RIPRAP)	SY	$ 6.00		$ -	10	$ 60.00	40	$ 240.00		$ -		$ -
104	2021	REMOVING CONC (CURB)	LF	$ 4.00	60	$ 240.00	60	$ 240.00	60	$ 240.00		$ -		$ -
104	2036	REMOVING CONC (SIDEWALK OR RAMP)	SY	$ 11.00		$ -		$ -		$ -		$ -		$ -
105	2014	REMOVING STAB BASE & ASPH PAV (7"-12")	SY	$ 2.00		$ -		$ -		$ -	1300	$ 2,600.00	700	$ 1,400.00
110	2001	EXCAVATION (ROADWAY)	CY	$ 4.00		$ -	10	$ 40.00		$ -	1000	$ 4,000.00	3800	$ 15,200.00
112	2002	SUBGRADE WIDENING (DENS CONT)	STA	$ 3,500.00		$ -		$ -		$ -		$ -		$ -
132	2005	EMBANKMENT (FINAL)(ORD COMP)(TY C)	CY	$ 25.00		$ -	25	$ 625.00		$ -	100	$ 2,500.00	250	$ 6,250.00
150	2001	BLADING	STA	$ 130.00		$ -		$ -		$ -	5	$ 650.00	21	$ 2,730.00
160	2003	FURNISHING AND PLACING TOPSOIL (4")	SY	$ 1.00		$ -	140	$ 140.00	25	$ 25.00		$ -		$ -
162	2002	BLOCK SODDING	SY	$ 3.00		$ -		$ -		$ -		$ -		$ -
164	2045	STRAW OR HAY MULCHING	SY	$ 0.20		$ -		$ -		$ -	1700	$ 340.00	7000	$ 1,400.00
168	2001	VEGETATIVE WATERING	MG	$ 13.00		$ -		$ -		$ -	2	$ 26.00	4	$ 52.00
170	2001	IRRIGATION SYSTEM	LS	$ 25,000.00		$ -		$ -		$ -		$ -		$ -
247	2041	FL BS (CMP IN PLC)(TY A GR 1)(FNAL POS	CY	$ 62.00	4	$ 248.00		$ -	4	$ 248.00	350	$ 21,700.00	1300	$ 80,600.00
260	2012	LIME(HYD,COM OR QK)(SLRY)OR QK(DRY)	TON	$ 116.00	0.5	$ 58.00		$ -		$ -	28	$ 3,248.00	100	$ 11,600.00
260	2014	LIME TRT (SUBGR)(DC)(6")	SY	$ 1.00	15	$ 15.00		$ -		$ -	1600	$ 1,600.00	5600	$ 5,600.00
316	2006	ASPH (AC-20-5TR)	GAL	$ 2.00		$ -		$ -		$ -	520	$ 1,040.00	2240	$ 4,480.00
316	2222	AGGR(TY-PB GR-4S SAC-B)	CY	$ 85.00		$ -		$ -		$ -	12	$ 1,020.00	51	$ 4,335.00
341	2122	D-GR HMA(QCQA) TY-D PG70-22	TON	$ 80.00		$ -		$ -		$ -	143	$ 11,440.00	616	$ 49,280.00
354	2023	PLANE ASPH CONC PAV(0" TO 4")	SY	$ 3.00		$ -		$ -		$ -		$ -		$ -
360	2018	CURB (TYPE II)	LF	$ 4.00	100	$ 400.00	100	$ 400.00	100	$ 400.00	1000	$ 4,000.00		$ -
360	2023	CONC PAV (JOINT REINF) (6")	SY	$ 38.00	15	$ 570.00		$ -	15	$ 570.00		$ -		$ -
432	2066	RIPRAP (CONC)(CL B)	CY	$ 221.00	1	$ 221.00		$ -	2	$ 442.00		$ -		$ -
502	2001	BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	$ 5,000.00	0.5	$ 2,500.00	0.25	$ 1,250.00	0.5	$ 2,500.00	6	$ 30,000.00	6	$ 30,000.00
506	2034	TEMPORARY SEDIMENT CONTROL FENCE	LF	$ 2.00		$ -		$ -		$ -	1000	$ 2,000.00	4200	$ 8,400.00
506	2040	TEMP SEDIMENT CONTROL FENCE (REMOVE)	LF	$ 1.00		$ -		$ -		$ -	1000	$ 1,000.00	4200	$ 4,200.00
531	2005	CURB RAMPS (TY 1)	EA	$ 1,400.00		$ -		$ -		$ -		$ -		$ -
531	2024	CONC SIDEWALK (5")	SY	$ 33.00		$ -		$ -		$ -		$ -		$ -
533	2001	SHOULDER TEXTURING (MILLED)	STA	$ 17.00		$ -		$ -		$ -		$ -		$ -
636	2001	ALUMINUM SIGNS (TY A)	SF	$ 26.00		$ -		$ -		$ -		$ -		$ -
644	2001	INS SM RD SN SUP&AM TY 10BWG(1) SA(P)	EA	$ 400.00		$ -		$ -		$ -		$ -		$ -
662	2004	WK ZN PAV MRK NON-REMOV (W) 4" (SLD)	LF	$ 0.30		$ -		$ -		$ -		$ -		$ -
662	2032	WK ZN PAV MRK NON-REMOV (Y) 4" (SLD)	LF	$ 0.30		$ -		$ -		$ -		$ -		$ -
662	2050	WK ZN PAV MRK REMOV (REFL) TY I-A	EA	$ 2.00		$ -		$ -		$ -		$ -		$ -
666	2003	REFL PAV MRK TY I (W) 4" (BRK)(100MIL)	LF	$ 0.30		$ -		$ -		$ -		$ -		$ -
666	2006	REFL PAV MRK TY I (W) 4" (DOT)(100MIL)	LF	$ 0.80		$ -		$ -		$ -		$ -		$ -
666	2012	REFL PAV MRK TY I (W) 4" (SLD)(100MIL)	LF	$ 0.30		$ -		$ -		$ -	1000	$ 300.00	4200	$ 1,260.00
666	2036	REFL PAV MRK TY I (W) 8" (SLD)(100MIL)	LF	$ 0.75		$ -		$ -		$ -		$ -		$ -
666	2042	REFL PAV MRK TY I (W) 12"(SLD)(100MIL)	LF	$ 2.00		$ -		$ -		$ -		$ -		$ -
666	2048	REFL PAV MRK TY I (W) 24"(SLD)(100MIL)	LF	$ 3.50		$ -		$ -		$ -		$ -		$ -
666	2054	REFL PAV MRK TY I (W) (ARROW) (100MIL)	EA	$ 75.00		$ -		$ -		$ -	1	$ 75.00		$ -
666	2096	REFL PAV MRK TY I (W) (WORD) (100MIL)	EA	$ 85.00		$ -		$ -		$ -	1	$ 85.00		$ -
666	2105	REFL PAV MRK TY I (Y) 4" (BRK)(100MIL)	LF	$ 0.30		$ -		$ -		$ -		$ -		$ -
666	2111	REFL PAV MRK TY I (Y) 4" (SLD)(100MIL)	LF	$ 0.30		$ -		$ -		$ -	1000	$ 300.00	4200	$ 1,260.00
666	2132	REFL PAV MRK TY I (Y) 24"(SLD)(100MIL)	LF	$ 3.50		$ -		$ -		$ -		$ -		$ -
672	2012	REFL PAV MRKR TY I-C	EA	$ 3.00		$ -		$ -		$ -		$ -		$ -
672	2015	REFL PAV MRKR TY II-A-A	EA	$ 3.00		$ -		$ -		$ -	50	$ 150.00	100	$ 300.00
677	2001	ELIM EXT PAV MRK & MRKS (4")	LF	$ 0.10		$ -		$ -		$ -		$ -		$ -
677	2003	ELIM EXT PAV MRK & MRKS (8")	LF	$ 0.20		$ -		$ -		$ -		$ -		$ -
677	2008	ELIM EXT PAV MRK & MRKS (ARROW)	EA	$ 15.00		$ -		$ -		$ -		$ -		$ -
677	2018	ELIM EXT PAV MRK & MRKS (WORD)	EA	$ 19.00		$ -		$ -		$ -		$ -		$ -
678	2001	PAV SURF PREP FOR MRK (4")	LF	$ 0.10		$ -		$ -		$ -		$ -		$ -
678	2003	PAV SURF PREP FOR MRK (8")	LF	$ 0.10		$ -		$ -		$ -		$ -		$ -
678	2007	PAV SURF PREP FOR MRK (ARROW)	EA	$ 6.00		$ -		$ -		$ -		$ -		$ -
678	2018	PAV SURF PREP FOR MRK (WORD)	EA	$ 8.00		$ -		$ -		$ -		$ -		$ -
6055	2001	IN - LANE OR TRANSVERSE RUMBLE STRIP	LF	$ 18.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	DRAINAGE IMPROVEMENTS	MI	$ 250,000.00		$ -		$ -		$ -	0.25	$ 62,500.00	0.4	$ 100,000.00
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (RECONSTRUCTION)	EA	$ 150,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (TS2 CABINET)	EA	$ 25,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (DETECTION)	EA	$ 24,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (PEDESTRIAN)	EA	$ 1,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (SIGNAL HEADS)	EA	$ 1,100.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (BACK PLATES)	EA	$ 100.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (POLES)	EA	$ 8,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	TRAFFIC SIGNAL IMPROVEMENTS (REMOVE SIGNAL)	EA	$ 10,000.00		$ -		$ -		$ -		$ -		$ -
XXX	XXX	SIGNAL SYNCHRONIZATION	LS	$ 150,000.00		$ -		$ -		$ -		$ -		$ -
		SUB TOTAL 1				$ 4,252.00		$ 3,315.00		$ 4,905.00		$ 163,074.00		$ 373,347.00
XXX	XXX	BONDS	LS	5%		$ 212.60		$ 165.75		$ 245.25		$ 8,153.70		$ 18,667.35
500	2001	MOBILIZATION	LS	20%		$ 850.40		$ 663.00		$ 981.00		$ 32,614.80		$ 74,669.40
		SUB TOTAL 2				$ 5,315.00		$ 4,143.75		$ 6,131.25		$ 203,842.50		$ 466,683.75
XXX	XXX	MISCELLANEOUS & CONTINGENCY	LS	20%		$ 1,063.00		$ 828.75		$ 1,226.25		$ 40,768.50		$ 93,336.75
		GRAND TOTAL				$ 6,378.00		$ 4,972.50		$ 7,357.50		$ 244,611.00		$ 560,020.50
		CALLED				**$ 6,400.00**		**$ 5,000.00**		**$ 7,400.00**		**$ 244,700.00**		**$ 560,100.00**
		AVERAGE UNIT COST (ROUNDED TO NEAREST $100)												

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FM 2920 Cost Estimate Assumptions		
	Improvement	**Assumptions**
Short Range	Traffic Signal Improvements	Based on detailed assessment of hardware and controllers at each signal location as shown on separate Signal Cost Details table.
	Traffic Signal Synchronization	Based on traffic engineers opinion of probable cost.
	Street Name / Block Number	Street name / Block numbers to be placed at signalized intersections only.
	Next Intersection / Signal	Next intersection / Signal signs to be placed at all major and minor intersections.
	Curve Warning	Curve Warning signs placed as shown on Advanced Signing and Rumble Strip Detail.
	Add In-Lane Rumble Strips	In-Lane Rumble strips to be placed as shown on Advanced Signing and Rumble Strip Detail.
	Add Shoulder Texturing (Both Shoulders)	Shoulder Texturing costs are per mile for both shoulders and are to be placed as shown on Advanced Signing and Rumble Strip Detail.
	Add Centerline Texturing	Centerline Texturing costs are per mile and to be placed on the centerline only.
	Add Left Turn Lane on FM 2920	Costs for adding left turn lanes (LTL's) are based on a 1050 LF construction area (440' transition, 100' taper and a 510' LTL) per LTL. Costs include all the materials required for the widening of existing FM 2920 to accommodate the LTL at the intersection. Drainage improvements were also included in the costs since exisitng ditches would have to be relocated due to the roadway widening.
	Add Right Turn Lane on FM 2920	Costs for adding right turn lanes (RTL's) are based on a 610 LF construction area (100' taper and a 510' RTL) per RTL. Costs include all the materials required for the widening of existing FM 2920 to accommodate the RTL at the intersection.
	Widen Shoulders to 8' at Intersections (2100 LF on Both Sides)	Costs for widening existing shoulders to 8' are based on a 2100 LF (1050 LF per intersection approach) construction area per intersection. Costs include all the materials required for the widening of existing FM 2920 shoulders.
	Widen Roadway from 2-Lane to 5-Lane	Costs for widening from 2 lanes to 5 lanes were calculated on a per mile basis. Costs include all the materials required for the widening of existing FM 2920 to accommodate the additional 2 travel lanes and the center left turn lane (CLTL). Drainage improvements were also included in the costs since exisitng ditches would have to be relocated due to the roadway widening.
	Restripe For New Lane Configuration (FM 2920 / IH45 Intersection)	Restriping costs include the following work: 1) Restriping of SB frontage road approach to provide two dedicated right turn lanes (RTL's) for SB to WB movement, 2) Restriping of EB FM 2920 approach to provide added storage for RTL for EB to SB movement and 3) Restriping of NB frontage road approach to provide two dedicated left turn lanes (LTL's) for NB to WB movement.
	Add Raised Median / Channelization (Concrete)	Costs for adding raised medians/channelizations include all materials such as curb, conc riprap and striping. The cost was calculated on a square foot basis.
	Add Raised Median / Channelization (Ready for Landscaping)	Costs for adding raised medians/channelizations include all materials such as curb, striping, excavation, embankment, topsoil, block sod and installation of an irrigation system. Installation of this type of raised median will result in the median island being ready for landscaping to be installed. The cost was calculated on a square foot basis.
	Widen Sidewalks	Costs for widening of existing sidewalks include demolition of portions of existing sidewalks and ramps and installation of a wider sidewalk with new curb ramps located at each cross street intersection. The costs was calculated on a square foot basis.
	Minor Driveway Modification	Costs for minor driveway modifications include demolition of a portion of existing driveways and placement of new pavement and curb.
	Reduce Driveway Width	Costs for reducing driveway widths include demolition of a portion of existing driveways and placement of new pavement and curb. This work is to be done to minimize the excessive width of some driveways.
	Improve Railroad Crossing Control Device	NOT APPLICABLE
	Rehabilitate Pavement (Pine St to Elm St)	Costs for rehabilitating existing pavement include milling up to 4 inches of existing asphalt pavement and placing new hot mix asphalt. Striping and other miscellaneous items are also included.
	Add Left Turn Lane on Cross Street	Costs for adding left turn lanes (LTL's) on a cross street are based on a 450 LF construction area (200' transition, 100' taper and a 150' LTL) per LTL. Costs include all the materials required for the widening of existing cross street to accommodate the LTL at the intersection.
	Add Right Turn Lane on Cross Street	Costs for adding right turn lanes (RTL's) are based on a 610 LF construction area (100' taper and a 510' RTL) per RTL. Costs include all the materials required for the widening of existing cross street to accommodate the RTL at the intersection.
	Add Off Street Parking	Too many unknowns to estimate cost at this time.

FM 2920 Cost Estimate Assumptions		
	Improvement	**Assumptions**
Medium Range	Add Left Turn Lane on FM 2920	Costs for adding left turn lanes (LTL's) are based on a 1050 LF construction area (440' transition, 100' taper and a 510' LTL) per LTL. Costs include all the materials required for the widening of existing FM 2920 to accommodate the LTL at the intersection. Drainage improvements were also included in the costs since exisitng ditches would have to be relocated due to the roadway widening.
	Add Continuous Left Turn Lane and 8' Shldrs between Intersections	Costs for adding a continuous left turn lane (CLTL) and 8' shoulders between intersections were calculated on a per mile basis. Costs include all the materials required for the widening of existing FM 2920 to accommodate the additional CLTL and 8' shoulders. Drainage improvements were also included in the costs since exisitng ditches would have to be relocated due to the roadway widening.
	Widen One Additional WB Lane	Costs for widening needed to accomodate the additonal WB lane were calculated on a per mile basis. Costs include all the materials required for the widening of existing FM 2920 to accommodate the additional lane. Drainage improvements were also included in the costs since exisitng ditch would have to be relocated due to the roadway widening.
	Widen Roadway from 2-Lane to 5-Lane	Too many unknowns including type of drainage system to use which may affect ROW needs to estimate cost at this time.
	Widen Roadway from 2-Lane to 4-Lane (Falvel N. of FM 2920)	Too many unknowns including type of drainage system to use which may affect ROW needs to estimate cost at this time.
	Driveway Closure	Costs for driveway closures include demolition of existing driveway and placement of curb, embankment and topsoil.
	Consolidate Driveways	Costs for consolidating existing driveways include demolition of a portion o existing driveways and placement of new pavement and curb.
	Bike Route	NOT APPLICABLE
	Add Bike Route Signs	Bike route signs were assumed to be placed along the corridor at every 2 miles.
	Add Left Turn Lane on Cross Street	Costs for adding left turn lanes (LTL's) on a cross street are based on a 450 LF construction area (200' transition, 100' taper and a 150' LTL) per LTL. Costs include all the materials required for the widening of existing cross street to accommodate the LTL at the intersection.
	Add Right Turn Lane on Cross Street	Costs for adding right turn lanes (RTL's) are based on a 610 LF construction area (100' taper and a 510' RTL) per RTL. Costs include all the materials required for the widening of existing cross street to accommodate the RTL at the intersection.
	Improve Right Turn Radius	Costs for improving right turn radii include removal
Long Range	Widen FM 2920 from 5-Lane to 6-Lane (From Boudreaux Rd to IH 45)	Too many unknowns such as shoulder and median width and ROW needs to estimate cost at this time.
	Widen FM 2920 from 4-Lane to 6-Lane (From IH 45 to Lexington Rd)	Too many unknowns such as shoulder and median width and ROW needs to estimate cost at this time.
	Realign Nichols Rd.	Costs for realigning of Nichols Rd are based on an 1800 LF construction area. Costs include demolition of existing cross street and all the materials required for the relocation of the new cross street. Drainage improvements were also included in the costs since exisitng ditches would have to be relocated due to the roadway widening. Costs for acquiring ROW required for the realignment are not included in the estimate.
	Realign Alma St, Baker Dr, Kobs Rd, and Foster Rd	Costs for realigning of cross street are based on a 500 LF construction area. Costs include demolition of existing cross street and all the materials required for the relocation of the new cross street. Drainage improvements were also included in the costs since exisitng ditches would have to be relocated due to the roadway widening. Costs for acquiring ROW required for the realignment are not included in the estimate.
	Construct Medical Complex Drive (FM 2920W to FM 2920E)	Too many unknowns regarding alignment, typical section, ROW needs and drainage to estimate cost at this time.

FM 2920 Signal Cost Detail			
Cross Street		**Traffic Signal Improvements**	**Project Cost**
1	Lexington Road	Upgrade controller and Cabinet to TS2, add back plates, vehicular detection, crosswalks, pedestrian signals and push buttons	$93,960
2	IH 45 Northbound Frontage Road	Upgrade to TS2 Cabinet and add back plates	$43,740
3	IH 45 Southbound Frontage Road	Upgrade to TS2 Cabinet and add back plates	
3A	Nannette Lane	New Traffic Signal	$0
4	Springwest Drive	Upgrade to TS2 Cabinet and add back plates	$42,282
4A	Hanover Woods Drive	New Traffic Signal	$0
5	Meadow Hill Drive	Upgrade to TS2 Cabinet and add back plates	$40,662
6	Falvel Road/Ella Boulevard	Reconstruct traffic signals with left turn signal heads for cross street	$243,000
7	Fire Station # 75	Upgrade to TS2 Cabinet, upgrade signal heads to 12" from 8" and add back plates	$52,164
8	Bridgestone Lane	Upgrade to TS2 Cabinet and add back plates	$42,120
9	Rhodes Road	Reconstruct traffic signals with left turn signal heads for cross street	$243,000
10	Gosling Road	None	$0
11	Kuykendahl Road	None	$0
12	T.C. Jester Boulevard	None	$0
13	Krimmel School New Intersection	Pedestrian signals, push buttons and cross walks	$12,960
14	Alvin A Klien Boulevard	Upgrade to TS2 Cabinet, add left turn signal heads on cross street	$44,064
15	Stuebner Airline Road - East	None	$0
16	Boudreaux Road	Add left turn signal heads and back plates	$9,072
17	Inverness Crossing Boulevard	None	$0
18	Dowdell Road	Add Detection	$38,880
19	Stuebner Airline Road - West	None	$0
20	FM 2978/ Hufsmith Kohnville Road	None	$0
21	Concordian/N. Willow Street	None	$0
22	Cherry Street	Upgade cabinet to TS2, replace wooden pole, add back plates, left turn signal heads, pedestrian signals, detection and push buttons	$114,372
23	Pine Street	Reconstruct traffic signals with left turn signal heads for FM 2920, add pedestrian signals	$243,000
24	Baker Drive	Remove signals	$16,200
25	Vernon Avenue	Reconstruct traffic signals with pedestrian signals and left turn signals for cross street	$243,000
26	Holderrieth Boulevard	Upgrade cabinet to TS2, add left turn signals for cross street, add detection and back plates	$84,888
27	Quinn Road/ Ella Street	Upgrade cabinet to TS2 and add detection	$79,380
28	Joe B Street/ Buvinghausen Street	reconstruct signals	$243,000
29	SH 249 New Construction (East)	None	$0
30	SH 249 New Construction (West)	None	$0
31	SH 249 Old	Upgrade cabinet to TS2 and add back plates	$42,444
32	Wood Forest Drive / Lowe's - Tomball Center	None	$0
33	Calvert Road	None	$0
34	Park Road	None	$0
35	Telge Road	Upgrade cabinet to TS2 and add back plates	$41,634
36	Lutheran Church Road	None	$0
37	Holly Creek Trail, Flasher	None	$0
38	Cypress Rose Hill Road	Reconstruct signals	$243,000
39	Rosewood Trail	Reconstruct signals	$243,000
40	Sanders Cemetry Road/Mueschke Road	Reconstruct signals	$243,000

GUNDA CORPORATION, INC. Engineers, Planners & Managers

FM 2920 Signal Cost Detail			
Cross Street		**Traffic Signal Improvements**	**Project Cost**
41	Roberts Cemetry Road	None	$0
42	Hegar Road	None	$0
43	Kickapoo Street (Flasher)	None	$0
44	US 290 Westbound Frontage Road	None	$0
45	US 290 Eastbound Frontage Road	None	$0
46	Waller Tomball Road	Upgrade cabinet to TS2, add left turn signal heads and detection	$86,508
47	Hempstead Road	None	$0
	Traffic Signal Improvement Costs		**$2,829,330**

	Corridor Signal Optimization	Signal timing	$150,000
	Signal Synchronization Costs		**$150,000**
	Total Cost		**$2,979,330**

GUNDA CORPORATION, INC.
Engineers, Planners & Managers

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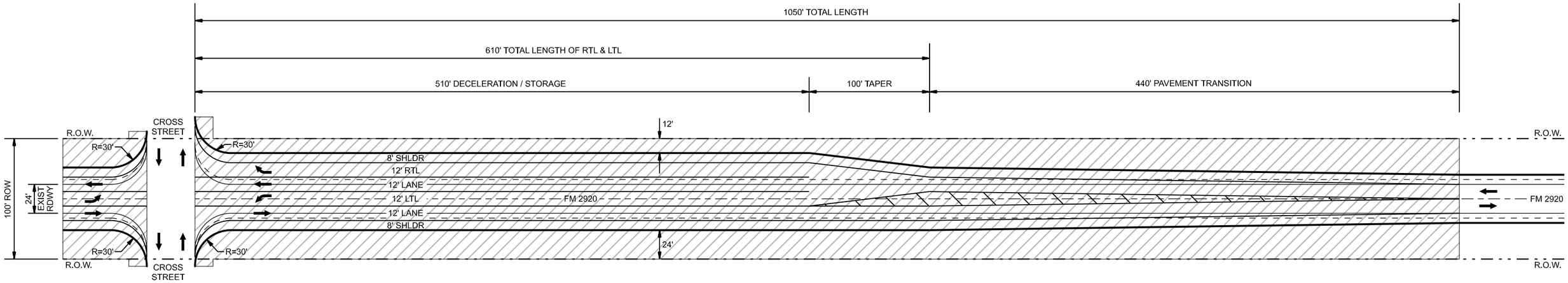
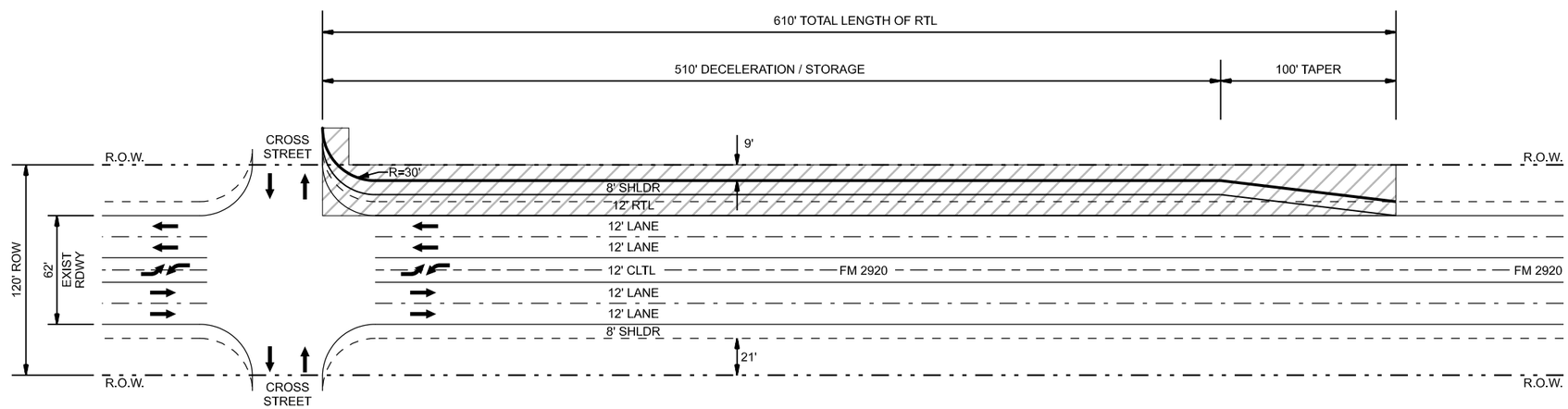


DETAIL FOR LEFT-TURN LANE
AND RIGHT-TURN LANE ADDITIONS
FOR 2-LANE SECTION



DETAIL FOR RIGHT-TURN LANE ADDITION
FOR 5-LANE SECTION

LEGEND

- CONSTRUCTION AREA FOR RTL & LTL
- RIGHT OF WAY LINE
- EXISTING FM 2920 CENTERLINE
- EXISTING EDGE OF PAVEMENT
- EXISTING STRIPING
- EXISTING STRIPING
- PROPOSED ROADWAY
- PROPOSED STRIPING
- DIRECTION OF TRAFFIC FLOW

Note: Taper lengths, deceleration lengths and storage lengths are based on design criteria found in Chapter 3, Section 2 of TxDOT's Roadway Design Manual using a design speed of 55 MPH.

FM 2920 ACCESS MANAGEMENT
LEFT TURN LANE AND
RIGHT TURN LANE DETAILS

FM 2920 Access Management Study (US 290 to IH 45)
Public Meeting #1 Summary Report

MEETING DATES: Wednesday, November 14, 2007; 6:00 to 8:00 PM

Thursday, November 15, 2007; 6:00 to 8:00 PM

Tuesday, November 27, 2007; 6:00 to 8:00 PM

MEETING LOCATIONS: Elmer L. Beckendorf Conference Center
Tomball College, 30555 Tomball Parkway
Tomball, Texas 77375

Krimmel Intermediate School
7070 FM 2920
Spring, Texas 77389

MEETING PURPOSE: To solicit input from the public for proposed access management improvements to the FM 2920 roadway.

MEETING FORMAT: Open house with data collection exhibits including existing conditions, land use map and Federal Highway Administration video on understanding access management.

ATTENDANCE:

Meeting #1 Total number of attendees: 39
Media: 3
Public Officials – 1 Elected Official and 1 Representative

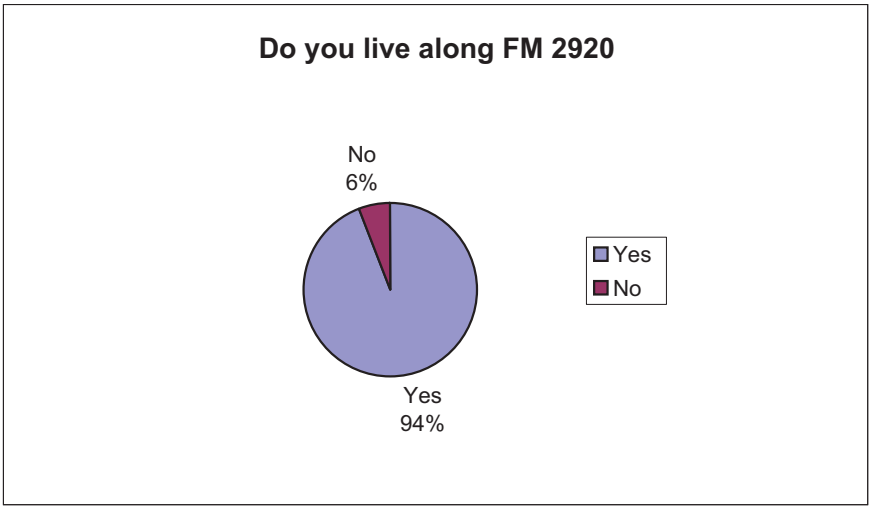
Meeting #2 Total number of attendees: 40
Media: None
Public Officials – 2 Representatives

Meeting #3 Total number of attendees:13

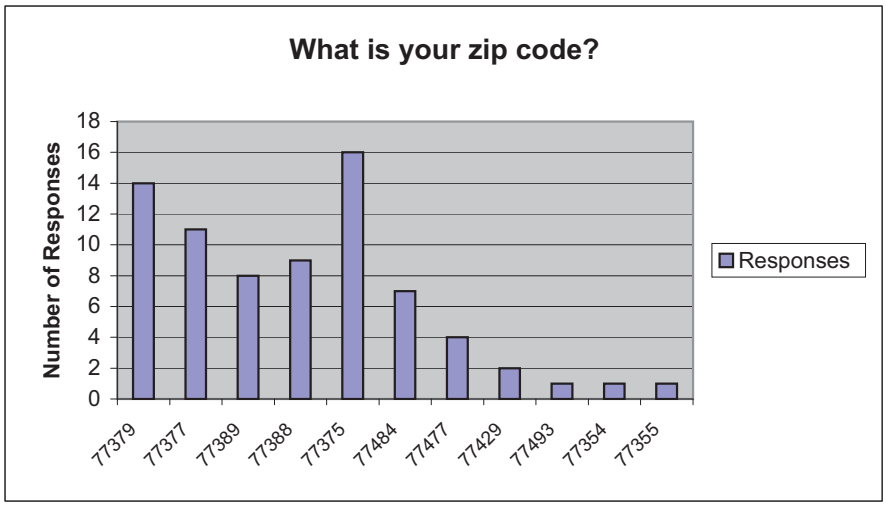
MEDIA PRESENT: Houston Chronicle and Tomball/Magnolia Tribune

MEETING NOTICE: A meeting notice was distributed by the following Chambers of Commerce: Houston Northwest, Greater Tomball Area, and the North Houston Association. In addition the City of Tomball and City of Waller distributed meeting notices. A press release was distributed to the following newspapers: The Houston Chronicle, the Tomball Magnolia Tribune, The Tomball Potpourri, and the Waller County News Citizen along with various local television and radio stations. The Houston Chronicle Tomball/Magnolia News section, Spring/Klein/Tomball and Tomball Potpourri, the Windrose Neighborhood Association, and the Citizens Transportation Coalition website ran extended articles on the project and the upcoming meeting. In addition, the study was reported and highlighted on KRIV Fox 26 news and website.

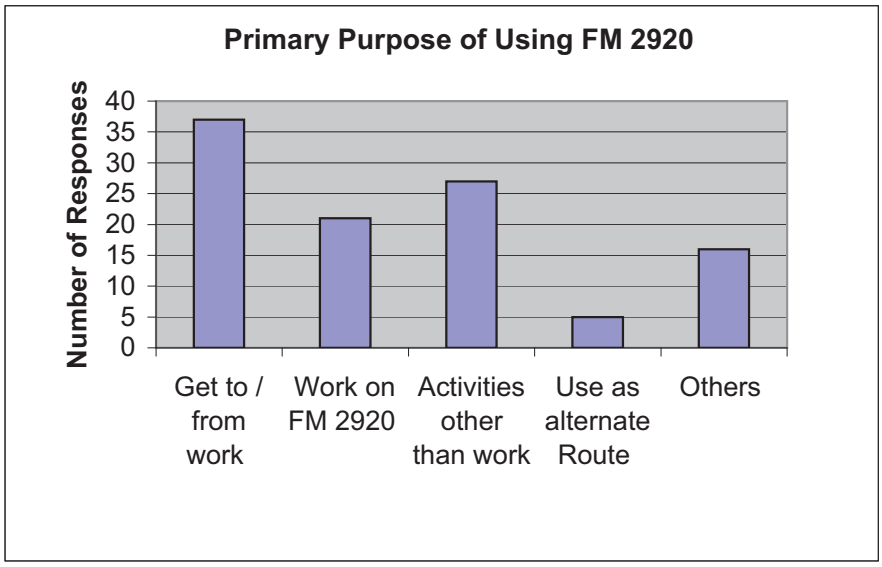
1. Do you live or work along FM 2920?	Responses
Yes	66
No	4



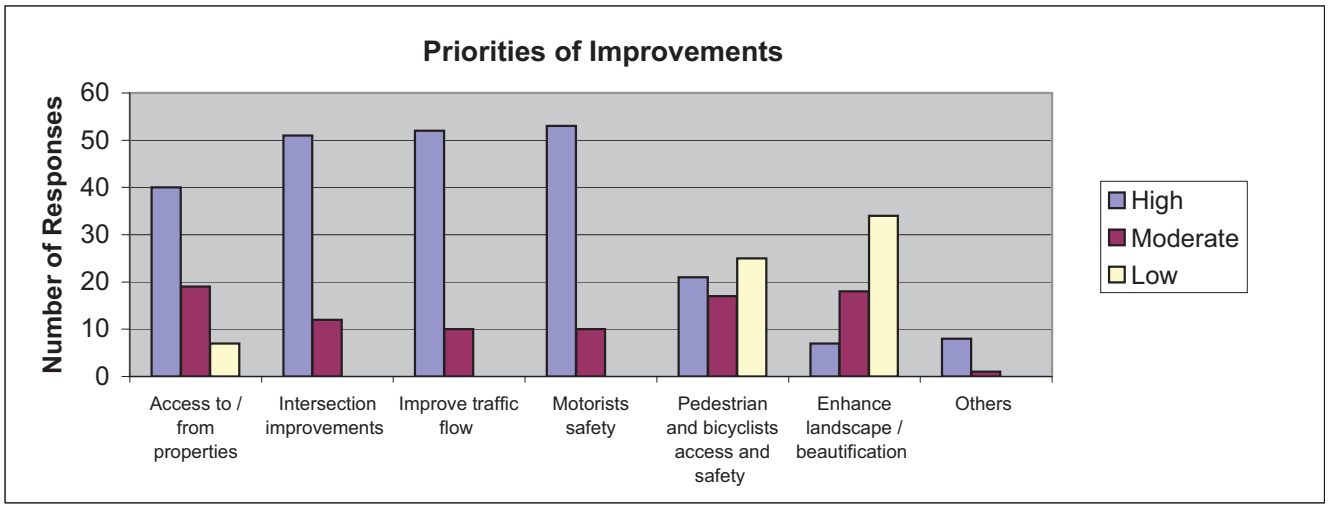
2. What is your zip code?	Responses
77379	14
77377	11
77389	8
77388	9
77375	16
77484	7
77477	4
77429	2
77493	1
77354	1
77355	1



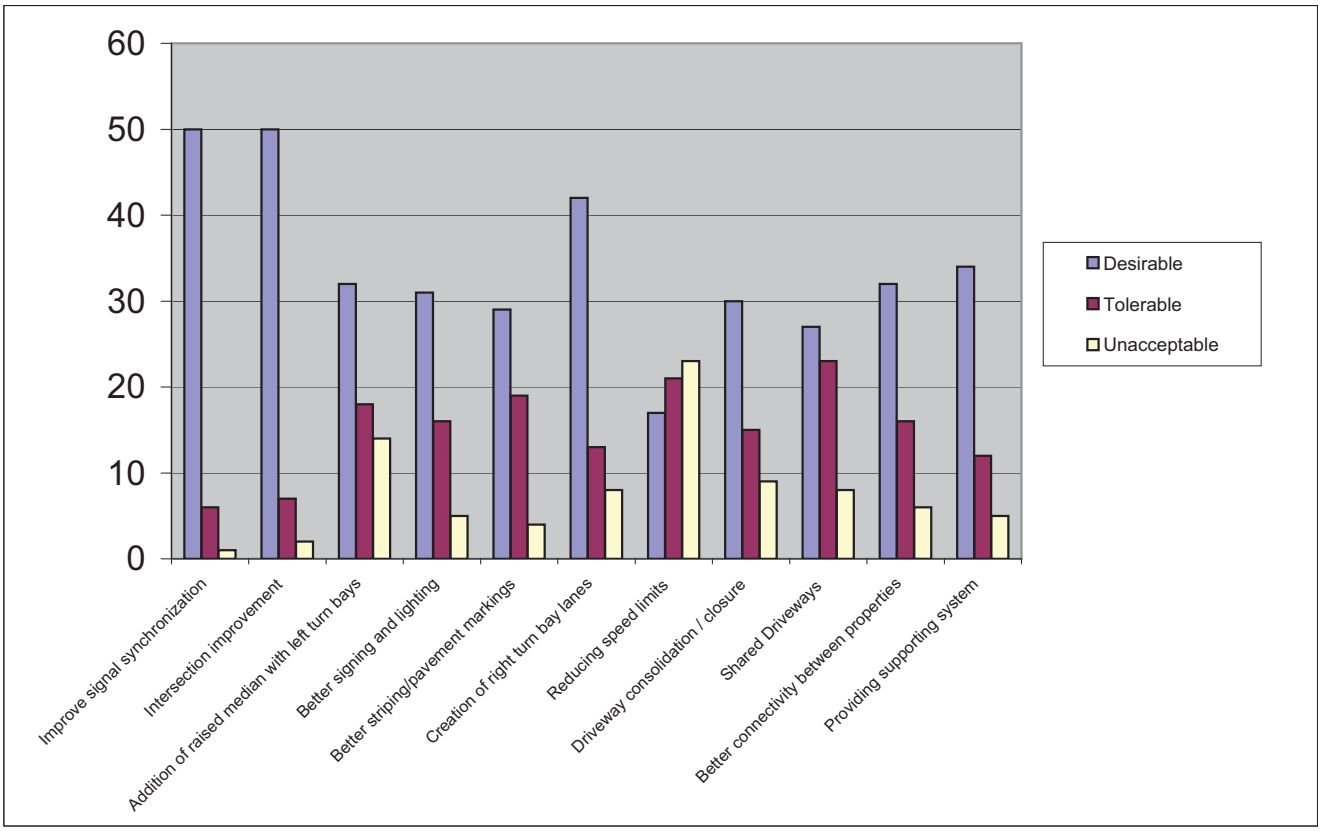
3. Primary Purpose of Using FM 2920	Responses
Get to / from work	37
Work on FM 2920	21
Activities other than work	27
Use as alternate Route	5
Others	16



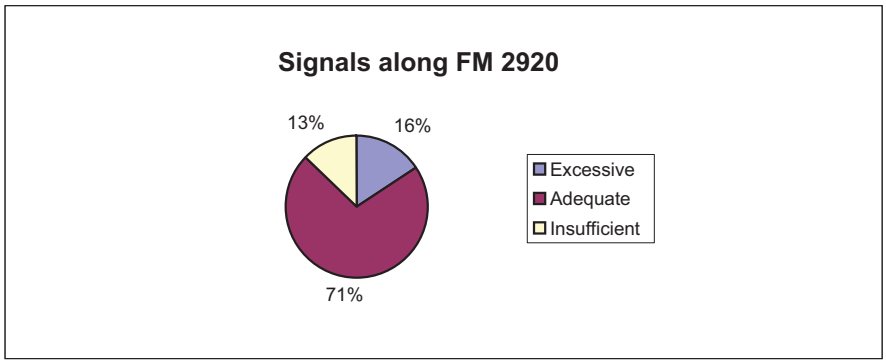
4. Priorities of Improvements	High	Moderate	Low
Access to / from properties	40	19	7
Intersection improvements	51	12	0
Improve traffic flow	52	10	0
Motorists safety	53	10	0
Pedestrian and bicyclists access and safety	21	17	25
Enhance landscape / beautification	7	18	34
Others	8	1	0



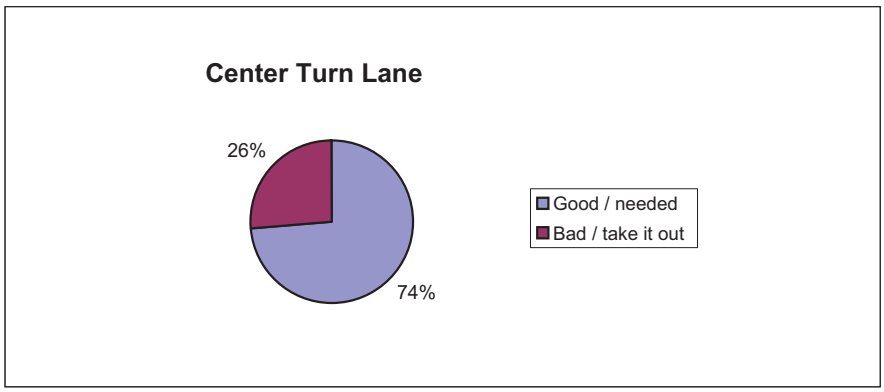
5. Access Management Tools	Desirable	Tolerable	Unacceptable
Improve signal synchronization	50	6	1
Intersection improvement	50	7	2
Addition of raised median with left turn bays	32	18	14
Better signing and lighting	31	16	5
Better striping/pavement markings	29	19	4
Creation of right turn bay lanes	42	13	8
Reducing speed limits	17	21	23
Driveway consolidation / closure	30	15	9
Shared Driveways	27	23	8
Better connectivity between properties	32	16	6
Providing supporting system	34	12	5



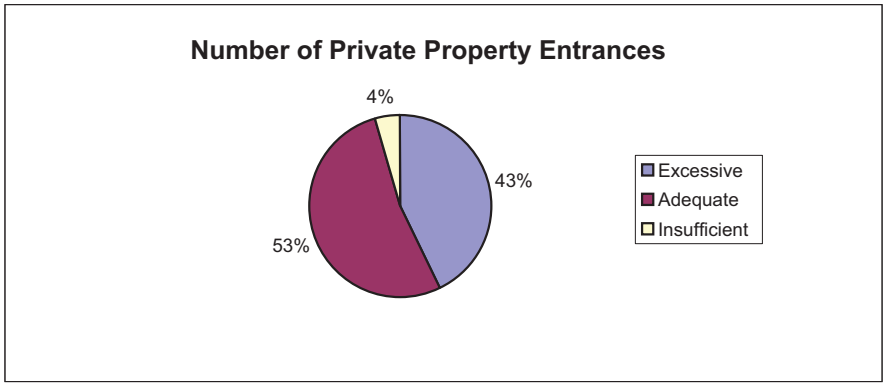
6. Signals along FM 2920	Responses
Excessive	11
Adequate	50
Insufficient	9



7. Center Turn Lane	Responses
Good / needed	50
Bad / take it out	18

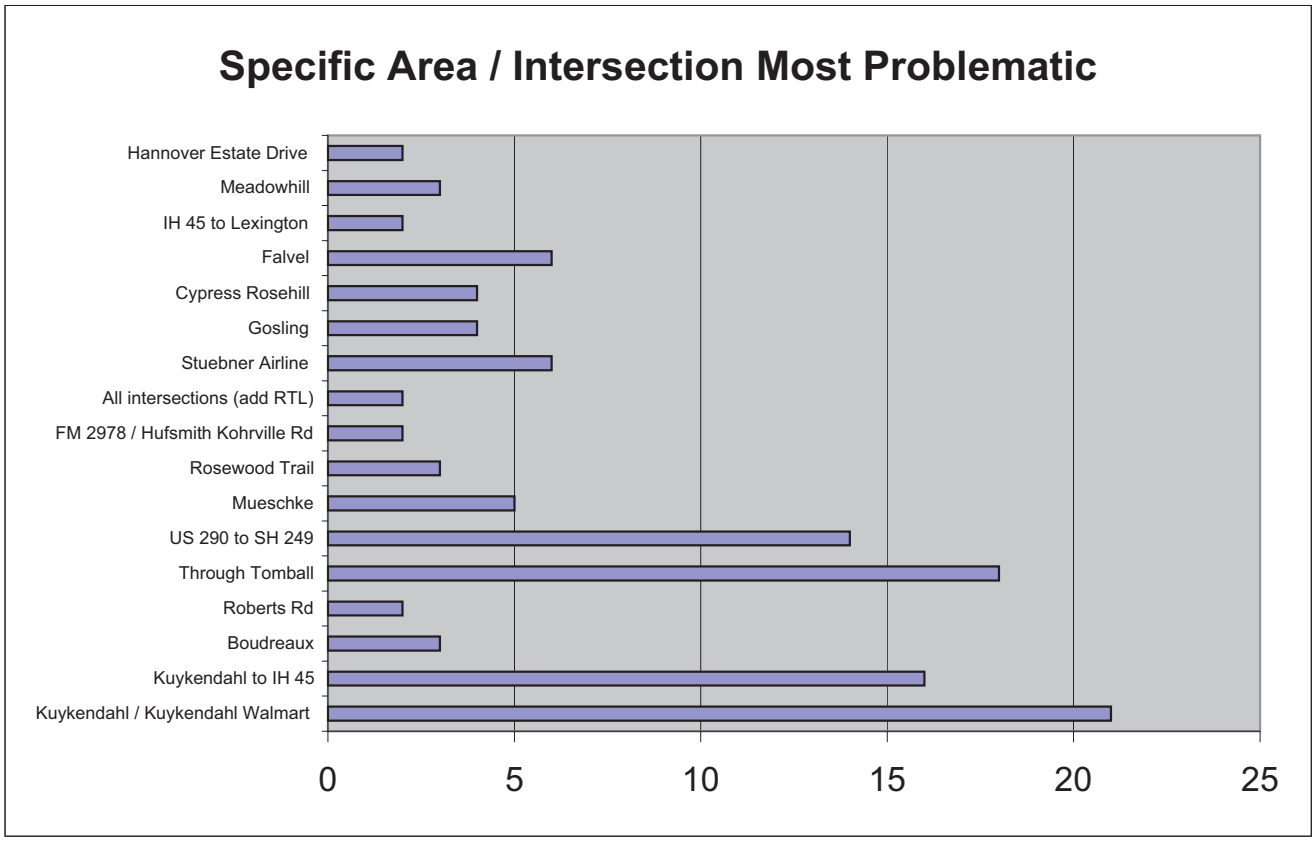


8. Number of Private Property Entrances	Responses
Excessive	29
Adequate	36
Insufficient	3

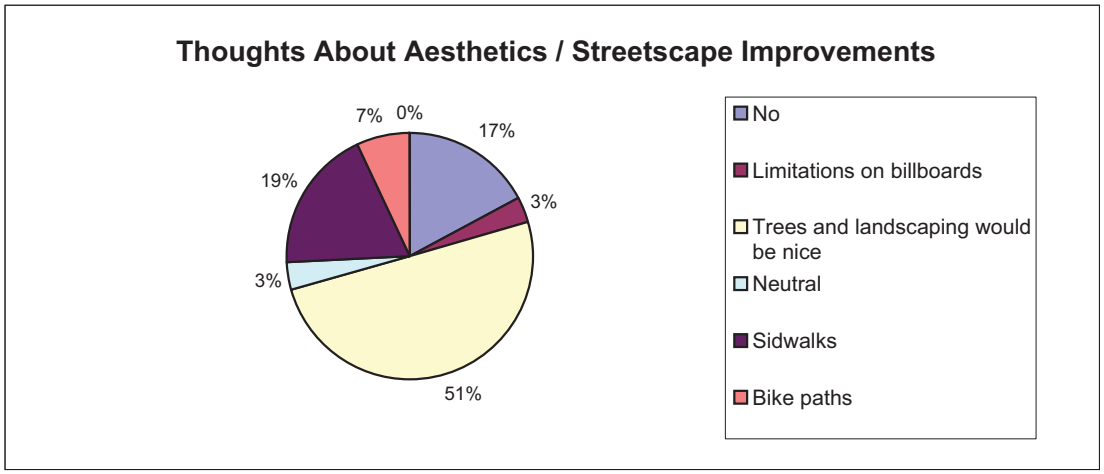


9. Specific Area / Intersection Most Problematic	Responses
Kuykendahl / Kuykendahl Walmart	21
Kuykendahl to IH 45	16
Boudreaux	3
Roberts Rd	2
Through Tomball	18
US 290 to SH 249	14
Mueschke	5
Rosewood Trail	3
FM 2978 / Hufsmith Kohrville Rd	2
All intersections (add RTL)	2
Stuebner Airline	6
Gosling	4
Cypress Rosehill	4
Falvel	6
IH 45 to Lexington	2
Meadowhill	3
Hannover Estate Drive	2

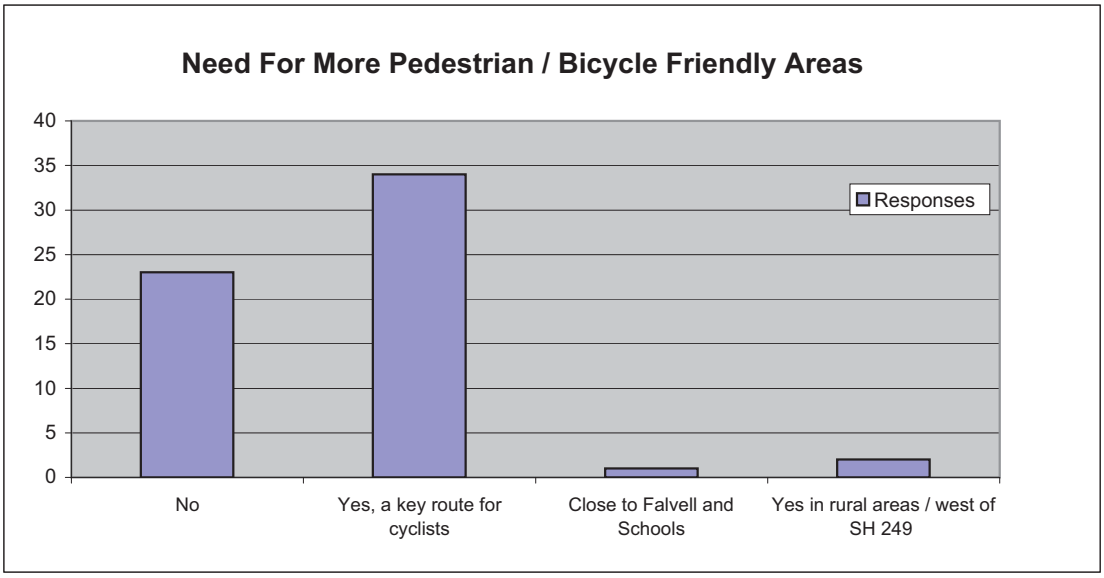
Note: Intersections with one response were combined with applicable roadway section responses



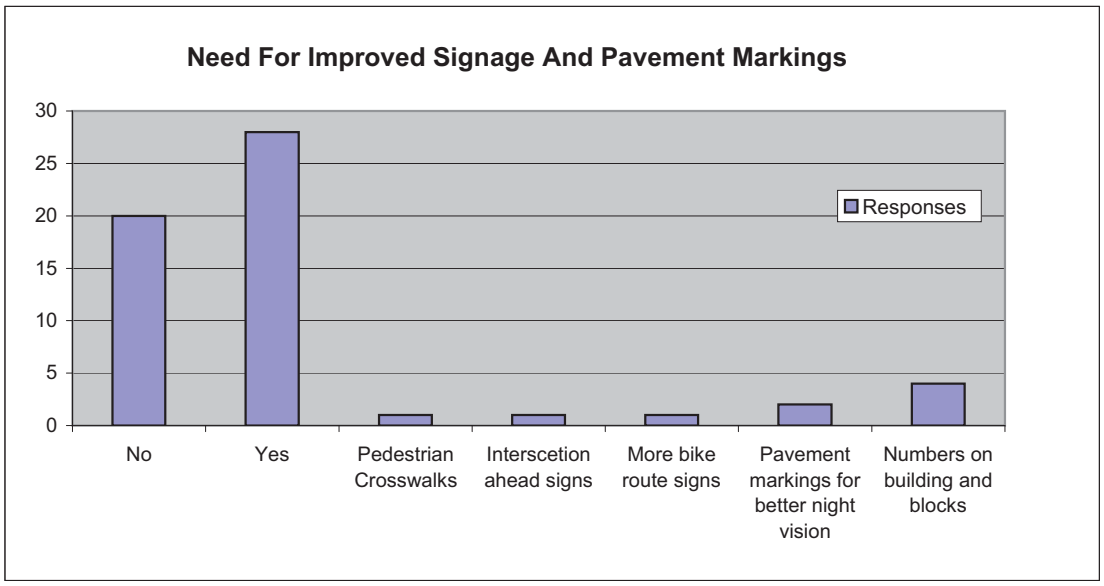
10. Thoughts About Aesthetics / Streetscape Improvements	Responses
No	10
Limitations on billboards	2
Trees and landscaping would be nice	29
Neutral	2
Sidwalks	11
Bike paths	4



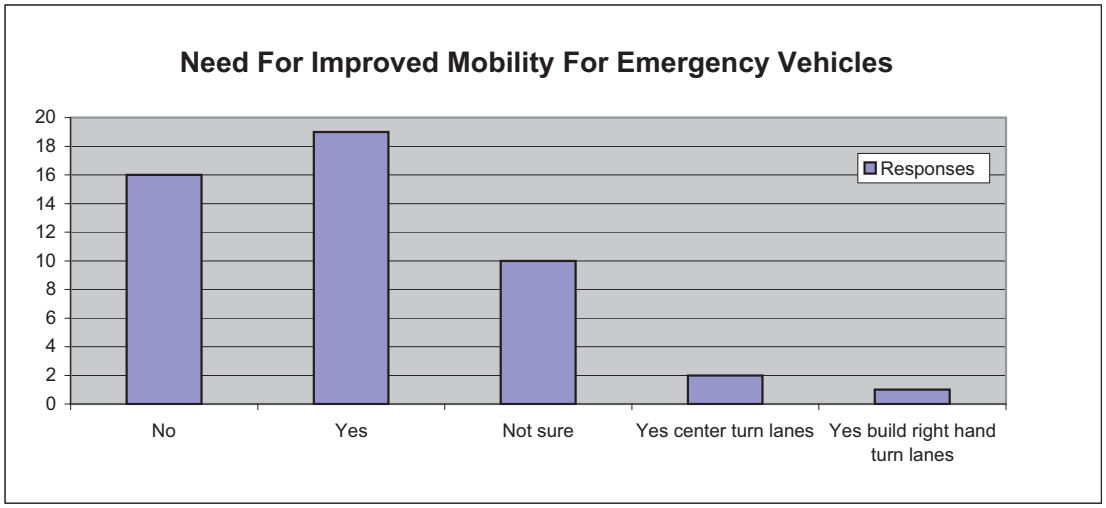
11. Need For More Pederstrain / Bicycle Friendly Areas	Responses
No	23
Yes, a key route for cyclists	34
Close to Falvell and Schools	1
Yes in rural areas / west of SH 249	2



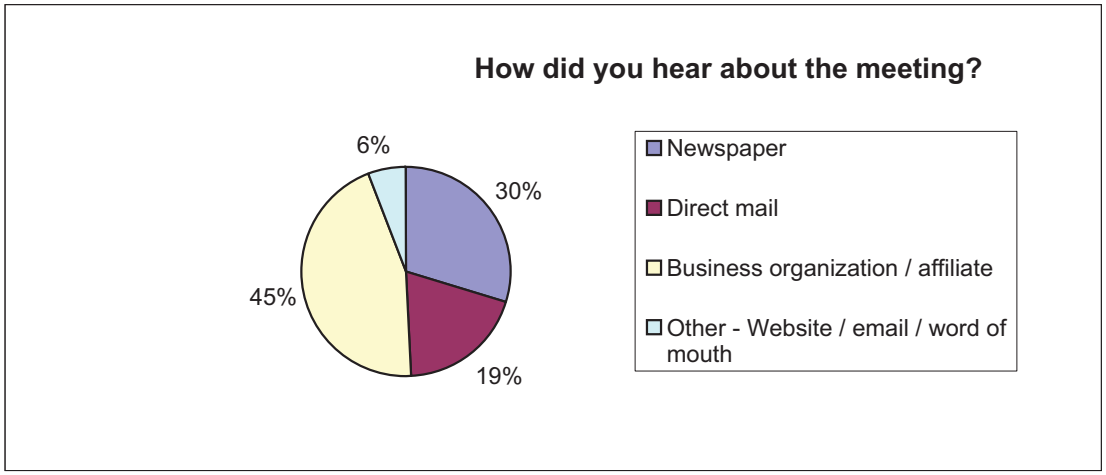
12. Need for Improved Signage and Pavement Markings	Responses
No	20
Yes	28
Pedestrian Crosswalks	1
Interscetion ahead signs	1
More bike route signs	1
Pavement markings for better night vision	2
Numbers on building and blocks	4



13. Need for Improved Mobility For Emergency Vehicles	Responses
No	16
Yes	19
Not sure	10
Yes center turn lanes	2
Yes build right hand turn lanes	1



14. How did you hear about the meeting?	Responses
Newspaper	20
Direct mail	13
Business organization / affiliate	30
Other - Website / email / word of mouth	4



MEDIA ALERT

What: Public Meeting

Why: To inform the public on the purpose, process and progress of the FM 2920 Access Management Study and provide the public an opportunity to discuss issues, concerns, and suggestions.

When: **Wednesday, November 14, 2007**
6-8 P.M.,
Elmer L. Beckendorf Conference Center
Tomball College
30555 Tomball Parkway
Tomball, Texas 77375

Thursday, November 15, 2007
Krimmel Intermediate School
7070 FM 2920
Spring, Texas 77389

* The same material will be presented at both meetings in an Open House format.

The Houston-Galveston Area Council has formed a eight member team comprised of the Texas Department of Transportation, Harris County, City of Tomball, City of Waller, North Houston Association, Houston Northwest Chamber, and the Greater Tomball Area Chamber of Commerce to complete a corridor study of FM 2920 from US 290 to IH 45. The purpose of the study is to identify transportation measures that will improve public safety and traffic flow, reduce motorist delay, enhance air quality, and improve pedestrian and bicycle access. This study will collect sufficient information to measure and evaluate a range of viable short-term and long-term improvement concepts. Concepts will be reviewed for cost effectiveness. From these concepts a list of improvement projects will be developed along with an implementation schedule.

For More Information Contact:
Richard A. Zientek at 281-931-2722 or razientek@hntb.com

www.fm2920mobility.com

FOR IMMEDIATE RELEASE

HNTB

For more information, contact:
Richard A. Zientek, Senior Public Involvement Representative
HNTB Engineers Architects Planners
Phone: 281-931-2722
E-mail: razientek@hntb.com

AGENCIES STUDY FM 2920; HOST PUBLIC MEETINGS

Houston, Texas, October 1, 2007- An eight member team comprised of the Houston-Galveston Area Council, Texas Department of Transportation, Harris County, City of Tomball, City of Waller, North Houston Association, Houston Northwest Chamber, and the Greater Tomball Area Chamber of Commerce have joined forces to conduct an Access Management Study of FM 2920 from US 290 to IH 45.

The purpose of the study is to identify transportation measures that will improve public safety and traffic flow, reduce motorist delay, enhance air quality, and improve pedestrian and bicycle access. This study will collect sufficient information to measure and evaluate a range of viable short-term and long-term improvement concepts. Concepts will be reviewed for cost effectiveness. From these concepts a list of improvement projects will be developed along with an implementation schedule.

The team is hosting two public meetings, early in the study process, to gather input from constituencies that would be affected by any recommendations. "While the engineers currently are conducting traffic counts, gathering crash data and other information pertinent to this type of study, the most important input we can gather is information from those individuals that utilize this roadway", states Christy Willhite, project manager, Houston-Galveston Area Council. "I encourage the public to attend the meeting and provide input early in the study process."

The public meetings are scheduled for Wednesday, November 14, 2007, at Elmer L. Beckendorf Conference Center, Tomball College, 30555 Tomball Parkway, Tomball, TX, 77375 and Thursday, November 15, 2007, Krimmel Intermediate School, 7070 FM 2920, Spring, Texas 77389. The same information will be presented at both meetings. The meeting will be hosted in an Open House (come and go) format and questionnaires will be available to the public for comment. A website also has been established to keep the public apprised on the activities of the study and provides contact information for appropriate H-GAC representatives to solicit further input. The website address is www.fm2920mobility.com.

###

HOUSTON-GALVESTON AREA COUNCIL
Public Meetings
for the FM 2920 Access Management Study

The Houston-Galveston Area Council in cooperation with the Texas Department of Transportation, Harris County, the City of Tomball, the City of Waller, the North Houston Association, the Houston Northwest Chamber of Commerce and the Greater Tomball Area Chamber of Commerce has commissioned an Access Management Study of the FM 2920 corridor from Hempstead (southwest of US 290) in Waller to Lexington Road (east of IH 45) in Spring. This segment of FM 2920 is approximately 32 miles in length.

The purpose of the study is to identify transportation measures that will improve public safety and traffic flow, reduce motorist delay, enhance air quality, and improve pedestrian and bicycle access. This study will collect sufficient information to measure and evaluate a range of viable short-term and long-term improvement concepts. These concepts will be reviewed for cost effectiveness. From these concepts, a list of improvement projects will be developed along with an implementation schedule.

The public is encouraged to attend one of the Public Meetings set for the dates listed below. Please be aware that the same information will be presented at both meetings in an Open House format.

Wednesday, November 14
6:00–8:00 p.m.
Elmer L. Beckendorf Conference Center
Tomball College
30555 Tomball Parkway
Tomball, TX 77375

Thursday, November 15
6:00 – 8:00 p.m.
Krimmel Intermediate School
7070 FM 2920
Spring, Texas 77389

For more information, or for individuals requiring language interpretation or special communication needs, please contact Christy Willhite, Project Manager, at 713-993-4543 or email at christy.willhite@h-gac.com.

In compliance with the Americans with Disabilities Act, H-GAC will provide for reasonable accommodations for persons with disabilities attending H-GAC functions. Requests should be received by H-GAC 24 hours prior to the function. Contact Rosalind Hebert at (713) 993-2471 to make arrangements.

FM 2920 Access Management Study

H-GAC is currently conducting a corridor study of FM 2920 from US 290 to I-45. The purpose of the study is to identify transportation measures that will improve public safety and traffic flow, reduce motorist delay, enhance air quality, and improve pedestrian and bicycle access.

Public meetings regarding this study are being held on:

November 14, 2007, 6-8 pm (Tomball College)

November 15, 2007, 6-8 pm (Krimmel Intermediate School)

The following website provides additional information about the meetings, as well as general information about the study:

http://www.fm2920mobility.org/

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17 October 2007

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Local News

October 15 2007 Edition

White supremacists suspected in Magnolia man's death

By Brian Walzel
Tribune Staff

The burned body of Gregory Wilkomm was found Sept. 29 along the banks of the San Jacinto River near the Montgomery County line in Northeast Harris County, one day after he went missing.

Gregory Wilkomm

Police have arrested seven people in connection

Magnolia council rejects Alexander's request for reinstatement

By Cari Herr
Tribune Staff

After Cpl. Mike Alexander of the Magr Department (MPD), minus his attorney an open session evaluation before the City Council meeting on Oct. 9 to con: reactivation, Mayor Jimmy Thornton ca breaking vote.

By Brian Walzel
Tribune Staff

A recent enforcement initiative by the Harris County Sheriff's Office has resulted in 96 arrests, the seizure of more than 900 grams of narcotics and 540 traffic citations.

The operation was held Oct. 5 and 6 in north Harris County between 6 p.m. and 4 a.m. each day and targeted the area bounded by Hardy Toll Road North and Ella Blvd. on the east and west and Parramatta and North Forest Blvd. on the north and south.

According to the sheriff's office, a mobile command post was set up in the Cypress Station Shopping Center parking lot at 235 FM 1960 and served as the center of operations during the operation.

The initiative included personnel from Districts I and II patrol, the Crime Control Division, K-9, and Communications.

Arrests
There was one arrest for an adult felony warrant, four felony drug arrests, three other felony arrests, 58 arrests for outstanding warrants, 18 drug arrests and 12 other arrests.

Drugs/Weapons
Officers seized 802 grams of marijuana, 75 grams of cocaine, 9.2 grams of Xanax, and 36 grams of ecstasy; as well as five guns and $4,345 cash.

New programs at MISD increase student safety on line and on campus

By Cari Herr
Tribune Staff

With the onset of rapidly advancing technology, parents, students, faculty and staff of the Magnolia Independent School District (MISD) will have more resources for campus and Internet safety available to them this year.

Two new programs, iSafe.org and MISD CrimeStoppers, were highlighted in presentations made at the district's Oct. 8 board meeting, both aimed at increasing the safety of students online and on campus.

MISD Technical Coordinator Chris Turek unveiled

bluebonnets and sunflowers in the ea
this quilt features three dimensional f
flowers of blue and yellow set in a trel
Cochran said she spent several hours
four months making the quilt.

Cochran first worked on a Jeans & Jew
quilt in 1999 and has been involved ir
but two of the auction quilts since the
have proven to be popular auction iter
sold for prices ranging from $7,000 tc

For information about the gala, call Ta
at 281-885-4608.

HGAC heads up panel to c FM 2920 traffic study

By Brian Walzel
Tribune Staff

An eight-member team, headed up by
Houston-Galveston Area Council (HGA
conducting a traffic and access manag
study of FM 2920 and they are seekin
public's input.

The team is made up of HGAC, the Te
Department of Transportation (TxDOT
County, the City of Tomball, the City c
North Houston Association, the Houst
Northwest Chamber, and the Greater
Area Chamber of Commerce.

The study will include a stretch of FM
US 290 to I-45.

According to HNTB, the project's engi
firm, "the purpose of the study is to id
transportation measures that will impr
safety and traffic flow, reduce motoris
enhance air quality, and improve pede
bicycle access."

As part of the study, the group will ho
public meetings in an Open House for
information on the project will be prov
well as questionnaires for public comr

HNTB said the meetings are being hel
the process "to gather input from con
that would be affected by any recomm

"While the engineers currently are con
traffic counts, gathering crash data an
information pertinent to this type of s
most important input we can gather is

the district's new iSAFE.org training program as an "essential resource for parents and the rest of the community."

ISafe offers a training program called i-Learn, which uses a Web-based video module system that allows parents to stop, pause and rewind the training modules that will allow users to become iSafe certified, Turek said.

Established in 1998, iSafe America is a non-profit organization designed to educate parents and students on how to avoid dangers online. The program combines students, parents, law enforcement and community leaders in an Internet safety-training environment.

The new tool will teach Internet users to use the resource "properly, judiciously and responsibly, and will help parents understand the dangers of online social networking," said Turek.

A link can be found on the district's Web site, www.magnoliaisd.org, by accessing the Parent and Student Information menu and clicking on Safety Training.

"To get the buzz out there," the district will include information and training in the current computer curriculum classes and send information to parents through campus newsletters and announcements, said Director of Technology Rob Miller.

iSafe.org Internet Statistics

12% Meeting requests
14% Threatening messages
31% Inappropriate sites
31% Approved of chatting
50% Trusted chat partners
11% Met Internet partners
52% Wrote hurtful messages
38% Copied illegal music
* Data based on 100,000 surveys

In addition to iSafe, the district has partnered with Montgomery County CrimeStoppers, the Pct. 5 Constables Office and Prosperity Bank to implement a program that has been two years in

information from those individuals tha roadway," said HGAC project manager Willhite. "I encourage the public to att meeting and provide input early in the process."

The study will collect information "to r evaluate a range of viable short-term term improvement concepts," HNTB sa concepts will be reviewed for cost effe and a list of improvement projects wil developed along with an implementati schedule.

The meetings will be held Nov. 14 at t Beckendorf Conference Center at Tom located at 30555 Tomball Pkwy., and at Krimmel Intermediate School, locat FM 2920 in Spring. Information will al provided on the project's Web site at www.fm2920mobility.com.

Members of Boy Scout Troop 1044 we welcomed by Magnolia Mayor Jimmy T the Oct. 9 City Council meeting. The t the Pledge of Allegiance and the Pledg Texas Flag.
Photo by Cari Herr

Magnolia council goes hea head on MPD issues

By Cari Herr
Tribune Staff

The underlying issues of trust and del plagued the Magnolia City Council onc the Oct. 9 meeting, presenting itself ir sparring match between opposing fact

During the 2007 budget season, discu

Weekly Update

October 26, 2007

25 Years of Advocacy for North Houston

Oct. 11th Membership Luncheon

Featured Speaker: Harris County Judge Ed Emmett

Member News

Crystal E. Carreon has joined **Montgomery & Associates** as a GIS Specialist.

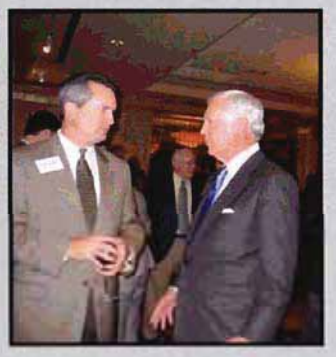
Joe M. Adams has joined **PBS&J** as District Director for PBS&J's Houston office.

Binkley & Barfield, Inc. is pleased to announce the addition of Don Primosic, P.E. as Vice President of the Austin office.

Bryan Jordan, PE promoted to Senior Vice President and Houston Operations Manager and Lisa M. Bonham, PE, to Department Manager of the Houston office at **Jones & Carter Inc.**

William D. Doug Dillon, PE, has

Thanks to Everyone who attended the October 22nd Reception Honoring Commissioner Ned Holmes



Welcome New Member

CH2MHILL

Join us in welcoming CH2MHill to the North Houston Association! CH2M Hill is one of the largest transportation engineering and design firms in the U.S., providing innovative technology combined with responsive, professional services to meet the needs of public agency and private clients. CH2M HILL provides a full spectrum of services for the transportation industry, including planning, environmental studies, permitting, engineering/design, program and construction management through a network of more than 200 offices around the world with more than 21,000 professional and support personnel. The company is ranked 5th in design firms overall and 6th in transportation design (2nd in Texas) according to Engineering News-Record's Top 500 U.S. Design Firms ranking. For more information, visit their website at http://www.ch2m.com/corporate/ . You may **contact** Glen McCabe at gmccabe@ch2m.com or by telephone at 713-462-0161.

been named Senior Vice President at **Brown & Gay Engineers.**

Cy-Fair Houston Chamber of Commerce has named Erin Al-Salman President of the chamber.

Daniel J. Rich, PE, has joined **Terracon Consultants** as a Project Engineer in the Geotechnical Department and David F. Eby, PE, has joined **Terracon Consultants** as Senior Project Manager.

Tommy V. Cromer, PE, has been promoted to Project Manager and has been named an Associate and John E. Wright has been named an Associate at **CLR, Inc.**

Matthew Johnson, PE, has been promoted to Project Manager in the Houston Transportation Division at **LJA Engineers, Inc.**

Adam Cohen, PE, has been promoted to Project Manager in the Houston Land Development Division at **LJA Engineers, Inc.**

Matthew Richter, PE, has been promoted to Project Manager in the Land Development Division at **LJA Engineers, Inc.**

Gregory J. Patch, PE, has been promoted to Vice President at **LJA Engineers, Inc.**

News Briefs

North Harris Selects Dr. Steve Head as President

The interim President of North Harris College, Dr. Steve Head has been selected to serve as President of the college. The announcement made by Richard Carpenter, North Harris Montgomery Community College District Chancellor, must be approved by the district's Board of Trustees in regular session November 1. Head has served in many capacities during his 23-year career with the district. His tenure began as the dean of student services at North Harris College and has included service as president of Kingwood College. Most recently, he has been the Executive Vice Chancellor for the district. A former community college student himself, Head holds a doctorate in history from Texas Tech University. He and his wife Linda have four children, all of whom have attended an NHMCCD College.

NHMCCD Trustees Meeting

The North Harris Montgomery Community College District Board of Trustees will hold its workshop and regular meeting on Thursday, November 1, 2007 at 5 p.m. in the boardroom at North Harris Montgomery Community College District's training and development center, 5000 Research Forest Drive, The Woodlands, TX 77381. The link for the board agenda will be available on line at http://wwwappsdstc.nhmccd.edu/board one week before the meeting. For more information, call Steve Lestarjette, Associate Vice Chancellor of Public Affairs at 832.813.6677.

The Woodlands Will Not Be Annexed

Under a 50 year deal made by the Houston City Council, The Woodlands will not be annexed. Residents of The Woodlands will have three propositions related to the agreement to vote on in the November 6, ballot. The new agreement guarantees Houston a small cut of future sales taxes; about 1/6 of 1% sales tax and use taxes collected by the Woodlands expanded improvement district. The projected amount of money-$45 million over 30 years-will be deposited in a fund for regional projects. Tommy Williams said that he would like some of that money to pay for an extension of the Hardy Toll Road to downtown Houston.

Texas Unemployment Fund Tax Credits

A 376.7 million surplus in the Texas Unemployment Compensation Trust Funds means some 370,000 Texas employers will receive about $170 million in surplus tax credits in 2008, according to Governor Rick Perry. Texas has exceeded the trust fund ceiling for the second year in a row, and will excess taxes back to employers. The tax surplus allows the Texas Workforce Commission to retire all of its outstanding bond debt a year ahead of schedule. This will provide an estimated $2701 million in future tax savings to Texas employers in 2008 alone. Eligible Texas employers that file quarterly unemployment tax reports will receive a tax credit beginning with their first quarter 2008 tax return.

Transportation Briefs

FM 2920 Public Meetings

The Houston-Galveston Area Council is coordinating with a team comprised of TxDOT, Harris County, City of Tomball, City of Waller, North Houston Association, Houston Northwest chamber and The Greater Tomball Area chamber of Commerce to complete an access management study of FM 2920, from US 290 to IH 45. The purpose of the study is to identify transportation measures that will improve public safety and traffic

flow, reduce motorist delay, enhance air quality, and improve pedestrian and bicycle access. The public meetings will be held on November 14, 6:00 - 8:00 p.m. at the Elmer L. Beckendorf Conference Center at Tomball College, 30555 Tomball Pkwy Tomball, TX 77375; and on November 14, 6:00 - 8:00 p.m. at Krimmel Intermediate School, 7070 FM 2920, Spring, TX 77389. For more information, contact Christy Willhite, H-GAC Project Manager at 713-993-4543 or Christy.Willhite@h-gac.com.

METRO To Use Light Rail for Five Future Lines

The Metropolitan Transit Authority voted Thursday, October 18, to use light rail on all five of its next rapid transit lines as required in a 2003 referendum, avoiding the less costly and less popular, bus rapid transit. The board also approved the University line, which will provide a 10-mile east-west complement to the existing 7.5 mile Main Street line. The route, which was a last minute hybrid approved by the board, will include: West of Main on Richmond, Cummins and Westpark. For the route east of Main, Metro staff and consultants recommended taking the line on Wheeler and Ennis to Alabama and ending it at Scott beside the University of Houston.

Plans Set To Widen Roads In The Woodlands

The following are projects in the planning or construction phase for the Woodlands:

- Research Forest Drive- widen road from 4-6 lanes between Interstate 45 to west of Shadowbend Drive.
- Woodlands Parkway- widen road from 4-6 lanes between East Panther Creek and Gosling.
- FM 2978- proposed plan to widen road from 2-4 or 5 lanes between FM 1488 and FM 2920 and a plan to create a Research Forest spur between FM 2978 and Egypt Lane.
- Lake Woodlands/Grogan's Mill-replace all stop signs with street lights between New Trails and Cochran's Crossing and on Grogan's Mill between Timberloch and Lake Front Circle.

Park News

Two New Parks In The Houston Area

Two new parks are being strategically built in the Houston area where flood plains exist. The 1,700 acre George Mitchell Nature Preserve in The Woodlands and the 15-acre first phase of the Brays Bayou Greenway in Houston will be part of the existing greenway projects that are located alongside local waterways not suitable for development. The first phase of the Brays Bayou Greenway project will be a one mile extension in the East end of Houston from the ship channel to Mason Park.

Precinct 4 Hosts Ribbon-Cutting at Spring Creek Park In Tomball

After spending almost $800,000 to renovate the oldest park in Harris County Precinct 4, Commissioner Jerry Eversole and his staff recently hosted a ribbon-cutting ceremony at Spring Creek Park, 15012 Brown Rd. in Tomball.

Kingwood Service Association Parks Committee Ponders Footbridge To Connect Parks

Members of the Kingwood Service Association Parks Committee are discussing connecting East End Park to Lake Houston Park by a footbridge. Bob Rehak, of the North Park Community Association, presented the committee with background information and a proposal for the footbridge on their October 4, meeting. To access Lake Houston Park, recently acquired by the city of Houston, Montgomery and Harris counties

from the state, Kingwood residents must drive more than 26 miles round trip. Rehak said by constructing a bridge, Kingwood residents would automatically have access to one of the largest public parks in the greater Houston area.

Development Briefs

Ten Acres Purchased Near Bush IAH

Ten acres of land has recently been purchased on the proximity of FM 1960 East and Kenswick Drive close to Bush Intercontinental Airport. The purchaser was Mas Development Co. The seller was the Fred and Mabel R. Parks Foundation who was represented by the Betz Cos. The land will be used for a 100,000-square-foot mixed use business park.

The Woodlands Development Company Buys Indian Springs

The Woodlands Development Company has bought back the 10-acre site formerly owned by B&A Development Group after they filed for bankruptcy. The site formerly planned as the Plaza at Indian Springs, will either become a Woodlands Development Co. project or sold to a third-party developer. "We are preparing now to take it to market," said Tim Welbes, co-president of The Woodlands Development Co.

The Waterway Marriot Being Sold

The Woodlands Waterway Marriott Hotel and Convention Center is being sold to Inland American Real Estate Trust Inc. under contract for $137 million. The sellers are Morgan Stanley Real Estate of New York City and Crescent Real Estate Equities Co. of Fort Worth, The 341-room hotel is located at 1601 Lake Robbins Dr. The hotel has 22,000 square feet of meeting space and a 70,000-square-foot conference center. According to a filing completed by the Securities and Exchange Commission, Inland will continue to use Marriott management and fly their flag. The Marriot will collect a 3% management fee from the hotel's gross revenue.

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Calendar of Upcoming Events

November 7: **Transportation Committee Meeting** – 11:30 am – 1:00 pm at the Parkway Center, Room 306, ***Speaker:*** Vesta Rea Gaubert, Vesta Rea & Associates on "Hooks Airport".

November 8: **Environment Committee Meeting** – 11:30 am – 1:00 pm at the Parkway Center, Room 306, ***Speaker:*** Rebecca Rentz – TCEQ

November 14: **Board of Directors Meeting**- 7:30 am - 9:00 am at the Greenspoint Club.

November 22 and 23: NHA office will be closed in observance of the **Thanksgiving Holiday**.

***Rsvp required for all meetings to**
Melissa.Robey@north-houston.com

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WEEKLY UPDATE

NOVEMBER 2, 2007

25 Years of Advocacy for North Houston

MEMBER NEWS

The Board of Directors of the San Jacinto River Authority are pleased to announce that Ronald D. Kelling, PE, and Jace A. Houston have joined the Authority as Deputy General Managers.

Gregg H. Jones has joined **Andrews Kurth LLP's** Houston office as a partner in the public law sector.

Charley A. Davidson has joined **Locke Lord Bissell & Liddell's** white-collar defense practice group as a partner in the Houston office.

Wilbur Smith Associates is pleased to announce that David M.Y. Millikan, PE, has recently joined the firm as Deputy Southwest Region Manager and Austin Division Manager.

Congratulations to **Zarinkelk Engineering** for being selected as one of Houston's Greatest Top Five honorees in the small corporate category by the Greater Houston Partnership. People's Choice Voting can be done at: www.houstonsgreatest.net until Monday, November 26. The awards ceremony will be held on Wednesday, November 28th.

NEWS BRIEFS

NHMCCD to Become Lone Star College

The North Harris Montgomery Community College District board of trustees has approved "Lone Star College System" as the district's new name which will start being used in January of 2008. Ray Laughter, vice chancellor for external affairs for the college system, said the committee wanted a name easily recognizable to those at home and abroad. With the new name, they "wanted people to know we're from the great state of Texas." The name has local significance as Montgomery County is recognized by the state Legislature as the birthplace of the Texas flag, Laughter said. Montgomery County Judge Alan "Barb" Sadler said he thought it was "an appropriate name to be n[illegible] Lone Star [illegible] because of Montgomery County."

The board swore in a new member to replace the position vacated by trustee Maria Flotte O'Neill last month. Alan Quintero, vice president of Atwood Oceanics Inc., an engineering company in Houston, was selected as the board's newest trustee. Involved in the Cy-Fair Independent School District board and the Cy-Fair Houston Chamber of Commerce, Quintero thanked the board for the opportunity to serve.

Houston Slowdown in Employment

According to a report released by the Federal Reserve Bank of Dallas last week, Houston showed lower employment in August. The Fed said the August slowdown in local employment may have been the result of "questionable figures" from the school district, while the 2% annualized growth rate in the number of jobs outside government gave a better picture of what has been happening in recent months. The report says Houston's numbers look strong compared with a sluggish U.S. economy, but are still short of the result from a year ago.

ENVIRONMENT BRIEFS

Dr. Bryan Shaw Named New TCEQ Commissioner

Governor Perry appointed Dr. Bryan W. Shaw of Texas A&M University in College Station to become the third commissioner on the Texas Commission on Environmental Quality, filling the vacancy left by Kathleen White. Buddy Garcia will remain TCEQ Chairman. Shaw will be able to vote on matters right away, but will need to be confirmed when the Senate meets again next session. Dr. Shaw is the Associate Director of A&M's Center for Agricultural Air Quality Engineering and Science and is an Associate Professor in A&M's Department of Biological and Agricultural Engineering.

TRANSPORTATION BRIEFS

Coalition Proposes I45 Parkway Alternative

Central Houston residents leading a coalition to improve Interstate 45 traffic

The first annual Texas Forest Expo held at the Lone Star Convention Center in Conroe October 26-27 was a triumph. Early estimates show over 1,500 home and property owners as well as community leaders, emergency and natural resource managers and fire officials attended workshops and walked through exhibits during the two-day event. Shown below in the photo is the team of Texas Forest Service folks that came together to pull this event off.

flow in the future say their plan to provide tunnels under the freeway is smarter than widening it. The plan, called I45 parkway, involves two six-lane commuter tunnels, the redevelopment of surface lanes as a parkway for local traffic similar to Allen Parkway, and a commuter rail line. The coalition claims this alternative would not require additional right-of-way. It would cost $8.1 billion to build the tunnels, and the tunnels could be built in three to five years. The construction of HOV lanes would take closer to ten years because the work would have to be done around existing traffic flow.

FM 2920 Public Meetings

Please note the correction of the two dates for this meeting; November14 and November 15.

The Houston-Galveston Area Council is coordinating with a team comprised of TxDOT, Harris County, City of Tomball, City of Waller, North Houston Association, Houston Northwest chamber and The Greater Tomball Area chamber of Commerce to complete an access management study of FM 2920, from US 290 to IH 45. The purpose of the study is to identify transportation measures that will improve public safety and traffic flow, reduce motorist delay, enhance air quality, and improve pedestrian and bicycle access. The public meetings will be held on November 14, 6:00 - 8:00 p.m. at the Elmer L. Beckendorf Conference Center at Tomball College, 30555 Tomball Pkwy Tomball, TX 77375; and on November 15, 6:00 - 8:00 p.m. at Krimmel Intermediate School, 7070 FM 2920, Spring, TX 77389. For more information, contact Christy Willhite, H-GAC Project Manager at 713-993-4543 or Christy.Willhite@h-gac.com.

FM 1488 Widening Project Update

The widening of FM 1488 in Montgomery County is progressing ahead of schedule. Commissioner Craig Doyal, Montgomery County Precinct 2, said that although the summer months delayed the progress a bit, the project is coming in under budget and ahead of schedule. Residents in the area and businesses can keep abreast of the expansion's progress on the website www.montgomerycountyroads.com . The construction of FM 1488 between Texas 242 and FM 2978 - costing about $23 million - began last spring. Officials say completing the intersection at Texas 242 and FM 1488 is a highly prioritized goal for the project. Pate Engineers is nearing the completion of the intersection, and the entire project from Texas 242 to FM 2978 is scheduled to conclude by this time next year. Construction on FM 1488 from I45 will begin in March and is expected to be completed by August of 2009. The entire project is expected to be completed by May 2010. Once the road is finished, it will be two lanes in each direction with a continuous left-turn lane.

Expanding Woodlands Parkway

The Woodlands Road Utility District No. 1 Board agreed to sell a $9.5 million bond in order to widen Woodlands Pkwy to six lanes. The Woodlands Development Company believes the portion of the road between East Panther Creek Drive and Kuykendahl Road should be expanded from four to six lanes. Alex Sutton, Co-president of The Woodlands Development Company said the Texas Department of Transportation has been studying expanding Woodlands Parkway from I45 to Gosling road for "some time." Eventually TxDOT will probably add a lane to either side of the road between Grogan's Mill and East Panther Creek. Woodlands Parkway from I45 to Grogan's Mill is already six lanes. Construction on that stretch is not expected to begin until the fall or summer of next year. Engineers will have to draft the design for the project, which must be approved by Montgomery County Precinct 3 Commissioner Ed Chance. Another widening project under way is the expansion of Research Forest Drive. Chance said his office is about a year away from beginning work on the road, which will be expanded from four to six lanes

Park Briefs

Groups Raising Funds for Matzke Park Playground

Several community groups have joined forces to build a barrier-free playground open to children with and without disabilities at Harris County's Matzke Park, at the corner of Jones and Grant roads in Cy-Fair. Two nonprofit organizations, the Be An Angel Fund Inc. and Association for Better Community Schools, are spearheading the effort to raise $236,000 to build the multi-faceted play structure, which includes a wheelchair-accessible Sway Fun glider and Clatterbridge and a Gemini Side Winder racing slide. Judy Luquette, development director for the Be An Angel Fund Inc., said about $46,000 has been raised for the barrier-free playground project to date. The barrier-free playground is part of the second phase of Harris County Precinct 4's $2.2 million Matzke Park project, said Dennis Johnston, Precinct 4's parks director.

Parks and Recreation Department Invitation

Join the Houston Parks and Recreation Department at the grand opening of the Lake Houston Park Nature Center on Friday, November 9, from 8:30 am until 1:00 pm. There will be a guided bird walk, ribbon cutting ceremony for the center and a Safari tour of Lake Isabel. Lake Houston Park is located at 2031 Baptist Encampment Road in New Caney. For more information call 281. 354.6882. For a copy of the invitation, you may contact the NHA office. The features of the new Nature center are: a Southeast Ecosystem Room and Reference library, the Wetlands Ecosystem Room featuring living turtles, alligators and amphibians, the Invertebrate Room featuring mounted and live insects of all types, the Reptile Room featuring over 25 native snakes and lizards.

Development Briefs

TCID Considers Fifth Economic Development Zone

Early voting has begun in The Woodlands for three propositions - to expand the boundaries of the Town Center Improvement District (TCID), to reconfigure its board of directors and to impose a property tax - giving voters the option of remaining as is or choosing to be governed by one board of directors instead of three. The TCID will host a public hearing on November 16, at 9 am at the districts offices, located at 10001 Woodloch Forest Drive, Suite 600. Residents will be allowed to comment on the establishment of a possible fifth economic development zone. The hearing will be held ten days after residents vote for or against the new form of governance.

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CALENDAR OF UPCOMING EVENTS

November 7: **Transportation Committee Meeting** – 11:30 am – 1:00 pm at the Parkway Center, Room 306, ***Speaker:*** Vesta Rea Gaubert, Vesta Rea & Associates on "Hooks Airport".

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WEEKLY UPDATE

NOVEMBER 9, 2007

25 Years of Advocacy for North Houston

MEMBER NEWS

Governor Rick Perry recently chose James D. Dannenbaum of **Dannenbaum Engineering Corporation** to sit on the University of Texas System Board of Regents.

Stewart O. Robinson has joined **Hines as senior director in charge of marketing and leasing for** MainPlace.

Nancy Martin has been appointed a legal counsel for **The Woodlands Development Company.** Martin replaces Eileen Stilson who retired on September 28, 2007 after 28 years of service.

Jones & Carter, Inc., announced the following promotions in their Woodlands office: Ronald L. Hauck, RPLS, to Survey Division Manager; Jonathan S. Unterreiner, PE, to **Land Development Department Manager; and** Erich M. Peterson, PE, to Land Development Department Manager.

Please note that the NHA office will be closed on Friday for Staff Training Day at NHMCCD's University Center.

NEWS BRIEFS

Results of Bond Issues for Harris County

Bond Proposition 1- $190 million for roads. 50.6% approval.
Bond Proposition 2- $95 million for parks. 52.1% approval.
Bond Proposition 3- $195 million for adult detention facilities. 51% against.
Bond Proposition 4- $80 million for forensic centers. 57.8% approval.
Bond Proposition 5- $70 million for family law centers. 50.6 % approval.
Bond Proposition 6- $250 million for the Port of Houston. 64.8% approval.

Houston City Council Approves Reduced Property Tax Rate

Wednesday, City Council cut Houston's property tax slightly. They reduced the rate by one-eighth of a cent to **64 .875** cents per $100 of assessed value. The cut will save the owner of a property with a $100,000 taxable value $1.25 per year. It was the fourth time in as many years that the council adopted a small rate cut.

Residents Approve Three Propositions In The Woodlands

Residents approved three propositions to make the Town Center Improvement District, which was renamed The Woodlands Township, the central governing authority for the community of roughly 86,000. Residents voted to expand that special district communitywide, to transition to a seven-member elected board by 2010 and to allow it to collect property taxes. Supporters of the **propositions** said residents responded to two overriding concepts, controlling their own destiny by eliminating the threat of annexation by Houston and Conroe and saving money on their tax bill.

Conroe Bans New Off-premise Billboards

Conroe City Council has joined other Texas cities and counties in the fight against off premise bill board signs - those that advertise commercial business in other locations within the city limits. The new ban which was approved unanimously will not eliminate any existing signs in the community, nor will it affect businesses that advertise on billboards on their own properties. It targets only new commercial signs. Political or message signs will continue to be allowed. "The city of Conroe is in the minority by not having a ban on off-premise advertising signs," said Conroe Mayor Tommy Metcalf. "They (the other cities) feel like billboards are a blight on the community. Conroe needs to do something to be proactive on billboards."

Conroe City Council will pursue right of way along Schoettle Road and Johnson Martin Road to assist development at the southwest corner of Interstate 45 and FM 1488 and fulfill its transportation plan for the area. Those roads will help provide easy access to major roads for a 300-acre undeveloped tract behind the forest as well as new development in the area. Schoettle Road is an east-west road that would provide access to the Interstate 45 feeder road. Johnson Martin Road is a north-south artery that would provide direct access to FM 1488 in both directions.

Park Briefs

The Woodlands Plans to Expand Parks System

The Woodlands Association homeowner's board has proposed $6.2 million in capital projects for 2008, which will add new parks in Sterling Ridge and Creekside Park as well as miles of new pathways in the two newest villages. It also includes about $1 million in expansions and improvements to existing facilities.

New parks and pathways are funded 50 percent by The Woodlands Development Co. and 50 percent by The Woodlands Association.

North Houston Association
16825 Northchase, Suite 160
Houston, TX 77060
281-875-0660
281-875-0663 (fax)

~~~~~~~~~~~~~~~~~~~~

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Ann.Cates@north-houston.com

Melissa Robey
Administrative Assistant
Melissa.Robey@north-houston.com

Calendar of Upcoming Events

November 9, 2007: The **NHA** office will be closed all day for a staff training day.

November 14: **Board of Directors Meeting**- 7:30 am - 9:00 am at the Greenspoint Club.

November 22 and 23: NHA office will be closed in observance of the **Thanksgiving Holiday**.

•Rsvp required for all meetings to Melissa.Robey@north-houston.com

If you do not wish to receive any further messages or updates, please respond to this e-mail with the subject line "remove" and we will immediately remove your email address from our database.
~~~~~~~~~~~~~~~~~~~~

Transportation Briefs

Local Students May Hold Key to Revitalizing FM 1960

The Renaissance 1960 Corp. is encouraging students from the Klein and Spring school districts to generate ideas to revitalize the FM 1960 area. These two districts were chosen because the property to be rejuvenated lies in both school districts. Suggestions for improvement projects are being sought for the stretch of FM 1960 between Texas 249 and Interstate 45. Approximately 65 students recently attended a summit at Klein Forest High School to discuss a number of topics, including urban planning, crime prevention and sign blight. Mary Davis, executive director of the Renaissance 1960 Corp., said the area has a lot of empty strip centers, unsightly graffiti and crime. The results have had a negative impact on property values, among other things. The Renaissance 1960 Corp., a nonprofit organization, will hold its next meeting on Nov. 27 at Spring Creek Barbecue, 4220 West FM 1960. All interested parties are invited.

Transportation Planners Seek Input on Improving Traffic along FM 2920

Transportation planners are seeking public input on the FM 2920 study from local users of that roadway to determine what solutions might make their travels safer and less congested. Several groups involved in the $500,000 FM 2920 Access Management study are staging two public meetings to find out what people want corrected on a 35-mile section of that five-lane road from Interstate 45 to Texas 6 in Waller County. The same information will be presented at both "open house" meetings from 6-8 p.m. Wednesday at Tomball College's Elmer Beckendorf Conference Center, 30555 Tomball Parkway in Tomball; and 6-8 p.m. Nov. 15 at Klein Independent School District's Krimmel Intermediate School, 7070 FM 2920 in Spring.

The goal of the FM 2920 study is to come up with short-, medium- and long-range traffic improvements that could be made on the road to improve safety and traffic flow. The steering committee guiding the study process has met twice. At the most recent meeting Oct. 10, they discussed the data collected on FM 2920 including: traffic counts, land use maps, driveways and signal locations, right-of-way, planned projects and updated crash data. Jack Searcy, the Houston Northwest Chamber's representative on the FM 2920 steering committee, said it is important to determine what can be done to make the road function better than many of the more developed major arteries in north/northwest Harris County. For example, Searcy said, limiting the number of driveways to commercial and retail centers would be a major step forward. Groups who are interested in attending the meetings should contact Christy Wilhite, FM 2920 study project manager at 713-993-4543 or Christy.Willhite@H-GAC.com with the name and contact information of your organization. For more information about the study, go online to http://www.fm2920mobility.com .

County to Consider Woodlands Parkway Extension

Montgomery County Commissioners Court has approved an alignment study to extend Woodlands Parkway to Texas 249 in Tomball in the far future. Precinct 2 Commissioner Craig Doyal said he has money for the study and to acquire right of way, but no funding to build the road. Instead, he hopes to acquire land now before the prices increase with new development. Commissioners Court awarded the alignment study contract to Bury & Partners for $50,600. The proposed plan would be to extend the road 7.5 miles to Texas 249 in Tomball.

Conroe to Purchase Right of Ways

Shortly after annexing Jones State Forest on FM 1488, Conroe is negotiating to purchase right of way for future roads on the public land. The

Printer-Friendly Page: http://www.dot.state.tx.us/about_us/public_hearings_and_meetings/houston.htm
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TEXAS DEPARTMENT OF TRANSPORTATION

Public Hearings and Meetings – Houston

Public hearing and meeting information for the Houston district is listed below. Information is retained on this site for a public commentary period of 30 days following the event. For more details, please e-mail us.

Public Hearings

Location	Date/Time	Description	Handout
Tomball	10/23/07 6 p.m.	Discussion of proposed improvements to FM 2978, from FM 2920 to Dobbin Hufsmith Rd. **Location** Salem Lutheran Church 22601 Lutheran Church Rd. Tomball, TX 77377	
Conroe	10/18/07 6 p.m.	Discussion of proposed improvements to FM 1484, between Loop 336 and FM 2432 **Location** Lonestar Convention and Expo Center 9055 FM 1484 Conroe, TX	Hearing Notice
Houston	09/20/07 6 p.m.	Discussion of proposed improvements to State Highway (SH) 6 at Bellaire Blvd. **Location** O'Donnell Middle School 14041 Alief Clodine Road Houston, TX	Hearing Notice
Lake Jackson	08/28/07	Discussion of the proposed improvements to SH 332, from SH 288 to Business 288 in Brazoria County **Location** Lake Jackson Civic Center 333 Highway 332 E Lake Jackson, TX 77566	Hearing Notice

Public Meetings

Location	Date/Time	Description	
Spring	11/15/07 6-8 p.m.	Presentation of the purpose, process and progress of the FM 2920 Access Management Study and an opportunity for the public to discuss issues, concerns and suggestions. **Location** Krimmel Intermediate School 7070 FM 2920 Spring, TX 77389	
Tomball	11/14/07 6-8 p.m.	Presentation of the purpose, process and progress of the FM 2920 Access Management Study and an opportunity for the	

		public to discuss issues, concerns and suggestions. **Location** Elmer L. Beckendorf Conference Center Tomball College 30555 Tomball Parkway Tomball, TX 77375	
Brookshire	10/11/07 6-8 p.m.	Presentation of the proposed improvements to I-10, from FM 359 in Waller County to FM 3538 in Austin County. **Location** Royal High School cafeteria 2520 Durkin Road Brookshire, TX 77423	Meeting Notice Map
Sealy	10/09/07 6-8 p.m.	Presentation of the proposed improvements to I-10, from FM 359 in Waller County to FM 3538 in Austin County. **Location** Sealy High School cafeteria 2372 Championship Dr Sealy, TX 77474	Meeting Notice Map
Magnolia	09/27/07 6-8 p.m.	Discussion of the proposed widening of FM 2978, from FM 1488 to Dobbin Hufsmith Road in Montgomery County **Location** Bear Branch Junior School 31310 FM 2978 Magnolia, TX 77354	Meeting Notice
Huffman	09/26/07 6 p.m.	Discussion of the proposed widening of FM 2100, from FM 1960 to Huffman New Caney Road **Location** Willie J. Hargrave High School Commons Area 25400 Willy Lane Huffman, TX 77336	Meeting Notice Map
Crosby	09/25/07 6 p.m.	Discussion of the proposed widening of FM 2100, from Diamondhead Blvd. to FM 1960 in Harris County **Location** Crosby Community Center 409 Hare Road Crosby, TX 77532	Meeting Notice Map
Richmond	08/30/07 6 p.m.	Discussion of the proposed operation of the Grand Parkway, Segment C, as a toll facility **Location** Guy Lodge Hall George Ranch Historical Park 10215 FM 762 Richmond, TX	Meeting Notice

Related Links

- Statewide Public Hearings and Meetings
- TxDOT Calendar
- Houston District

News -- News -- News -- News

FM 2920 Access Management Study - public meetings on the study of FM 2920 from US 290 to IH 45, 6-8 pm on Nov 14 (Tomball College) and Nov 15 (Krimmel Elementary).

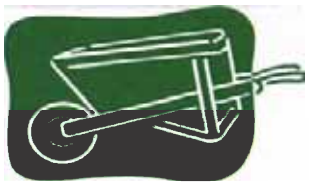
Wind Resi Alre Regis Sign I

Are Wind Reside a Firs Us Regist Registe resident periodi about WR events a access t feature web

New Reside may tak weeks f the date your clo before y can reg

It's Election time! **November 1, 2007 WCA Annual Meeting** included election of 3 board members

Board Bits: Information on WR Golf Course **maintenance and** upgrades to pocket parks.

	and by-law changes.		
	Road Construction Update - updates on area road projects, including TC Jester.		**Garden Club 2007 Nut Sale**
.....	Have a question, can't find an answer, or just want to have your voice heard? **Use this form to send your comments and questions to the property manager.**		**Help eliminate mosquito breeding sites and prevent mosquito-borne diseases.**

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THE POTPOURRI
TOMBALL EDITION

Wednesday, October 17, 2007 www.thetomballpotpourri.com V

20-year-old murder case

d Case Squad needs now is name to solve decades-old unsolved investigation

By ALLEN JONES
ajones@hcnonline.com

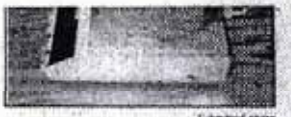
of a single strand of hair discov- loody band of a murder victim 20 s produced enough DNA for the quad of the Montgomery County ice to reopen the unsolved Pine- igation. The squad is now asking or any information that may lead atch to the hair and close the file al murder case for good.

SINGH

The hair strand was determined to still be visible evidence and has provided the Cold Case Squad with a full DNA profile of a male who detectives believe killed Jasbir Singh on Nov. 30, 1987.

Singh was killed during an apparent late-night burglary of Tubular Protection of America, where the 33-year-old worked as a night watchman. According to Det. Thomas Duroy, Singh had been hired due to numerous burglaries that occurred at the Pinehurst machine shop, then located in the 32000 block of FM 149. Singh had been on the job for three or four months before he died, Duroy said.

The night of Singh's death, according to case records, the nightwatchman called the home of the machine shop's vice president sometime between 1 and 3 a.m. to report that two males had entered the shop and removed several items. However, Singh told the employer that the suspects had left and he did not believe they had noticed him. According to statements the machine shop executive gave to investigators in 1987, Singh told him he recognized one of the burglars. The vice president told investigators he instructed Singh to lock up the facility, and he planned on speaking with Singh about the incident the next morning.



Submitted photo

A Mettler PE 6000 electronic digital scale, like the one pictured, was among the items stolen 20 years ago at a Pinehurst business.

See EVIDENCE, Page 5A

:dium helps find missing man

still d about appened

ARAH PUCKETT
t@hcnonline.com

lia area family claims a lped find their missing was discovered dead in els, Texas on Sept. 21. g to the Guadalupe nff's Department, Lar- on had been reported m his home in New ince Sept. 14. Maria , Larry Pennington's he missing persons re-

s, Larry Pennington's she would have never er brother would have g, not to mention us- ing a medium to help find him. The Pennington family was four days into the search for their missing brother when talking to Conroe medium Georgia O'Conner was suggested.

"We were just looking for anything or elp find Larry," said

rother Paul Penning- daughter Laurie Likos see O'Conner in April ther's birthday, a year passed away from ust to see what would fter just one reading ner, Likos said they ioned the medium's y messages from peo- other side."

Liko's daughter sug- g O'Conner to help nington, she said she at could it hurt."

she asked her sister- nolia resident Sharon , to find O'Conner's er and call her. d she called the Conroe Chamber of Commerce.

Photo by SARAH PUCKETT/The Potpourri

Lonnie "Paul" Pennington and his sister Lori Likos looking at pictures of their late brother, Larry Pennington, who was missing for days before medium Georgia O'Conner assisted the family in finding him.

"They had no listings for psychics or mediums in the area but they did remember the name Dennis O'Conner from a nonprofit group that helped people with disabilities to participate in the arts called, Let Me Shine," Sharon said.

The chamber gave her the man's phone number and according to Sharon, she talked to Dennis who turned out to be the medium's husband. Sharon told him what had happened and asked if his wife, Georgia, could help.

"I didn't know what would happen, but I said if I had time I would see what I could get," Dennis O'Conner said.

Georgia said she focused her energy and asked "where is Larry Pennington," as she was driving to work that morning.

Georgia said most of her work involves relaying messages between living and deceased family members or friends.

As Georgia drove she saw what she described as a split screen, one side in color the other in black and white. She said when she got to her office she called Likos and asked if Larry had any history of mental illness or if he was taking any drugs

See MEDIUM, Page 5A

Mobility study to include Main Street

By ALLEN JONES
ajones@hcnonline.com

The Houston Galveston Area Council has formed an eight member team to find ways to improve transportation on FM 2920, including a stretch that runs through Tomball's downtown district.

H-GAC, a regional metropolitan planning organization, is conducting an Access Management Study of a 32-mile length of the farm to market road between US 290 to Interstate 45. The purpose of the study, said Christy Willhite, Project Manager with H-GAC, is to identify transportation measures that will improve public safety and traffic flow, reduce motorist delay, enhance air quality, and improve pedestrian and bicycle access.

PUBLIC MEETINGS

- Nov. 14, 6:30 p.m. Emory Recreation Conference Center Tomball College 30555 Tomball Pkwy.
- Nov. 15, 6 - 8 p.m. Kemmes Intermediate School 7020 FM 2920 in Spring

The study will collect information to "measure and evaluate viable short-term and long-term improvement projects," she explained.

"Growth in that area is exploding, but there is still time to get out ahead of that growth and make FM 2920 a good road," she said.

The Access Study's steering committee is made up of representatives from H-GAC, the Texas Department of Transportation, Harris County, the city of Waller, the North Houston Association, the Houston Northwest Chamber of Commerce, the Greater Tomball Area Chamber of Commerce and the city of Tomball.

Ivalu Rose, the City of Tomball's Director of Engineering and Planning,

See STUDY, Page 5A

Houston Northwest Chamber of Commerce – Friday Facts

Your Chamber at work for you for the week October 19, 2007

FM 2920 Access Management Study

What: Public Meeting

Why: To inform the public on the purpose, process and progress of the FM 2920 Access Management Study and provide the public an opportunity to discuss issues, concerns, and suggestions.

When:

Wednesday, November 14, 2007
6-8 P.M.,
Elmer L. Beckendorf Conference Center
Tomball College
30555 Tomball Parkway
Tomball, Texas 77375

Thursday, November 15, 2007 **
6 – 8 pm
Krimmel Intermediate School
7070 FM 2920
Spring, Texas 77389

** The same material will be presented at both meetings in an Open House format. Information gathered at these sessions will influence plans to improve FM 2920

The Chamber is hosting the November 15th 2920 Access Management Study meeting.* WANTED! We are seeking volunteers to provide refreshments (cookies, sodas, water) – contact Betty (BettyK@HoustonNWChamber.org) or Barbara (BarbaraT@HoustonNWChamber.org)

Membership Satisfaction Survey

Please take a few minutes to visit our homepage, www.HoustonNWChamber.org, and take the 2007 Member Satisfaction Survey. We appreciate your support and want to hear from you!
The mission of the Houston Northwest Chamber of Commerce is to develop successful businesses and a thriving community. In order to meet that goal, we regularly evaluate our programs and strive to provide the most effective services to our members and community. We value our member's opinions and seek feedback on how our Chamber is performing

14th AnnualGolf Tournament Benefiting the Renaissance 1960 Community Improvement Projects was held on Monday, October 15, 2007

We would like to thank our sponsors and everyone that made our tournament a great success.

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Spring/Klein/Tomball News

Nov. 6, 2007, 9:32AM

Transportation planners seek input on improving traffic along FM 2920

2 meetings scheduled this month

By KIM JACKSON
Chronicle Correspondent

Transportation planners have put a long stretch of FM 2920 under the microscope, and are seeking public input from local users of that roadway to determine what solutions might make their travels safer and less congested.

Several groups involved in the $500,000 FM 2920 Access Management study, the Texas Department of Transportation, Houston-Galveston Area Council, Harris County, city of Tomball, city of Waller, North Houston Association, Houston Northwest Chamber of Commerce and Greater Tomball Area Chamber of Commerce are staging two public meetings to find out what people want corrected on a 35-mile section of that five-lane road from Interstate 45 to Texas 6 in Waller County.

The Spring community is on the east end, the city of Tomball and Rosehill community are at midpoint, and the city of Waller is on the western end of the study.

The same information will be presented at both "open house" meetings from 6-8 p.m. Wednesday at Tomball College's Elmer Beckendorf Conference Center, 30555 Tomball Parkway in Tomball; and 6-8 p.m. Nov. 15 at Klein Independent School District's Krimmel Intermediate School, 7070 FM 2920 in Spring.

"We think we will have a great turnout at both meetings. We have already received many calls about the study," said Christy Wilhite, FM 2920 study project manager. "We have a lot of data to present, but we don't know what people who live there and who use the road know."

"We want to get feedback and then combine that with the information we have to come up with solutions," Wilhite said. "We are trying to help people who use the road get where they are going safely and quickly."

The goal of the FM 2920 study, as with other access management studies that have been completed on stretches of FM 1960, Westheimer Road and FM 518, is to come up with short-, medium- and long-range traffic improvements that could be made on the road to improve safety and traffic flow.

Wilhite said FM 2920 is unique in that it has vast stretches of land that are undeveloped. Even in the more crowded areas, primarily between I-45 and Tomball Parkway, there is still room for growth.

"We are looking to get out ahead of the growth," Wilhite said. "There are still subdivisions surrounded by hayfields. There is still time to get things in place to help the area grow without trying to control land uses."

The steering committee guiding the study process has met twice. At the most recent meeting Oct. 10 they discussed the data that has been collected on FM 2920 in preparation for the public meetings. That information includes traffic counts, land use maps, driveways and signal locations, right-of-way, planned projects and updated crash data.

Jack Searcy, the Houston Northwest Chamber's representative on the FM 2920 steering committee, said it is important to determine what can be done to make the road function better than many of the more developed major arteries in north/northwest Harris County.

For example, Searcy said, limiting the number of driveways to commercial and retail centers would be a major step forward. The number of driveways along FM 1960 is a major cause of traffic congestion, and some accidents.

Searcy said some advance planning is also needed to avoid potential future bottlenecks, such as the FM 2920/Huffsmith-Kohrville intersection where Klein ISD plans to build three schools; and the T.C. Jester/FM 2920 intersection. One day, he said, T.C. Jester will be open all the way from Beltway 8 through FM 2920 so the traffic load will be much higher than it is now.

"The whole idea is to get a jump-start on these things before they become problems we have to solve after the fact," Searcy said.

Wilhite said the project team will come back to the public with proposed solutions next spring, and will again gather public input.

In the short term, the team could look at improving traffic-signal timing, restriping lanes, adding or removing medians and redirecting turning movements with U-turns.

Medium-term improvements include consolidating multiple driveways into neighboring business parking lots and building additional turn lanes.

Long-term solutions could involve writing guidelines for future development in the corridor, as well as larger state- or county-funded reconstruction projects.

Want your voice heard?

Wilhite said the project team would like to talk to as many community groups as possible to discuss the data and get input for the study.

Groups who are interested should contact her at 713-993-4543 or Christy.Willhite@H-GAC.com

with the name and contact information of your organization.

For more information about the study, go online to http://www.fm2920mobility.com.

FM 2920 study project manager

COMMENTS

Readers are solely responsible for the content of the comments they post here. Comments are subject to the site's terms and conditions of use and do not necessarily reflect the opinion or approval of the Houston Chronicle.

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Most recent comments

thecadmaster wrote:

Prevent all these strip centers from having ANY driveways. Make traffic enter from a side street or a back-alley.

11/8/2007 7:27:22 AM

Recommend (1) Report abuse

mrsmac000 wrote:

Your second paragraph does not make very clear the fact that where FM 2920 comes into Waller is not typically identified as Highway 6 (as you call it) but Highway 290.

So the study is in fact a study of FM 2920 from Interstate 45 to Highway 290 -- call it what most Houston residents understand it to be....

I am surprised that the hearing officials do not feel it is important enough to schedule a hearing closer to Highway 290 to hear from a quickly growing population off and along Highway 290. Consideration of what is happening at the Waller end will not happen from hearings in Spring and Tomball....

11/6/2007 11:37:43 PM

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14TH ANNUAL GOLF TOURNAMENT

BENEFITTING THE RENAISSANCE 1960 COMMUNITY IMPROVEMENT PROJECTS WAS HELD ON MONDAY, OCTOBER 15TH

We would like to thank our sponsors and everyone that made our tournament a great success!

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We also would like to thank our golf committee and Olympic Gold Medalist Chad Hedrick for their support of our tournament.

November Monthly Luncheon ~ November 8th, 2007
Northgate Country Club
Commercial Real Estate Developers Panel
David Nussbaum, *Mischer-Kickerillo*
Brenda Pennington, *Pennington Commercial Real Estate*
Lea Richmond, *Richmond Properties*
David Lee, *TransAmerica*

Luncheon reservations being accepted NOW!

Save these Dates!

PUBLIC MEETINGS

To conduct an Access Management Study of FM 2920 from US 290 to IH 45

The public meetings are scheduled for Wednesday, November 14, 2007, at Elmer L. Beckendorf Conference Center, Tomball College, 30555 Tomball Parkway, Tomball, Texas 77375 and Thursday, November 15, 2007, Krimmel Intermediate School, 7070 FM 2920, Spring, Texas 77389

HOUSTON CHRONICLE

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THURSDAY, NOVEMBER 8, 2007 • chron.com

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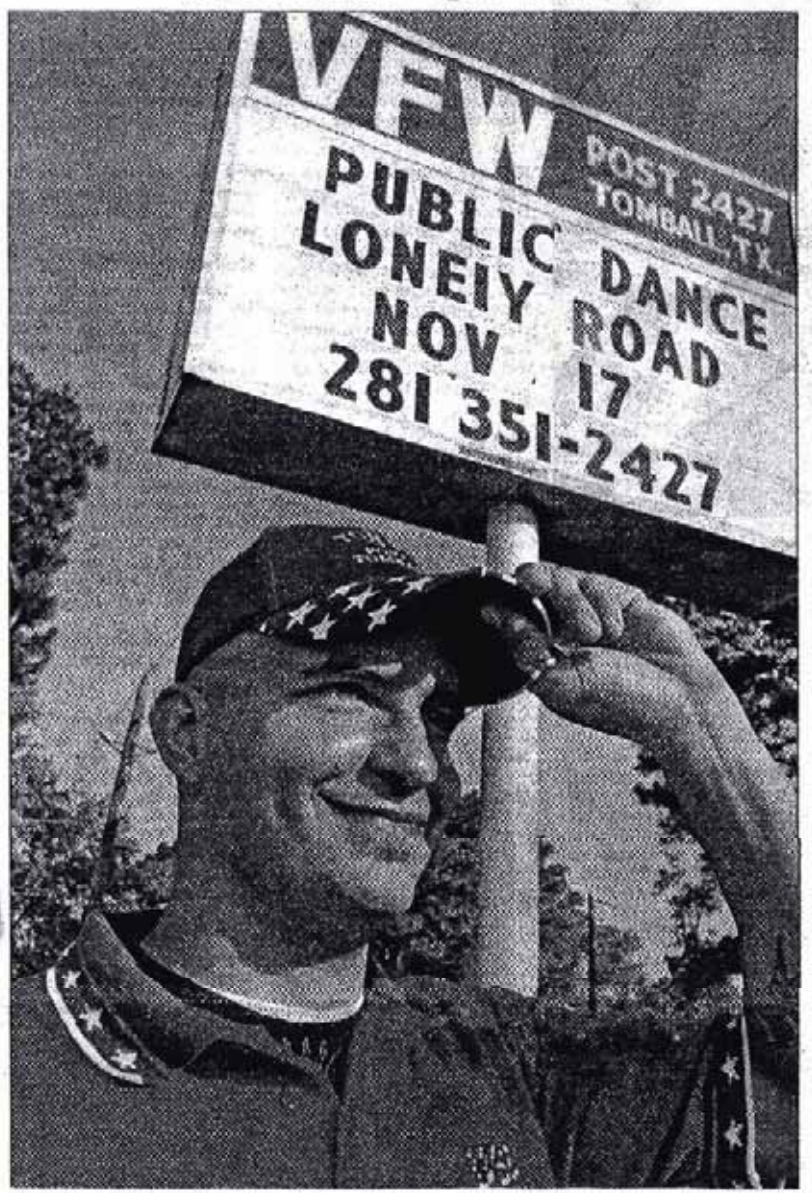
VETERANS DAY 2007



Public input sought on improving FM 2920

Frustrated at the heavy traffic along FM 2920? Transportation planners are seeking public input from users of FM 2920 to determine what solutions might make their travel experiences safer and less congested.

STORY ON PAGE 8

NHMCC District to be called Lone Star College

The North Harris Montgomery Community College District board of trustees has approved "Lone Star College System" as the district's new name. The district will start using the name in January.

Ray Laughter, vice chancellor for external affairs for the college system, said the committee wanted a name easily recognizable to those at home and abroad.

STORY ON PAGE 22

Home tour set Sunday

Richard Zientek

From: Cates, Ann [Ann.Cates@north-houston.com]
Sent: Tuesday, November 13, 2007 10:53 AM
To: Cates, Ann
Subject: FM 2920 Public Meetings

Plan to attend the upcoming FM 2920 Public Meetings to give your comments...

Wednesday, November 14, 2007
6-8 P.M.
Elmer L. Beckendorf Conference Center
Tomball College
30555 Tomball Parkway
Tomball, Texas 77375

Thursday, November 15, 2007
6-8 P.M.
Krimmel Intermediate School
7070 FM 2920
Spring, Texas 77389

You can go thru at your own pace so that you do not necessarily need to be there the entire time.

Ann Cates
Director of Membership Services
16825 Northchase Drive #160
Houston, Texas 77060
281-875-0660
Fax: 281-875-0663
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Houston Northwest News

The Official Publication of the Houston Northwest Chamber of Commerce

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JANUARY
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Inside This Issue:

The Pearl Fincher Museum to Open in March
2008 Chamber Strategic Planning
New Chairman's Report

Pearl Fincher Museum Opening March 2008

14511 Falling Creek Dr.
Suite 205
Houston, Texas 77014
281-440-4160
www.HoustonNWChamber.org

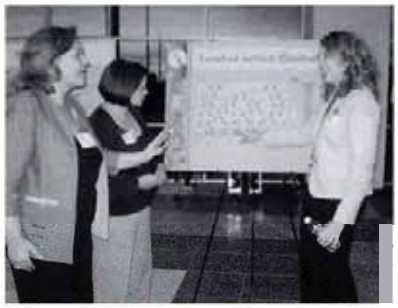
FM 2920 Access Management Study

An eight member team, which includes the Houston Northwest Chamber of Commerce, has joined forces to conduct an Access Management Study of FM 2920 from US 290 to IH 45. The purpose of the study is to identify transportation measures that will improve public safety and traffic flow, reduce motorist delay, enhance air quality, and improve pedestrian and bicycle access.

The partner organizations held two public meetings in November to gather input from the residents and businesses that will be affected by any recommendations that come from this study. The meetings were held in an open house format and residents from all along the 2920 roadway attended to share their opinions and gain more information about the activities of the study.

The study group presented traffic analysis data which has found that about 59,000 vehicles travel between I-45 and Kuykendahl each day and about 36,000 through Tomball, making these the most congested sections of FM 2920. Crash analysis also showed that most sections of 2920 are at or above the statewide average for accidents.

While traffic counts, crash data, and other studies are very important to this project, the team believes that the most important input comes from the individuals who travel this roadway on a regular basis. The study team will use the feedback and questionnaires that were submitted at these public meetings to move forward in developing solutions over the coming months.



The information presented at these meetings and project updates are available at the access study website: www.FM2920Mobility.org.

Inas Aweidah, P.E. - HNTB Corp., Catherine McCreight - TX Dept. of Transportation, Jack Searcy - HNWCC, Christy Willhite, AICP - Houston Galveston Area Council

Developer's Day

On October 30th, the North Houston Association, the Houston Northwest Chamber of Commerce and the other north Houston Chambers hosted a special event designed to bring together commercial real estate brokers, developers and investors in the Houston region to hear updates on this region with respect to development potential. Each participant received a flash drive with information from each of the hosting areas with useful data for take-home use.

Rick Vacar, Director of the Houston Airport System, emphasizes the growth of our aviation industry to support international commerce.

Meet the HNWCC Staff

L to R: Spencer Day - Director of Membership Development, Alisha Roberts - Director of Marketing & Special Events, Betty Keller - Communications Coordinator, Barbara Thomason - President, Adrian Griffin - Director of Operations and Finance

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along FM 2920 at meeting

■ Study will help develop solutions to congestion

By KIM JACKSON
CHRONICLE CORRESPONDENT

TONY BULLARD : FOR THE CHRONICLE

LOOKING THINGS OVER: Les Hurst, left, who owns a Sonic on FM 2920; Ryan Bricker, design director for HNTB Corp., and Tom Kikis of the Houston Northwest Chamber of Commerce transportation committee review an aerial map of FM 2920 from U.S. 290 to Interstate 45 during a public meeting at Tomball College.

North Harris County residents who live and work along FM 2920 would like to see something done about the congested sections of that road, primarily between Interstate 45 and Cypress-Rosehill Drive.

"I think all of the funding that will go toward the (proposed) Grand Parkway project should be used to widen FM 2920 to eight lanes between I-45 and Boudreaux Road, which is already supposed to be widened to six lanes at some time in the future," said Spring resident Greg Bullard at an FM 2920 Access Management study public hearing Wednesday.

Bullard, who lives on Gosling Road near FM 2920, said the wider road could be elevated over major intersections like the congested FM 2920/Kuykendahl Road intersection, and the speed limit could be set at 55 mph to slow cars down and make the busy road safer.

Bullard was part of a moderately sized crowd that attended the public meeting at Tomball College.

A second public meeting was held Thursday in Spring at Klein Independent School District's Krimmel Intermediate School on FM 2920.

The partner organizations in the study — the Texas Department of Transportation, Houston-Galveston Area Council, Harris County, city of Tomball, city of Waller, North Houston Association, Houston Northwest Chamber of Commerce and Greater Tomball Area Chamber of Commerce — organized the meetings to find out what people want corrected on a 35-mile section of the two-to-five-lane road from I-45 to Texas 6 in Waller County.

The Spring community is on the east end, Tomball and the Rosehill community are at midpoint, and Waller is on the western end of the study area.

Residents from all points along the roadway showed up at the Tomball meeting.

Diana Browning, whose family owns frontage road property along FM 2920 at the Hufsmith-Kohrville/FM 2978 Road intersection in Tomball, said she was seeking information about what could be done at that intersection because it is often backed up a mile or more south down Hufsmith-Kohrville during rush-hour periods.

Inas Aweidah, a consultant to the FM 2920 project team, said a TxDOT project is scheduled to start next year to widen FM 2978 north to the Montgomery County line, but plans to widen Hufsmith-Kohrville south are further down the road.

Aweidah said if they hear from several residents about congestion at that intersection, the study team would look at alternative ways to alleviate the problem in advance of the road project. However, she said any proposed solutions generated by the study probably would not do away with the congestion altogether.

Study goals

The goal of the FM 2920 study, as with other access management studies that have been completed on stretches of FM 1960, Westheimer Road and FM 518, is to come up with short-, medium- and long-range traffic improvements that could be made on the road to improve safety and traffic flow.

Aweidah said the study team has collected data — such as traffic counts and crash rates — that indicate the problem areas along the roadway, such as the Kuykendahl Road-FM 2920 and FM 2978/ Hufsmith-Kohrville Road-FM 2920 intersections.

According to recent traffic counts taken during a 24-hour period, the stretches of roadway between I-45 and Kuykendahl, and through Tomball, are FM 2920's most congested segments.

About 59,000 vehicles travel the I-45-to-Kuykendahl section each day, and about 36,000 travel through Tomball.

The Tomball segment also ranked first in crash rate data, Aweidah said, with more than 300 accidents taking place on FM 2920 within city limits in both the 2005 and 2006 calendar years.

Aweidah said that all sections of FM 2920 are at, or above, the statewide average for vehicle accidents, about 123 accidents per year.

Ivalu Rose, Tomball's city engineer, said the city's primary concern is the high crash rate numbers, and the large volume of cars that travel daily along the stretch of road through Tomball.

Rose said Tomball is unique in that many downtown businesses directly front FM 2920, or Main Street. He said several business and property owners have expressed concern about losing their parallel parking spots on FM 2920 as a result of the access management study.

Gene Schmidt, Waller's successor, said the city's way in the not-too-distant future. FM 2920 narrows to a two-lane road between Cypress-Rosehill Road near Tomball and Hempstead Highway in Waller.

"We are already seeing a lot of growth in between U.S. 290 and Hempstead," Schmidt said. "It gets congested in that area because it is only a two-lane road.

"We know the development is coming our way — 2920 and 290 are going to be a nightmare," he said.

More input sought

Christy Willhite, the study's project manager, said the study team will take the feedback and comments submitted at the public meetings, and through a questionnaire available on the Web site www.fm2920mobility.com through Nov. 30. The team will develop solutions over the next four months.

In the short term, the team could look at improving traffic-signal timing, restriping lanes, adding or removing medians and redirecting turning movements with U-turns. Medium-term improvements could include consolidating multiple driveways into neighboring business parking lots and building additional turn lanes.

Long-term solutions could

FM 2920 ACCESS MANAGEMENT STUDY

Several area entities are sponsoring a study to generate solutions to traffic congestion and other problems on FM 2920 between Interstate 45 and Highway 6. Public input will be taken through Nov. 30. For more information, visit www.fm2920.com. Groups interested in discussing the study should contact project manager Christy Willhite at:

- 713-993-4543
- Christy.Willhite@H-GAC.com

TONY BULLARD : FOR THE CHRONICLE

TRAFFIC JAM: Cars line up to get through the intersection at FM 2920 and Texas 249 in Tomball.

What's next for FM 2920?

ack
39.99

Residents discuss solution to FM 2920 problems

By JULIE LUKER
jluker@hcnonline.com

Planners are looking closely at a stretch of FM 2920 and seeking public input about what to do with the highway to make it safer and less congested.

The roadway in question is a 35-mile stretch from Interstate 45 to Texas 6 in Waller County.

The questions come from a $500,000 FM 2920 Access Management Study.

According to recent traffic counts taken during a 24-hour period, the area between Interstate 45 and Kuykendahl Road through Tomball is one of FM 2920's most congested segments.

About 59,000 vehicles travel the segment each day and about 36,000 travel through Tomball.

The Tomball segment ranked first in crash rate data with more than 300 accidents taking place on FM 2920 in city limits in 2005 and 2006, said Access Management Study Consultant Inas Aweidah said.

AMS held two public meetings to discuss the roadway Nov. 14 and Nov. 15.

Christy Wilhite, the study's project manager, said the study team will take the feedback and comments submitted at the public meetings and through a questionnaire available on www.fm2920mobility.com through Nov. 30.

The team will develop solutions over the next four months.

See 2920, Page 4A

2920

Continued from Page 1A

"We want to make sure we get good solutions to the problem areas," said Wilhite. "Data may not tell us everything. We need to hear it from the residents."

Several groups are asking for the public's opinion and suggestions about the matter.

The groups include the Texas Department of Transportation, Houston-Galveston Area Council, Harris County, City of Tomball, City of Waller, North Houston Association, Houston Northwest Chamber of Commerce and Greater Tomball Area Chamber of Commerce.

The goal of the FM 2920 study, as with other access management studies that have been completed on stretches of FM 1960, Westheimer Road and FM 518, is to come up with short-, medium- and long-range traffic improvements that could be made on the road to improve safety and traffic flow.

The steering committee guiding the study process has met twice. At the most recent meeting Oct. 10, they discussed the data that has been collected on FM 2920 in preparation for the public meetings.

That information includes traffic counts, land use maps, driveways and signal locations, right-of-way, planned projects and updated crash data.

The next meeting will be held on Nov. 27 at 6 p.m and will focus on the businesses along the roadway.

Houston Northwest Chamber of Commerce – Friday Facts

Your Chamber at work for you for the week October 19, 2007

FM 2920 Access Management Study

What: Public Meeting

Why: To inform the public on the purpose, process and progress of the FM 2920 Access Management Study and provide the public an opportunity to discuss issues, concerns, and suggestions.

When:

Wednesday, November 14, 2007
6-8 P.M.,
Elmer L. Beckendorf Conference Center
Tomball College
30555 Tomball Parkway
Tomball, Texas 77375

Thursday, November 15, 2007 **
6 – 8 pm
Krimmel Intermediate School
7070 FM 2920
Spring, Texas 77389

**	The same material will be presented at both meetings in an Open House format. Information gathered at these sessions will influence plans to improve FM 2920

The Chamber is hosting the November 15th 2920 Access Management Study meeting.* We are seeking volunteers to provide refreshments (cookies, sodas, water) – contact Betty (BettyK@HoustonNWChamber.org) or Barbara (BarbaraT@HoustonNWChamber.org)

Membership Satisfaction Survey

Please take a few minutes to visit our homepage, www.HoustonNWChamber.org, and take the 2007 Member Satisfaction Survey. We appreciate your support and want to hear from you!
The mission of the Houston Northwest Chamber of Commerce is to develop successful businesses and a thriving community. In order to meet that goal, we regularly evaluate our programs and strive to provide the most effective services to our members and community. We value our member's opinions and seek feedback on how our Chamber is performing

14th AnnualGolf Tournament Benefiting the Renaissance 1960 Community Improvement Projects was held on Monday, October 15, 2007

We would like to thank our sponsors and everyone that made our tournament a great success.

Gold Sponsor – Tomball Regional Medical Center

Silver Sponsors - AT&T, CenterPoint Energy, Hewlett Packard,M cLeod USA & Methodist Willowbrook Hospital

Additional Sponsors and Donors Sterling Bank – Cypress Station,North Harris Montgomery Community College District, Amegy Bank of Texas, The Residence Doctor, Capital One – Spring Cypress, Constable Ron Hickman – Pct. 4, Woodforest National Banks, Quick Mortgage, First Community Credit Union, Ameristar Realtors, Brothers Lighting & Electrical, North Harris College, Ripley's Muffler & Brakes, Champions Printing, Elite Promotional Products, Davis Alliance Corporation, Hampton Inn & Suites – Cypress Station, AAA Texas, Ameristar Realtors, Fred Haas Toyota World, Commissioner Jerry Eversole, Pella Windows & Doors, Play N Trade Video Games, Spring Creek Bar-B-

Houston Northwest Chamber of Commerce – Friday Facts

Your Chamber at work for you for the week October 26, 2007

FM 2920 Access Management Study

What: Public Meeting

Why: To inform the public on the purpose, process and progress of the FM 2920 Access Management Study and provide the public an opportunity to discuss issues, concerns, and suggestions.

When:

Wednesday, November 14, 2007
6-8 P.M.,
Elmer L. Beckendorf Conference Center
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30555 Tomball Parkway
Tomball, Texas 77375

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Gala Committee Starts Now!

November 5th at 2 p.m. at the Chamber – Interested individuals should attend this first meeting. Thank you to Jenny Kimich – our Gala Chair! Questions? Call Alisha Roberts at 281-440-4160 or email AlishaR@HoustonNWChamber.org

Welcome to New Incoming Houston NW Chamber 2008 Board of Directors

Welcome to our new leaders joining the 2008 Board of Directors. They are as follows:

- Mr. Drew Kahn, Houston Northwest Medical Center
- Ms. Belinda Menasco, Woodforest Bank
- Mr. Enrique Lima, AmeriStar Realtors, Inc.
- Mr. Tom Ryon, Capital One – Spring Cypress
- Mr. Keith Gray, CenterPoint Energy

Additionally, officers of the Board that comprise the 2008 Executive Committee are:

- Chairman, Darrell Pile, Tomball Regional Medical Center
- Chair Elect, Craig Day, Fitness Together

Houston Northwest Chamber of Commerce – Friday Facts

Your Chamber at work for you for the week November 2, 20007

Houston Northwest
CHAMBER OF COMMERCE

November Chamber Luncheon – Northgate Country Club

1711 Northgate Forest Drive 77068-1499 **11:30 am – 1:00 pm**

Program: **Developer's Panel** comprised of: Brenda Pennington, of Pennington Commercial; David Nussbaum of Mischer Development; Lea Richmond III and Scott Honan of Richmond Partners, LLC and David Lee of Transwestern

For Reservations, contact Betty Keller at BettyK@HoustonNWChamber.org
Pay ahead by credit card... $20.00 with reservation, $22 if we invoice $25 at door with no reservations.

Thanks to our luncheon sponsors, **Junior League of North Harris & South Montgomery Counties, Inc. and Pella Windows and Doors**

FM 2920 Access Management Study

What: Public Meeting

Why: To inform the public on the purpose, process and progress of the FM 2920 Access Management Study and provide the public an opportunity to discuss issues, concerns, and suggestions.

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The Chamber is hosting the November 15th 2920 Access Management Study meeting.* WANTED! We are seeking volunteers to provide refreshments (cookies, sodas, water) – contact Betty (BettyK@HoustonNWChamber.org) or Barbara (BarbaraT@HoustonNWChamber.org)

NEW STAFF MEMBER

We are pleased to announce the addition of Mr. Adrian Griffin to the Chamber staff. Adrian will serve as Director of Operations & Finance effective November 7th. He moved to Houston from New Orleans and has Comptroller/Finance experience at the YWCA, Citizen's Consulting, Inc., the New Orleans Council on Aging and Unity for the Homeless of New Orleans. He and his family have made their home in Spring, Welcome Adrian!

Membership Satisfaction Survey

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The mission of the Houston Northwest Chamber of Commerce is to develop successful businesses and a thriving community. In order to meet that goal, we regularly evaluate our programs and strive to

Barbara Thomason

From: Jack C. Searcy, Jr. [searcy.j@att.net]

Sent: Wednesday, November 07, 2007 8:44 AM

To: Dennis Brantley; Mike Byers; Andy Dill; Bruce Hillegist; A. Michael Kahn Jr.; Paula Lenz; Reginald Lillie; Darcy Mingoia; Michael Myers; Barbara Thomason; Leanna Abbott; J. Kent Adams; Nancy Agafitei; Donna Bahorich; Kevin Bailey; John Broadfoot; Lynell Brooks; Carolyn Bruton; W. Callegari; Ruth Cassidy; Ann Cates; Joe Crabb; Charles Cunningham; Mary Davis; Brandon De Hoyos; Howard Decker; Stephanie DeHondt; Jack Drake; Rob Eissler; Gary Elkins; Suzanne Ellis; Jerry Eversole; Gail Gallien; David Gornet; Fred Grundmeyer; Camille Hamilton; Peggy Hamric; Patricia Harless; Herman Haude; Duane Hengst; Jace A. Houston; Steve Hrncir; Pam Hughes; Kimberlye Canon Jackson; Betty Keller; Tom Kikis; Ray Laughter; Jon S. Lindsay; Kara Mayfield; Catherine Wray McCreight; Sherrie Meicher; Sal Mira; Gus Morgan; Rufi Natarajan; Tish Otten; Dan Patrick; Stan St. Pierre; Darrell Pile; Walter Plonski; Debbie Riddle; Tommy Ripley; Pamela Rocchi; Janet Rolston; Robert H. Roy, Jr.; Mike Rozell; Jimmie Schindewolf; Barbara Schlattman; Peggy Seigle; Ed Shackelford; Ray Shotwell; Sarah Singleton; Sarah Stephens; Anne Sundquist; Susan D. Tallas; Bill Thorne; David Tiger; Ann Vallette; Corbin Van Arsdale; Glenn Wilkerson; Tommy Williams; Pat Wisniewski; Ray Zobel; Gene R. Birdwell; Mark W. Brooks; Steve Fitzgerald; Robert P. Naremore; Joseph Precup

Subject: 2920 Access Management Public Input Meeting

Please note that there will be a public input meeting for the 2920 Access Management Study now under way on November 15, 2007, @ 6:00 p.m. at Krimmel Intermediate School, 7070 2920. This is on the north side of 2920 about 1/2 mile west of Kuykendahl.

This is an attempt to make plans for 2920 before it is in a right of way "straight jacket". IF you are interested, now is the time to get your thoughts to the committee.

Houston Northwest Chamber of Commerce – Friday Facts

Your Chamber at work for you for the week November 9, 20007

FM 2920 Access Management Study

What: Public Meeting

Why: To inform the public on the purpose, process and progress of the FM 2920 Access Management Study and provide the public an opportunity to discuss issues, concerns, and suggestions.

When:

Wednesday, November 14, 2007
6-8 P.M.,
Elmer L. Beckendorf Conference Center
Tomball College
30555 Tomball Parkway
Tomball, Texas 77375

Thursday, November 15, 2007 **
6 – 8 pm
Krimmel Intermediate School
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Spring, Texas 77389

** The same material will be presented at both meetings in an Open House format. Information gathered at these sessions will influence plans to improve FM 2920

The Chamber is hosting the November 15th 2920 Access Management Study meeting.* We are seeking volunteers to provide refreshments (cookies, sodas, water) – contact Betty (BettyK@HoustonNWChamber.org) or Barbara (BarbaraT@HoustonNWChamber.org)

Buy Nearby Days! November 17 – December 1

The vision of the "We Buy Nearby" program is to drive business to your business. People seek local business they can trust they will go to the "WeBuyNearby.com" website and they find YOU.

Members with marquee signs are asked to post:
Buy Nearby Nov 17 – Dec 1
See www.WeBuyNearby.com

When you frequent these members, have them place a punch in your We Buy Nearby business card (cards available at the Chamber Office or participating businesses) The cards will be gathered at our next luncheon and winners will be drawn.

Wanted: Truck/Trailer and muscle to help the Chamber move furniture on Monday, November 19th. Contact Barbara at 281-440-4160.

NEW STAFF MEMBER

We are pleased to announce the addition of Mr. Adrian Griffin to the Chamber staff. Adrian serves as Director of Operations & Finance. He moved to Houston from New Orleans and has Comptroller/Finance experience at the YWCA, Citizen's Consulting, Inc., the New Orleans Council on Aging and Unity for the Homeless of New Orleans. He and his family have made their home in Spring, Welcome Adrian!

New Name for NHMCCD

The Board of Trustees of North Harris Montgomery Community College District has voted to change the college district name **to Lone Star College System.** Implementation will be gradual with the major changes happening in January when the spring semester begins.

Houston Northwest
CHAMBER OF COMMERCE

FAX MEMORANDUM

DATE: November 12, 2007

TO: Dustin Ferguson

FAX #: 281-288-4371

FROM: Barbara Thomason

PHONE: 281-440-4160

RE: Nov 15th FM 2920 Access Management Public Meeting Notice

Dustin,
Congratulations again on your new position—

The attached flyer is about Thursday's public meeting. Please post where appropriate for employees and shoppers if possible.

If you all can provide refreshments for 100, we would be grateful and would post our appreciation at the event and in other chamber publications.

Let us know if you are interested in providing this and I look forward to meeting you Thursday at 2pm at your store. Thank you.

Barbara Thomason

From: Jack C. Searcy, Jr. [searcy.j@att.net]

Sent: Tuesday, November 13, 2007 8:17 AM

To: Dennis Brantley; Mike Byers; Andy Dill; Bruce Hillegist; A. Michael Kahn Jr.; Paula Lenz; Reginald Lillie; Darcy Mingoia; Michael Myers; Barbara Thomason; Leanna Abbott; J. Kent Adams; Nancy Agafitei; Donna Bahorich; Kevin Bailey; John Broadfoot; Lynell Brooks; Carolyn Bruton; W. Callegari; Ruth Cassidy; Ann Cates; Joe Crabb; Charles Cunningham; Mary Davis; Brandon De Hoyos; Howard Decker; Stephanie DeHondt; Jack Drake; Rob Eissler; Gary Elkins; Suzanne Ellis; Jerry Eversole; Gail Gallien; David Gornet; Fred Grundmeyer; Camille Hamilton; Peggy Hamric; Patricia Harless; Herman Haude; Duane Hengst; Jace A. Houston; Steve Hrncir; Pam Hughes; Kimberlye Canon Jackson; Betty Keller; Tom Kikis; Ray Laughter; Jon S. Lindsay; Kara Mayfield; Catherine Wray McCreight; Sherrie Meicher; Sal Mira; Gus Morgan; Rufi Natarajan; Tish Otten; Dan Patrick; Stan St. Pierre; Darrell Pile; Walter Plonski; Debbie Riddle; Tommy Ripley; Pamela Rocchi; Janet Rolston; Robert H. Roy, Jr.; Mike Rozell; Jimmie Schindewolf; Barbara Schlattman; Peggy Seigle; Ed Shackelford; Ray Shotwell; Sarah Singleton; Sarah Stephens; Anne Sundquist; Susan D. Tallas; Bill Thorne; David Tiger; Ann Vallette; Corbin Van Arsdale; Glenn Wilkerson; Tommy Williams; Pat Wisniewski; Ray Zobel; Gene R. Birdwell; Mark W. Brooks; Steve Fitzgerald; Robert P. Naremore; Joseph Precup

Subject: 2920 Access Management Study Public Input Forum

Please remember that there is a public meeting at Krimmel Intermediate School, 7070 FM 2920, on Thursday, November 15, 2007, commencing at 6:00 p.m. and ending at 8:00 p.m.
You can go thru at your own pace so that you do not necessarily need to be there the entire time. You will see the basic approach to the 2920 Access Management Study and be able to give the committee your concerns and suggestions for mitigating current and future problems in mobility and access on 2920 between Lexington and US 290. It is your road and your problem and we need your input to most effectively solve issues involving traffic now and in the future.

From: Alisha Roberts [alishar@houstonnwchamber.org]
Sent: Monday, November 19, 2007 11:35 AM
To: alishar@houstonnwchamber.org
Subject: News from Houston Northwest Chamber of Commerce

Houston Northwest CHAMBER OF COMMERCE

Community & Chamber NEWS for the week of November 16th

Chamber Member Services **November 2007**

In This Issue
Affordable Housing
Holiday Expo
Community & Chamber News

Calendar

Click on calendar to view the Chamber

Affordable Housing Public Hearing

Three area apartment projects have filed applications with the Texas Dept of Housing and Community Affairs for Tax Exempt Mortgage Revenue Bonds and Housing Tax Credits. The Complexes are:

Aston Brook Apts, 14101 Walters Rd, Houston 77014
Ridge at Willow Brook, 8330 Willow Place South, Houston 77070
Woodedge, 10802 Green Creek Dr., Houst[redacted]

The public hearings take place on Thursday, Nov 29th, 6pm at Bleyl Middle School, 10800 Mills Rd. Interested parties desiring to express their views must contact Teresa Morales at least 3 days in advance to:
Ms. Teresa Morales
Texas Dept of Housing and Community Affairs
P.O. Box 13941
Austin, TX 78711-3941 or 512-475-3344 or teresa.morales@tdhca.state.tx.us

events and/or opportunities for the coming week.

Did you miss the FM 2920 Access Management Public Meeting? Go to www.fm2920mobility.com and review the information and provide comments. Your input will count!

Chamber Member News...

Our sincere condolences to Danil Rollerson for the recent loss of her mother.

A big get well wish to Cherie Hyatt's husband Doug, who just underwent open heart surgery and is recuperating nicely.

Congratulations to the extended Pile family. Darrell and Loretta Pile are the proud grandparents of baby Brendon!

Holiday EXPO

Thursday, Decmeber,13th 2007
11:30 am - 1:30 pm
Shirley Acres
217 Woerner Rd., 77090

Annual Gala - Friday, January 25, 2008 Northgate Country Club

Next meeting is scheduled for Monday, November 19th - 2 pm @ Amegy Bank, 4911 FM 1960 W.

Contact Alisha @ the Chamber for more information.

Welcome NEW Chamber Members

Blassell Eye Care
Nicole Brassell
10130 Louetta Rd., Ste. B
Houston, TX 77070
281-251-8133
www.brasselleyecare.com

Servpro of Spring/ Tomball
Karen Jones & Kathleen Scott
33550 Pinehurst Loop
Magnolia, TX 77355
281-374-6454

Entrepreneurial Venture Workshop

with Jim "Matress Mack" McIngvale and other Speakers

Saturday, Nov. 17th
7:45 am - 5 pm
$149 - *includes lunch & training material*

NHMCCD Training Ctr.
5000 Research Forest Dr
The Woodlands, 77381

Register online - www.northhoustonbusiness.com

FM 2920 ACCESS MANAGEMENT STUDY

Public Meetings

Nov. 14, 2007
Nov. 15, 2007

HOUSTON-GALVESTON AREA COUNCIL

HNTB

FM 2920

Access Management Study

We appreciate your time, attendance and input on such an important mobility matter. Please be aware there will be another round of public meetings in the spring.

We will continue to update the web site as we receive new information and set up meetings.

www.fm2920mobility.com

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? _____

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

— Access to / from properties along the corridor
— Intersection improvements
— Improve traffic flow
— Motorists safety
— Pedestrian and bicyclists access and safety
— Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

— Improve signal synchronization
— Intersection improvement
— Addition of raised median with left turn bays
— Better signing and lighting
— Better striping / pavement markings
— Creation of right turn bay lanes
— Reducing speed limits
— Driveway consolidation / closures
— Shared driveways
— Better connectivity between properties
— Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ___ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

_____

_____

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

_____

_____

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

_____

_____

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

_____

_____

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

_____

_____

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

_____

_____

14. How did you hear about this meeting?

- ___ Newspaper
- ___ Direct mail
- ___ Drove by / saw sign
- ___ Business organization / affiliate

15. Additional Comments

_____

_____

_____

_____

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_____

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

Fold Here

NO POSTAGE
NECESSARY IF
MAILED
IN THE
UNITED STATES

BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO. 12835 HOUSTON, TEXAS

POSTAGE WILL BE PAID BY ADDRESSEE

FM 2920 Access Management Study

C/O HOUSTON-GALVESTON AREA COUNCIL
P.O. Box 22777
Houston, Texas 77227-9972

ACCESS SPACING

Signal Spacing

Signals Per Mile	Increase in Travel Time (%)
2	-
3	9
4	16
5	23
6	29
7	34
8	39

Increasing the distance between traffic signals improves the flow of traffic on major arterials, reduces congestion, and improves air quality for heavily traveled corridors. The appropriate spacing between signals for a particular corridor depends greatly upon the speed and flow of traffic, but anything greater than two signals per mile has a significant impact on congestion and safety.

A major synthesis of research on access management found that each additional signal over two per mile (i.e., a one-half mile signal spacing) increased travel time by over six percent. [4] A study of an intersection in Cincinnati where a signal was added found a 20 percent increase in peak travel times. [11]

A demonstration project in Colorado revealed that half mile signal spacing and raised medians on a five-mile roadway segment reduced total hours of vehicle travel by 42 percent and total hours of delay by 59 percent, compared to quarter mile signal spacing. [1]

Signals Per Mile	Crashes Per Million VMT
Under 2	3.53
2 to 4	6.89
4 to 6	7.49
6 +	9.11

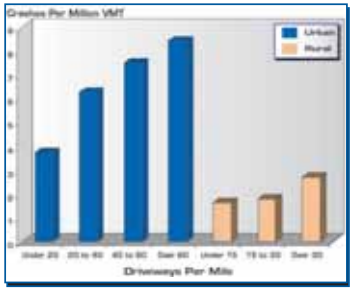
Improved speeds and travel times translate directly into environmental benefits. An ongoing study in Texas found that a ten mile four-lane arterial with one-half mile signal spacing reduced fuel consumption by 240,000 gallons from increased speed and 335,000 gallons from reduced delay, compared to quarter mile signal spacing. [14]

Increasing the distance between signals also reduces the incidence of crashes. A review of crash data from seven states demonstrated that the crash rate increased substantially with additional signals per mile. [4] This is partly related to access spacing, which is presented next.

Driveway Spacing

Appropriate driveway spacing presents another major access issue. Large numbers of driveways increase the potential conflicts on the road. Fewer driveways spaced further apart allow for more orderly merging of traffic and present fewer challenges to drivers.

The congestion impacts of reduced driveways are fairly clear. It is impossible for a major arterial or highway to maintain free flow speeds with numerous access points that add slow moving vehicles. A research synthesis found that roadway speeds were reduced an average of 2.5 miles per hour for every 10 access points per mile, up to a maximum of a 10 miles per hour reduction (at 40 access points per mile). [4] With higher numbers of access points, congestion will increase significantly.



An overabundance of driveways also increases the rate of car crashes. An examination of crash data in seven states indicated found a strong linear relationship between the number of crashes and the number of driveways. Rural areas had a similar, but less strong relationship. [4,7]

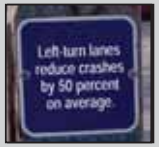
RELATED TECHNIQUES

Access management includes more techniques than can be discussed in a single brochure. Some of these techniques are newer and have been researched somewhat less. Frontage roads have been the subject of some debate in the literature, but there is no clear indication of their benefits. Other techniques, such as the relationship between highway interchange spacing and local traffic, are new topics that require more research.

Many cities and states develop access management programs to deal with existing issues of congestion and safety. An active access management program, however, would need to include changes to local land use policies that encourage the rational development of major roads. In newly developing areas, land use and zoning controls that limit the number of access points and leave space for median improvements can save money and effort as these areas develop.

TURNING LANES

Left Turns



Exclusive turning lanes for vehicles remove stopped vehicles from through traffic. Left-turn lanes at intersections substantially reduce rear-end crashes. A major synthesis of research on left-turn lanes demonstrated that exclusive turn lanes reduce crashes between 18 to 77 percent (50 percent average) and reduce rear-end collisions between 60 and 88 percent. [4]

Left-turn lanes also substantially increase the capacity of many roadways. A shared left-turn and through lane has about 40 to 60 percent the capacity of a standard through lane. [4]. A synthesis of research on this topic found a 25 percent increase in capacity, on average, for roadways that added a left-turn lane. [13]

Indirect Turns

Some of the biggest issues with managing access come at intersections where vehicles must cross traffic. Some states and cities have adopted indirect turns to reduce these conflicts. In New Jersey, the jug-handle left turn requires a right turn onto a feeder street, followed by a left onto a cross street. Detroit has extensively used an indirect U-turn that requires a U-turn past an intersection, followed by a right turn instead of a regular left turn.

Like dedicated left-turn lanes, indirect turns reduce crashes, improve congestion, and add capacity. Crashes decline by 20 percent on average, and 35 percent if the indirect turn intersection is signalized. Capacity typically shows a 15 to 20 percent gain. [4]

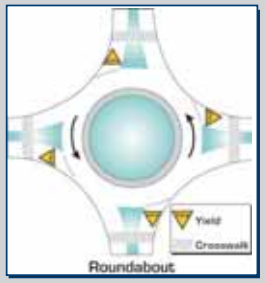
Right Turns

Right-Turning Vehicles Per Hour	Through Vehicles Impacted (%)
Under 30	2.4
31 to 61	7.5
61 to 90	12.2
90 and up	21.8

Right-turn lanes typically have a less substantial impact on crashes and roadway capacity than other types of turn strategies, because there are fewer limitations on right turns. Though there are fewer studies of these impacts, there is a clear relationship between the number of vehicles attempting a right turn in a through traffic lane and its delay to through traffic. This relationship is exponential – each additional car that must wait for a right turn will increase the delay more than the previous car. At intersections with substantial right-turn movements, a dedicated right-turn lane segregates these cars from through traffic and increases the capacity of the road.

Roundabouts

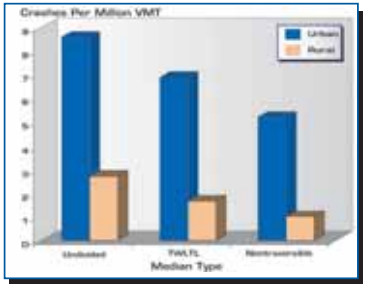
Roundabouts represent a potential solution for intersections with many conflict points. Though not appropriate for all situations, roundabouts reduce vehicle movements across traffic. Only a few studies have examined the safety benefits of roundabouts. One study of four intersections that were replaced with roundabouts in Maryland found a drop in crashes between 18 and 29 percent and a reduction in injury crashes between 63 and 88 percent. The cost of crashes at these locations – one measure of severity – was also reduced by 68 percent. Overall crashes on roundabouts were more minor than those at left turn locations. [9] Another study of roundabouts in several locations found a 51 percent reduction in crashes, including a 73 percent reduction in injury crashes and a 32 percent reduction in property-damage-only crashes for single-lane roundabouts. Multi-lane roundabouts only experienced a 29 percent reduction in crashes. [6]



MEDIAN TREATMENTS

Medians

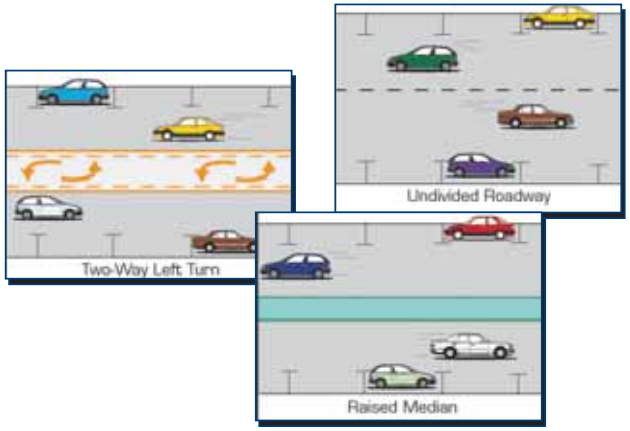
Median treatments for roadways represent one of the most effective means to regulate access, but are also the most controversial. The two major median treatments include two-way left turn lanes (TWLTL) and raised medians.



The safety benefits of median improvements have been the subject of numerous studies and syntheses. Studies of both particular corridors and comparative research on different types of median treatments indicate the significant safety benefits from access management techniques. According to an analysis of crash data in seven states, raised medians reduce crashes by over 40 percent in urban areas and over 60 percent in rural areas. [4]

A study of corridors in several cities in Iowa found that two-way left-turn lanes reduced crashes by as much as 70 percent, improved level of service by one full grade in some areas, and increased lane capacity by as much as 36 percent. [5]

Raised medians also provide extra protection for pedestrians. A study of median treatments in Georgia found that raised medians reduced pedestrian-involved crashes by 45 percent and fatalities by 78 percent, compared to two-way left-turn lanes. [12]



Business Concerns

Installing raised medians often raises serious concerns by the business community that local businesses that depend upon pass-by traffic (especially gas stations and fast-food restaurants [10]) will be adversely affected by medians. Though there are few studies of the actual impacts of medians on business sales, there are several surveys of business owner opinions. Surveys conducted in multiple corridors in Texas, Iowa, and Florida demonstrate that the vast majority of business owners believe there have been no declines in sales, with some believing there are actually improvements in business sales. [2,5,8] One study in Texas indicated that corridors with access control improvements experienced an 18 percent increase in property values after construction. [2]

Location	Owners Report No Decline in Business (%)
Texas (2)	93
Texas (3)	78 to 84
Iowa (5)	67 to 91

PURPOSE OF THE BROCHURE

This brochure serves as a guide to the major benefits of several access management techniques in use across the United States. The purpose of this brochure is to provide a comprehensive and succinct examination of the benefits of access management and address major concerns that are often raised about access management.

The benefits usually identified with access management include improved movement of through traffic, reduced crashes, and fewer vehicle conflicts. Most major concerns about access management relate to potential reductions in revenue to local businesses that depend on pass-by traffic.

This brochure does not describe the precise strategies that transportation departments should follow to implement an access management program, but rather provides an introduction to the key concepts. The brochure may also be a useful tool to distribute at public meetings for both general access management plans and specific applications of access management techniques.

This brochure describes the relevant benefits and issues with three key sets of access management techniques:

1. Access spacing, including spacing between signalized intersections and distance between driveways;
2. Turning lanes, including dedicated left- and right-turn lanes, as well as indirect left turns and U-turns, and roundabouts; and
3. Median treatments, including two-way left-turn lanes and raised medians.

WHAT IS ACCESS MANAGEMENT?

Access management is a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways. Access management includes several techniques that are designed to increase the capacity of these roads, manage congestion, and reduce crashes.

- Increasing spacing between signals and interchanges;
- Driveway location, spacing, and design;
- Use of exclusive turning lanes;
- Median treatments, including two-way left turn lanes (TWLTL) that allow turn movements in multiple directions from a center lane and raised medians that prevent movements across a roadway;
- Use of service and frontage roads; and
- Land use policies that limit right-of-way access to highways.

State, regional, and local governments across the United States use access management policies to preserve the functionality of their roadway systems. This is often done by designating an appropriate level of access control for each of a variety of facilities. Local residential roads are allowed full access, while major highways and freeways allow very little. In between are a series of road types that require standards to help ensure the free flow of traffic and minimize crashes, while still allowing access to major businesses and other land uses along a road,

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FOR MORE INFORMATION

http://www.accessmanagement.gov

FHWA Document Number FHWA-OP-03-066

Benefits of Access Management

ACCESS MANAGEMENT
Mobility
Access
AND MOBILITY
BALANCING ACCESS

U.S. Department of Transportation
Federal Highway Administration

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U.S. Department of Transportation
Federal Highway Administration
Office of Operations

400 Seventh Street, SW
Washington, DC 20590

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FHWA-HOP-06-107
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SAFE ACCESS IS GOOD FOR BUSINESS

U.S. Department of Transportation
Federal Highway Administration

You may be reading this primer because your state transportation agency or local government has told you about plans that will affect access to your business. They may be planning to install a raised median on your roadway, to close a median opening, or to reconfigure your driveway. Perhaps your request for a driveway is under review or the regulating agency has imposed conditions on its approval. Or, maybe the state or local agency is planning a new access policy and you have questions or concerns about the economic effects of these changes.

Whatever the reason, it is important for you to understand the basis for these changes and how they might affect your business. This primer will address questions you may have about access management and its effect on business activity and the local economy. It focuses on economic concerns that may arise in response to proposed access changes or policies, including potential impacts on business activity, freight and deliveries, parking for customers, and property or resale value of affected property.

Why is my access being changed or reviewed?

The access changes being proposed for your business or road are part of a growing effort by government agencies to improve how major transportation corridors are managed. These efforts, known as access management, involve the careful planning of the location and spacing of driveways, street connections, median openings and traffic signals. Access management can also involve using medians to channel left-turns to safe locations, and providing dedicated turn lanes at intersections and access points to remove turning vehicles from through lanes. The combined purpose of these strategies is to reduce crashes and traffic delay.

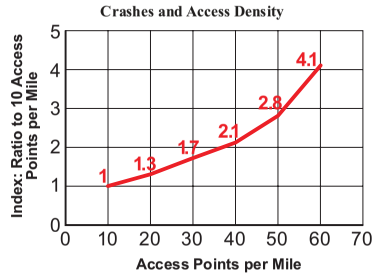
To understand access management, it is important to know that roads have different primary functions; either to provide access or move traffic.

- The main function of ***minor roads***, like neighborhood collectors and local streets, is to provide access. Minor roads must operate at slower speeds so people can enter and exit homes and businesses safely and conveniently.
- The main function of ***major roads***, like interstate freeways and regional highways, is to move traffic over long distances at higher speeds. Access to these roads must be carefully managed so requests for new access to development do not contribute to unsafe or congested conditions.

How exactly does this improve the situation on my road?

One reason managing access on major roads is so important is that driver safety is reduced when access is not properly located and designed. Imagine, for example, a driveway on an interstate freeway – it would certainly cause serious safety concerns. These same safety problems occur with improperly designed access to major arterial roads.

> "In the four years I have lived here we at times have seen a lot of rear end collisions here, and we haven't seen one now for a long time."
>
> **— E. Stanley Tripp of Tripp's Auto Sales in Spencer, Iowa, commenting on a median project in his area.**



Transportation Research Board, Access Management Manual 2003

Managing access on your road can result in better traffic flow, fewer crashes, and a better shopping experience for you and your neighboring businesses. Consider the effects of adding more access points to a highway. A national study in the late 1990s looked at nearly 40,000 crashes and data from previous studies to determine the crash rate associated with adding access points to major roads. It found that an increase from 10 to 20 access points per mile on major arterial roads increases the crash rate by about 30% *(1)*. The crash rate continues to rise as more access is permitted. This is why **studies consistently show that well-managed arterials are often 40 to 50 percent safer than poorly managed routes** *(2)*.

How can I have a say in the access management project on my road?

Get involved! All government agencies are required to involve the public in transportation policy and project decisions. Most state transportation agencies offer open house meetings during transportation project planning and design, and both state and local government agencies conduct public meetings and hearings when making important policy or regulatory changes that involve access management. Prospective business owners can also review area master plans to research potential changes.

It is important for you as a stakeholder in an access management project to attend public meetings and hearings and to voice your ideas and concerns.

These meetings are opportunities for you to hear more about an access management project or plan and to make the planners and engineers aware of how it impacts your business. This might involve issues related to internal traffic circulation and parking, deliveries, plans for expansion, etc. Knowing this information early in project planning or design allows them to make better project decisions and can result in changes that reduce or avoid adverse impacts on your business.

For example, many businesses depend on trucks for deliveries and other functions. Larger trucks are not typically able to make certain movements (such as U-turns). It is important to work with agency staff to develop a plan that will accommodate truck access to your business in a manner as convenient as possible. Sometimes this will require that trucks follow a slightly different route to arrive at the property. Project planners can work with you to assure that trucks will be able to access your business. This is just one of many ways your input is important.

Where can I go to learn more about access management?

Hopefully this primer has answered some of the questions that you, as a business or property owner, may have. Your state or local transportation agency or your state's Federal Highway Division office (on larger projects) are other excellent resources to point you to the right project manager, or to answer your general questions concerning access changes. These transportation agencies need and value your input as they strive to provide a safe and efficient highway system.

For the latest information on access management or to order the latest Access Management Library CD/DVD collection, go to **www.accessmanagement.gov**. Other important sources for information on the economic effects of access management include the TRB Access Management Manual, and NCHRP Report 420: Impacts of Access Management Techniques, which are both available from the Transportation Research Board at **www.trb.org**.

What can be done to keep my business going during construction?

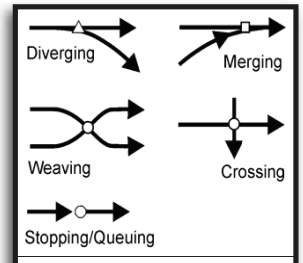
There's no doubt about it, road construction can disrupt customers and drivers, but there are ways adverse impacts can be minimized. **Two key issues during construction are maintaining open access to businesses for customers and deliveries, and having sufficient sign visibility so your customers know you are open, and know how to enter and exit your site during this period.** When your road is scheduled for reconstruction, your transportation agency will initially notify you about what to expect in terms of traffic, duration of construction, any foreseeable disruptions, and so on. It is important for you to respond to them about your special needs and concerns. Below are some of the things that you can ask of the agency:

- Provide clear signs from the roadway to business entrances;
- Provide temporary and/or secondary business access points, where feasible;
- Schedule construction for after business hours or to occur during times of low usage for seasonally-oriented businesses;
- Provide alternative parking, if possible and avoid taking or blocking parking spaces;
- Stagger construction along a corridor so impacts are localized and staged;
- Expedite construction through incentive/disincentive programs;
- Avoid blocking business entrances with construction equipment or construction barriers;
- Establish a single point of contact in the agency about the construction project to communicate with property and business owners and help address issues that may arise;
- Provide regular project progress reports to business and property owners.

Business owners certainly may see drops in gross revenues during construction. But these are not unlike drops you may routinely experience during expansions, remodeling, seasonal variations, or other self-initiated management. Experience has shown that "construction" drops are temporary too, and that retail sales typically return to pre-construction levels or greater. Research findings from corridors in Texas indicate that businesses did not change employment levels during construction periods. This finding indicates that retailers understand that construction projects are a temporary and perhaps even an inevitable disruption to business, and that loyal patrons will return to stable businesses. The same research found that gross revenues typically either returned to pre-construction levels or were higher after construction was complete *(7)*.

Example of Crash Involving Left-Turn Movement from Driveway

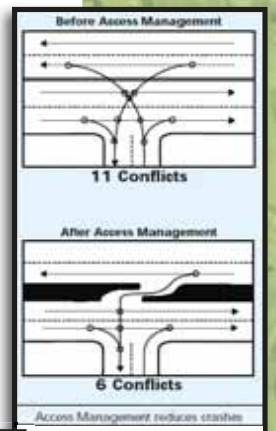
How does access management improve safety?



Types of Traffic Conflicts

Each access point creates potential conflicts between through traffic and traffic using that access. Each conflict is a potential crash. **Access management improves safety by separating access points so that turning and crossing movements occur at fewer locations.** This allows drivers passing through an area to predict where other drivers will turn and cross, and also provides space to add turn lanes.

The figure to the right shows how basic changes in access design, such as incorporating a median or changing a full median opening to a directional opening, can reduce traffic conflicts and the potential for crashes.



Using Medians to Reduce Potential Crashes

If crashes and congestion become frequent on your roadway, people will seek out other routes. Bear in mind that a single crash can tie up traffic and potential customers for hours.

What about congestion and the effect it has on my market area?

Access management not only improves roadway safety, it also helps reduce the growing problem of traffic congestion. Frequent access and closely spaced signals increase congestion on major roads. **As congestion increases, so does delay, which is bad for the economy and frustrating to your customers.** Well-managed arterials can operate at speeds well above poorly managed roadways – up to 15 to 20 miles per hour faster. **This means more traffic past your door and better exposure for your business. It also means a more convenient shopping experience for your customers.**

How will a change in access affect the success of my business?

To address this question, it's important to first determine the type of business that you own – drive-by or destination.

- **"Destination businesses"** are businesses that customers plan to visit in advance of the trip. Examples include electronics stores, doctor or dentist offices (in fact most offices), major retailers, insurance agencies, sit down restaurants, etc.

- **"Drive-by businesses"** are those that customers frequent more on impulse or while driving by, such as convenience stores, gas stations, or fast food restaurants.

If you own a drive-by business, your clients will expect to get in and out easily from the highway. For you, the critical issues are *visibility*, *signage*, and *convenient access*. If your site is relatively small, a driveway connecting to the highway may not be your best option. A driveway on a highway service road or a private circulation lane serving several properties can increase the convenience of your access and the volume of customers you can accommodate. Convenient access can be provided by periodic connections between the service road and the highway, or through the shared private access points. Short driveways or open frontages not only cause safety hazards for pedestrians and traffic, but have less capacity than local roads or long driveways.

Access management has no impact on the demand for goods and services.

"Our business has increased about 20% in customer count."

— C. Randy Rosenburger of City Looks in Ankeny Iowa.

If you are the owner of a destination business, your customers are planning their trips in advance. A driveway on a congested highway or a highway that is perceived as unsafe may actually intimidate customers from making the trip. Most small destination businesses or specialty stores benefit more from access to a lower speed minor road, such as a neighborhood collector road. The greater exposure that a major road provides is an advantage for larger destination businesses, but it's a good idea to have access from more than one roadway. Allowing customers to enter and exit from different directions will increase safety and convenience.

So what's the bottom line on access management?

Efforts by government agencies to manage access in site development and road projects can help businesses, even those operating on older highway corridors, in a variety of ways. Here are some specific benefits to you and your customers:

- **Fewer roadway delays and better traffic flow will result, which will preserve and possibly even enhance the market reach of businesses in your corridor;**
- Safer approaches to businesses result from installation of medians, which can also be landscaped to improve the image of the area;
- Properly designed entrances shared by multiple businesses allow more site area for parking, more customer options to access your site, and improved landscaping or other site amenities;
- Service roads along the highway allow customers to enter and exit businesses conveniently and safely, away from faster moving through-traffic;
- Internal connections between businesses allow customers to circulate easily, without reentering a busy road; and/or
- Driveways and service road entrances farther away from signalized intersections allow easy access for customers, even during times of peak congestion.

"It has been a very positive thing all the way around, from the economic, and the community sides. We have improved our tax base, we have improved our traffic problem, and plus we have improved our business community."

— Chuck Fisher, Supt. Public Works Ankeny, Iowa

In brief, minimizing the number of curb cuts, consolidating driveways, constructing landscaped medians, and coordinating internal site circulation and parking among several businesses results in a visually pleasing and more functional corridor. That protects your investment in your business, the public investment in the roadway, and can even help attract new investment into the area.

"There are a lot of beautification projects going on, tree plantings and what have you. I think the landscaping in the medians has very much added to the very nice decorum of Ankeny. It will make a nice impression for those visiting Ankeny, or living here."

— Andy Kasper, Iowa Realty, Ankeny, Iowa

What are the other issues with frontage or service roads?

- **Service roads that run behind highway properties are often less disruptive to existing businesses than frontage roads, less costly for an agency, and more functional than a frontage road.**
- Rear service roads can provide access to businesses on each side and can operate safely from both directions. Frontage roads provide access only to businesses fronting on the highway and are much safer when designed for one-way traffic.
- Additional right-of-way will be needed for the frontage or service road and for connecting a service road back to the highway or side street. If your site will be impacted, it is important to work with the agency on how to reduce adverse effects. For example, if your site becomes nonconforming under local zoning regulations because of a smaller setback or other change, ask the local agency if they will waive that status, given that it was caused by a government right-of-way taking.

What are other commonly used access management techniques?

Regulate minimum spacing of median openings and access connections (driveways and street connections).	Limit the number of access points per property, or consolidating access points and encouraging shared driveways.	Establish standards for driveway width, driveway throat length and internal drive aisles to move traffic smoothly off of the adjacent street.
Move access points away from signalized intersections and freeway ramps.	Incorporate right- and left-turn lanes into roadways.	Close or replace a full median opening with a directional opening.
Provide a service road or parallel collector roads and side streets for site access along an arterial roadway.	Promote interconnection of parking lots and unified on-site circulation systems.	Install a median on an undivided roadway or replace a continuous two-way left-turn lane with a median.

How important is access to the success of my business?

Location and access are factors, but not the most important factors that determine whether businesses succeed or fail. The main reason that businesses fail is lack of management expertise *(3)*. The main reasons that businesses succeed include *(4)*:

- the experience of management,
- how well customers are served,
- the quality of the product or service provided,
- adequate financing and investment,
- well-trained employees,
- the level and nature of competition, and
- keeping costs competitive.

Given that access is not the primary reason that businesses survive or fail, it follows that a change in access will not be the primary cause of whether a business will survive or fail. In fact, access is one of the lesser factors that customers will consider when weighed against price, service, product, and store amenities.

This is not to say that good access is not important to your business. **Whether your business is large or small, it is important that you can handle customer traffic demand.** If you operate or develop major retail centers, factories, or campuses, proper location and design of access is essential to customers and employees. For shopping centers, the Urban Land Institute's Shopping Center Development Handbook states "poorly designed entrances and exits not only present a traffic hazard, but also cause congestion that can create a negative image of the center *(5)*."This is also true for small businesses, especially those on the intersection of busy roads. If your business is difficult or unsafe to enter or exit, then customers may be dissuaded from visiting.

Just think about the roads in your community where access has been carefully planned and compare them to those having lots of driveways, open frontages, and no median. Which roads do you prefer to travel on and which corridors have the most vibrant businesses?

Small corner properties are more difficult to access.

This queue is blocking street traffic and additional customers

Is this a sign of a store doing great business, or one that is telling customers to try the next guy down the street?

What has been the impact to businesses where this type of thing has been done?

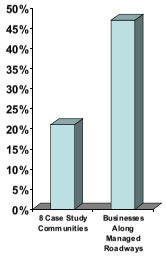
Studies of the business impacts of access management projects in Florida, Iowa, Minnesota, Kansas and Texas have consistently found that most businesses continue to do well when the project is completed. These results are particularly true for destination businesses. However, most drive-by oriented businesses are not unduly affected either. Drive-by businesses have been adversely affected by reconstruction projects that reduce their visibility from the major road or cause them to have highly circuitous or inconvenient access. However, these are not typical impacts of access management projects and where they do occur, it is not uncommon for transportation agencies to compensate business owners for losses.

Business activity: Access management projects alone do not appear to increase or decrease business failure rates *(6)*. This makes sense considering that many factors other than highway access can affect business success. **"Before and after" studies of businesses in Florida, Iowa, Minnesota, and Texas along highways where access has been managed found that the vast majority of businesses do as well or better after the access management projects are completed.** The turnover rate (the proportion of businesses that close or move out each year) of businesses in Iowa and Minnesota was studied along newly access-managed corridors and was similar to or lower than that of the surrounding area. For example:

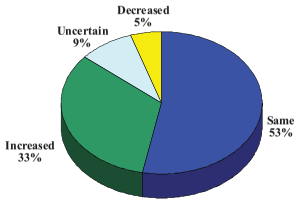
Businesses affected by access management projects in Iowa tended to do at least as well in terms of growth in retail sales, but usually better than those in surrounding communities, after the projects were completed. Most of these Iowa business proprietors said that sales were similar or greater following the completion of the projects. Only five percent reported a sales decrease *(6)*.

Impact of Access Management on Retail Sales Growth

- In the 1990s, retail businesses along eight recently access managed roadways in Iowa were compared to their surrounding communities.
- The businesses along the managed corridors experienced much higher retail sales growth during the decade than those businesses in other locations in these eight communities.



Business Proprietors' Reported Sales Comparisons

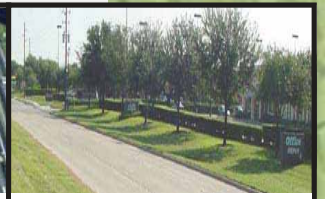


FRONTAGE or SERVICE ROADS

A *frontage road* is a type of service road that parallels a major road or freeway and is located between the road and building sites abutting the road. *Service roads* can also run behind businesses.

The purpose of these roads is to provide lower-speed access to commercial sites along a major roadway and to separate business traffic from higher-speed through traffic. Connections of frontage or service roads to side streets or onto the highway must be well away from signalized intersections, so entering and exiting traffic doesn't conflict with traffic queuing at signals.

Rear service roads providing access to highway commercial properties.



A frontage road.

How will I get access while I'm waiting for a frontage or service road to be finished?

Some sites may need to be given temporary access to the major roadway until the service road system is complete. This is typically needed when a service road is being constructed in segments through the development process, rather than built by a transportation agency as part of a road construction project. Most agencies will require you to remove your temporary driveway and build a driveway to the frontage or service road at a later time, so it's important to design your site access and circulation to accommodate that change.

How will people know how to get to my business from the highway?

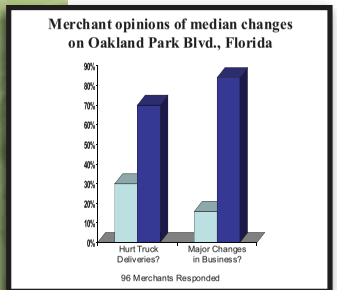
Frontage roads maintain good visibility for businesses along a major road and typically it is apparent how to enter and exit the road to get to a business. Points of entry can be signed to identify businesses that can be accessed from that entrance, if it is not already apparent. **It's a good idea to provide signs where a service road or frontage road connects at a side street, so customers know they can obtain access** to businesses that may not be visible from the side street.

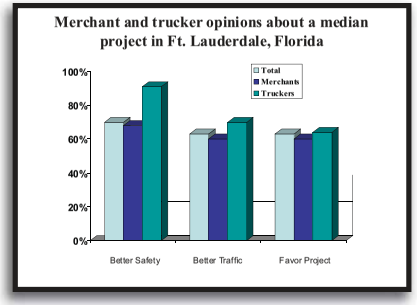
Why not just signalize all median openings and high volume driveways?

The decision on whether or not to signalize a median opening or access point depends on many factors, including the volume of traffic using the access, the proximity of other traffic signals, and the potential impact on public safety and traffic congestion. Most signal warrants are related to traffic volumes, but some consider school crossings, crash history, pedestrian crossings, "factory" peaks, and other situations. Unwarranted signals cause undue delays as motorists wait at a red light while little or no cross traffic exists. Worse, unwarranted signals may eventually be disobeyed or ignored by frustrated motorists who are only one reckless incident away from causing an accident or emerging as a casualty themselves. For these reasons, median openings and driveways should not be signalized where they do not meet the requirements of a traffic signal study.

What about impacts on truck deliveries?

The limited number of before-and-after studies have found that truck deliveries may be inconvenienced, at worst, but may in fact benefit from improved opportunities resulting from a change in access. And while the actual studies may be few, the anecdotal comments are many and favorable.





What are the other issues with medians and median opening closures?

- Alternative access through side streets, service roads, or internal connections with neighboring developments helps increase accessibility on busy or median separated roads – especially if the result allows several properties access to a signal.
- Minor roadway improvements, such as additional pavement on the shoulder, may be needed to accommodate U-turning traffic.
- Some trucks and large vehicles may need to take alternate routes as U-turns can be difficult to negotiate.
- Medians can be landscaped to enhance the image of an area and help attract investment and customers.

Business owners report that the actual impacts to their businesses were much less than they anticipated. Most adverse impacts were due to construction and not to access changes.

"If anything, our business has increased, which very much surprised me."

— D. Stanley Tripp of Tripp's Auto Sales in Spencer, Iowa

Property values: Most property owners surveyed following an access management project do not report any adverse effect of the project on property values. Often, such projects can have a positive effect by cleaning up the patchwork of driveways and curb cuts. For example:

A study of property values on **Texas** corridors with access management projects found that land values stayed the same or increased, with very few exceptions *(7)*.	More than 70% of the businesses impacted by a project in **Florida** involving several median opening closures reported no change in property value, while 13% reported some increase in value *(8)*.
A 2005 study of commercial property values along a major access management project in **Minnesota** found that property values depend more on the strength of the local economy and the general location of the property in the metropolitan area; changes in access seemed to have little or no effect on the value of parcels *(9)*.	A study of **Kansas** properties impacted by access changes found that the majority were suitable for the same types of commercial uses after the access management project was completed. This was true even for businesses that had direct access before the project and access only via frontage roads after project completion *(10)*.

Customers and deliveries: The majority of customers and truck drivers surveyed in before-and-after studies have reacted positively to access management projects as improving both safety and traffic flow. Business customers surveyed about access management projects in Iowa, Texas and Florida overwhelmingly supported the projects because their drive became quicker, easier and safer *(6)*.

What are some common types of access management projects and what are the impacts?

There are many access management techniques, each with a specific purpose and different type of impact. One common type of access change is the building of a **median** on a road or closing existing median openings. Another common type of project is providing a **frontage road** or a rear service road along a highway for access to businesses. Below is an overview of these strategies, the types of issues or impacts associated with these projects, and how you can work with the agency to adjust to these changes.

MEDIANS and MEDIAN OPENINGS

A *median* is a grass or raised divider in the center of a road that separates opposing traffic and discourages or prevents vehicles from crossing the divider.

Openings in the median provide for different turning or crossing maneuvers, depending on how they are designed.

- A ***directional median opening*** only allows certain movements, usually a left-turn in or U-turn.
- A ***full median opening*** allows all turning and crossing movements and is often signalized.

Where too many full median openings exist, agencies may reconstruct the median and close the excess median openings.

Turn lanes at median openings provide a safe haven for turning vehicles.

Why use a median and not a two-way left turn lane?

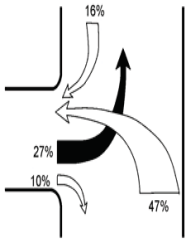
Conflicts and potential crashes associated with continuous two-way left turn lanes

Medians can have a profound effect on driver safety compared to two-way left-turn lanes. Adding a median to a road that previously had a continuous two-way left turn lane can reduce the crash rate about 37% and the injury rate about 48% *(11)*. **For example, when a continuous two-way left turn lane was replaced with a median on Atlanta's Memorial Drive, the crash rate was cut in half *(12)*.**

One reason a two-way left turn lane is less safe than a median is that a driver who is turning left must be able to ensure that the traffic is clear from two directions in multiple lanes. When this is not quite possible, drivers will sometimes use a two-way left-turn lane in the middle of the road while attempting to merge into traffic. Such maneuvers can lead to serious crashes and become more frequent as traffic volumes increase.

Won't I lose customers if they can't turn left into my business anymore?

The number of your customers making left turns into your business is likely already very low during peak travel periods or if you are on a congested roadway. This is because left turns into any business become increasingly difficult as traffic volumes in the opposing lanes increase.



Percentage of crashes by driveway movement.

Perhaps today your customers wait with apprehension to turn left as cars queue behind them, or must shoot across a busy road to complete a left turn out. A turn lane at a median opening or signalized intersection will allow them to wait safely to complete a U-turn when traffic clears, and that is truly a safer option on a busy road. **In fact, the left-turn into and out of a driveway is less safe than a U-turn and comprises the majority of driveway crashes.** Studies have shown that making a U-turn at a median opening to get to the opposite side of a busy highway is about 25% safer than a direct left turn from a side street or other access point *(13)*.

Surveys show that a majority of drivers have no problem making U-turns at median openings to get to businesses on the opposite side of the road. Where direct left-turns are prohibited, studies show that motorists will change their driving or shopping patterns to continue patronizing specific establishments. In fact, most drivers are reporting that access management improvements made the roads safer and that they approve of the changes, despite minor inconveniences associated with U-turns.

Some owners of drive-by businesses have reported a loss of customers following a median project or other change that has eliminated the left-turn-in opportunity (and less often left-turn-out), although the majority do not. For example, a before-and-after study of a median reconstruction project in Florida involving numerous median-opening closures found that **the majority of surveyed merchants, 68% of the 96 respondents, reported little or no economic impact to their businesses, although 27% reported some type of loss *(14)*.** Generally, businesses that feel they were adversely impacted also have competition nearby or may have experienced reduced visibility of signage.

> "Because of the design of the roads, the timing of the traffic signals, and the way the traffic is broken up, it has become very convenient for people to pull into a safe haven, or storage lane within the raised median, take their time and make a safe and convenient u-turn to access properties that were concerned about that problem."
>
> **— Kurt Easton, Executive Director of Merritt Island Redevelopment Agency, Florida**

WELCOME TO THE FM 2920 ACCESS MANAGEMENT STUDY PUBLIC MEETING

HOSTED BY:

Houston-Galveston Area Council
In partnership with:
City of Tomball
City of Waller
Harris County
Houston Northwest Chamber of Commerce
North Houston Association
Texas Department of Transportation
Tomball Chamber of Commerce

CONSULTANT TEAM:

HNTB CORPORATION
In professional association with:
Wilbur Smith & Associates
Gunda Corporation

FM 2920 ACCESS MANAGEMENT STUDY

Why are you here today?

WE NEED TO HEAR
FROM YOU!

We need your input into the FM 2920 Access Management Study planning process.

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What is Access Management?

Access Management is the systematic control of the location, spacing, design, and operation of:

- **Driveways and street connections**
- **Medians**
- **Median openings**
- **Turn lanes**
- **Traffic signals**
- **Interchanges**

Its purpose is to provide vehicular access to land development in a manner that preserves the safety and efficiency of the transportation system.

Benefits of Access Management

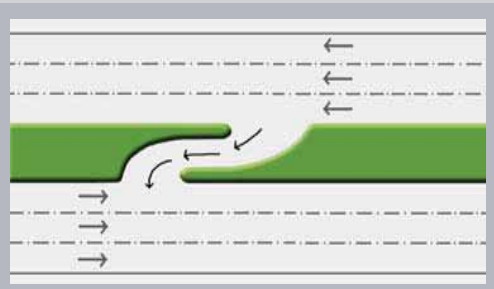
- Increased Public **Safety**
- Improved **Mobility** and Roadway Efficiency
- Enhanced Roadway **Appearance**
- Preserved Long-Term Property Values and **Economic Viability** of Adjacent Development

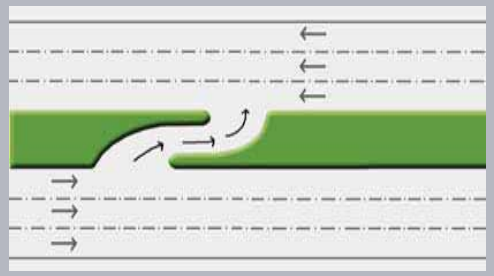
What's in the Access Mgmt. Toolbox?

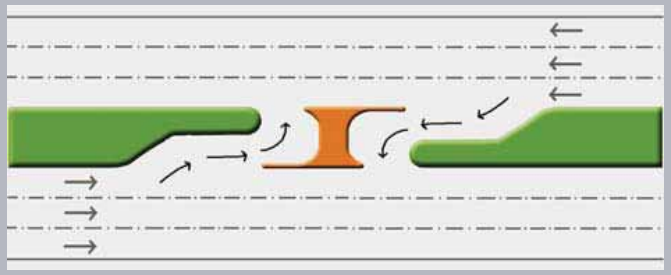
- **Traffic Signals**
  - Spacing
  - Types
  - Timing
  - Back plates
  - Visibility
  - Left turn signals
  - Advance warning signs w/ flashers
  - Coordination of the signals (signal synchronization)
- **Median Treatments**
  - Raised, flush, continuous left-turn lane, undivided
  - Spacing
  - Design
  - Openings and turning storage lanes
- **Driveway and Street Connections**
  - Spacing
  - Locations
  - Design
- **Access in the Vicinity of Interchanges / Intersections**
  - Geometry / Configuration
  - Number of lanes / turning lanes
  - Minimum functional area
- **Miscellaneous**
  - Signing
  - Pavement marking
  - Block numbering
  - Speed limits
  - Modal improvements: pedestrians and bikes
  - Rumble strips
  - Lighting

Examples: Access Management Toolbox

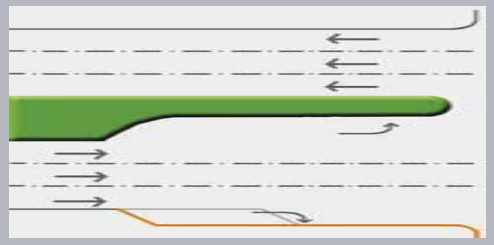
- **Median Treatment**
  - Convert flush median to raised median
  - Introduce directional median openings with acceptable storage and spacing

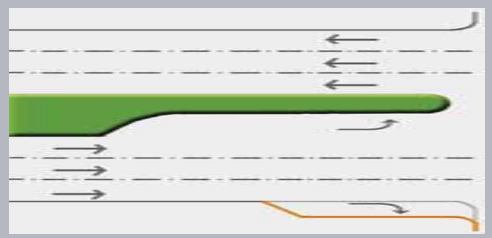


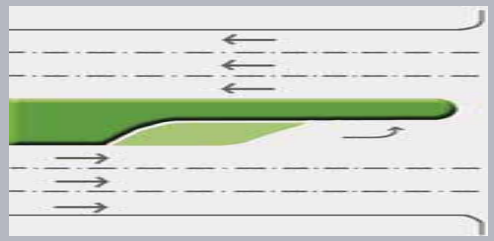




- **Turn Lanes Treatment at Intersections**
  - Add right and left turn lanes
  - Increase storage length at turn lanes
  - Improve turning radii at intersections

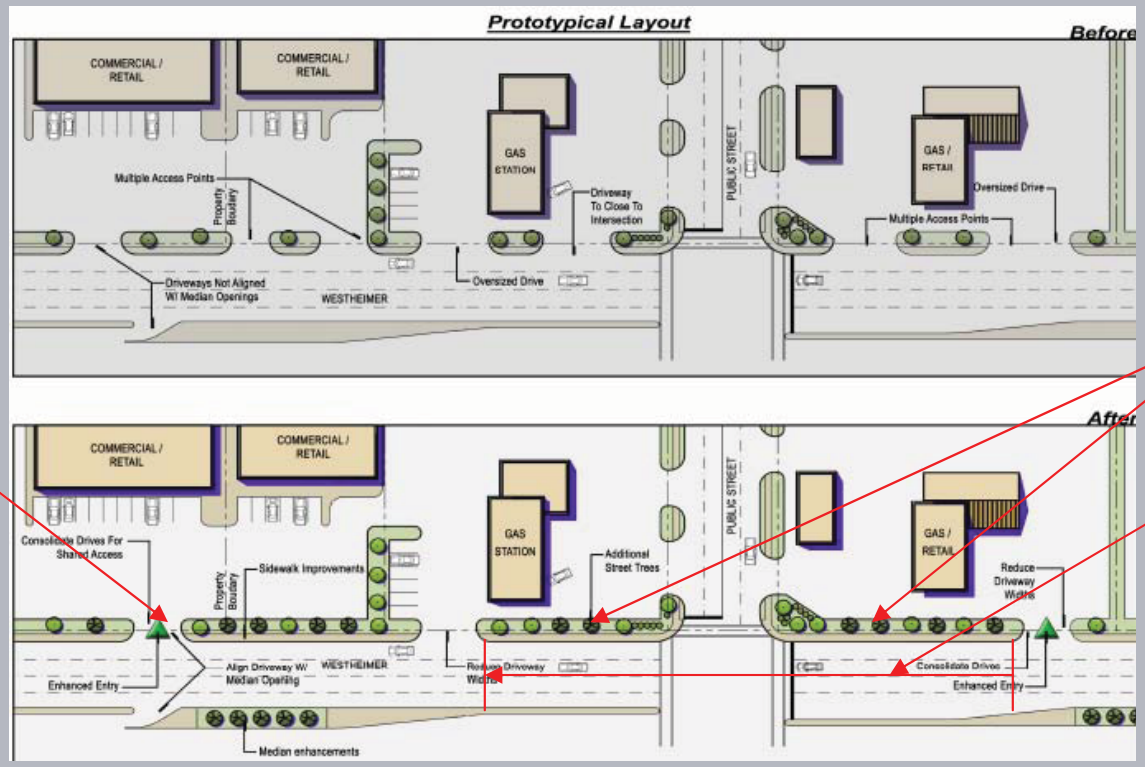






Examples: Access Management Toolbox

- **Driveway modifications, major and minor**
  - Relocation
  - Closure
  - Redesign
- **Shared driveways / access between properties**
- **Minimum functional area near intersections**



Shared driveway/ access

Driveway modification

Intersection minimum functional area

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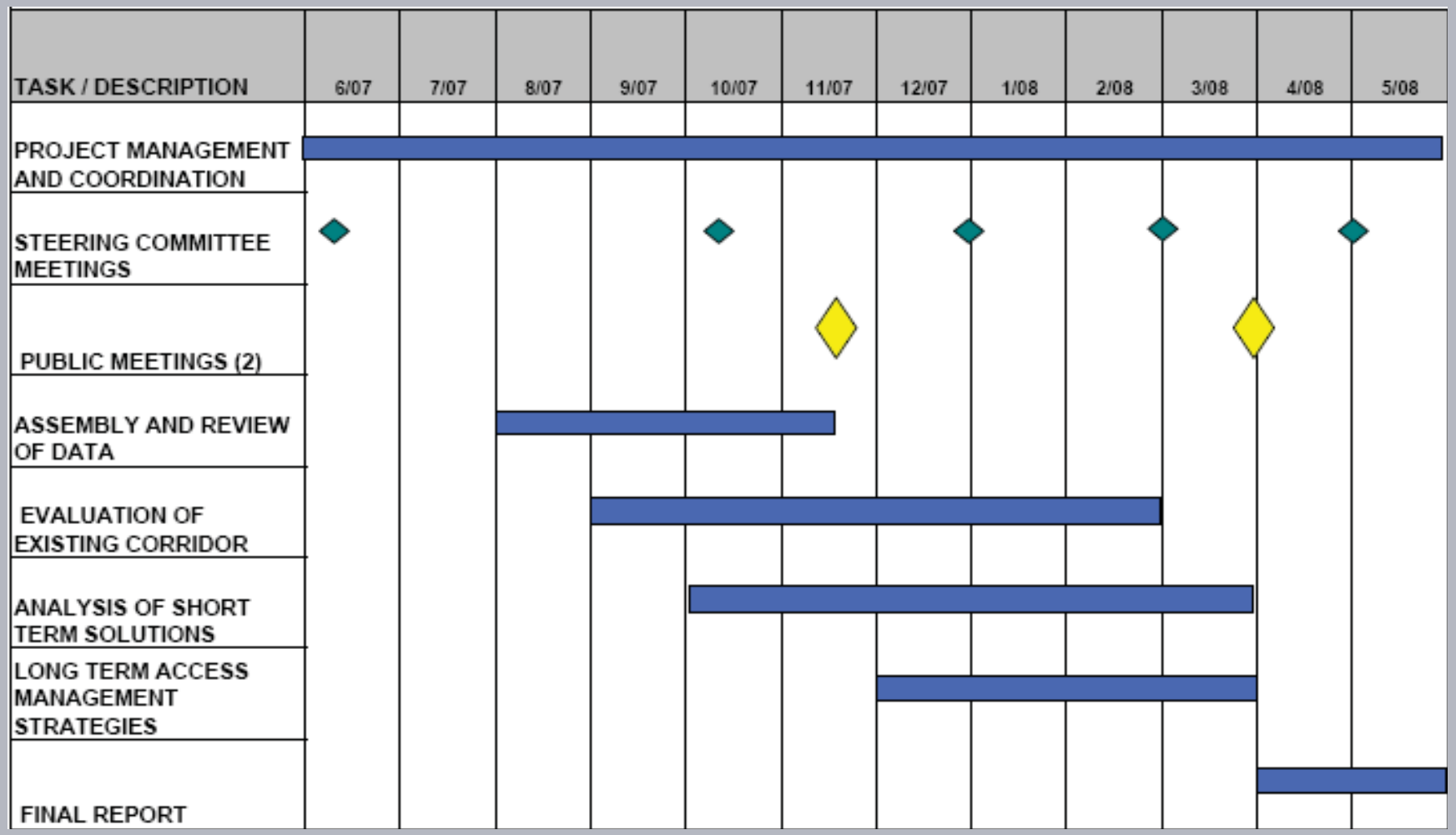
Steps for Access Mgmt. Plan

- Define the study area
- Analyze existing conditions and land use
- Perform traffic and crash analysis
- Evaluate roadway geometrics
- Develop Access Management Plan for the corridor that may include:
  - Median types and median openings
  - Signal locations and spacing
  - Intersection improvements
  - Access locations and spacing
  - Supporting street system
  - Pedestrian and bicycle route improvements
  - Miscellaneous roadway improvements
- Create, adopt and implement an access management plan
- Solicit public input through: steering committee; stakeholders meetings; and public/community meetings

Study Schedule



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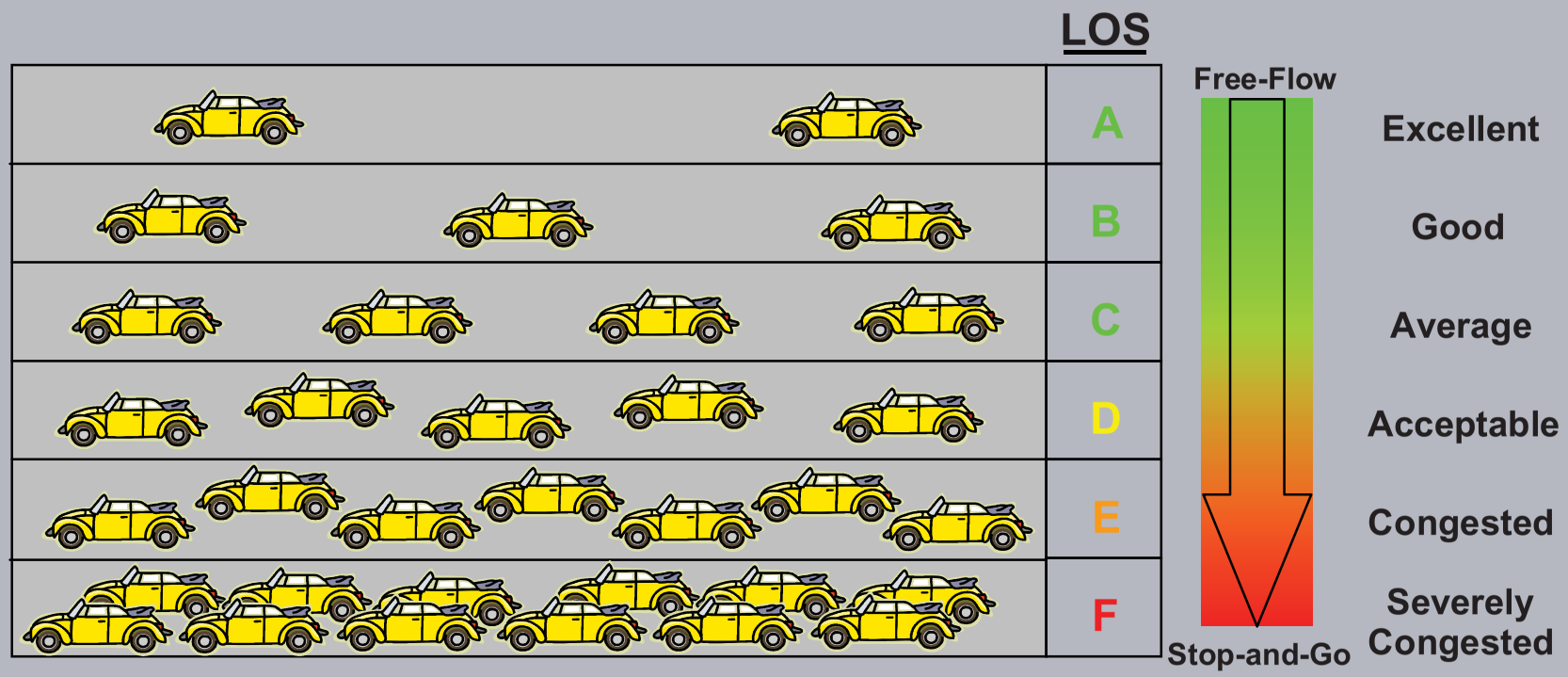
Project Facts

Study Limits:	Hempstead (Southwest of US 290) to Lexington Rd. (East of IH 45)
Study Length:	32 miles
Facility Type:	Farm-to-market road (FM)
No. of Lanes:	Varies from 2 to 5 lanes
ROW Width:	120 feet usual, 100 and 60 feet in some areas
Ownership:	Texas Department of Transportation (TxDOT)
Operation*:	TxDOT; Harris County

* Note: FM 2920 is owned and maintained by the Texas Department of Transportation

Level-of-service Illustration



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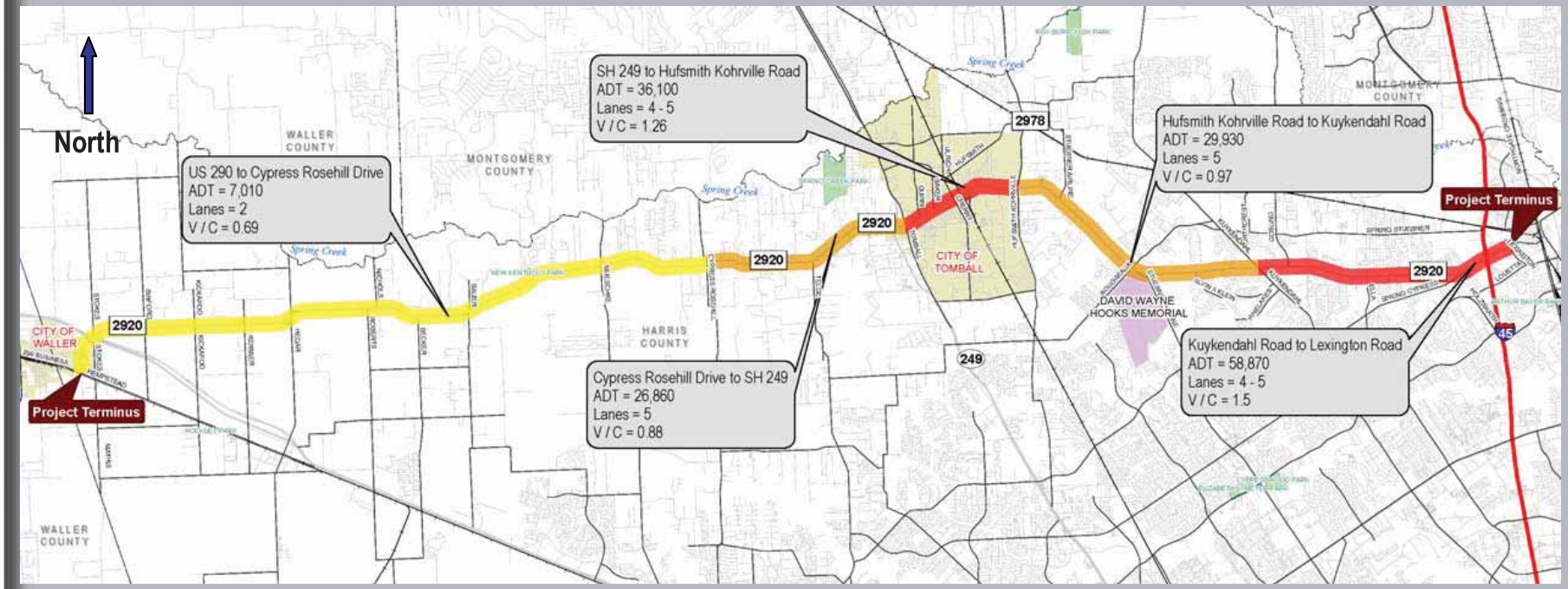
FM 2920 Traffic Volumes & Level-of-Service



Level-of-Service (LOS)

- LOS A - C
- LOS D
- LOS E
- LOS F

XX — Year 2007 Average Daily Traffic (vehicles per day)

V/C — Traffic Volume to Roadway Capacity Ratio

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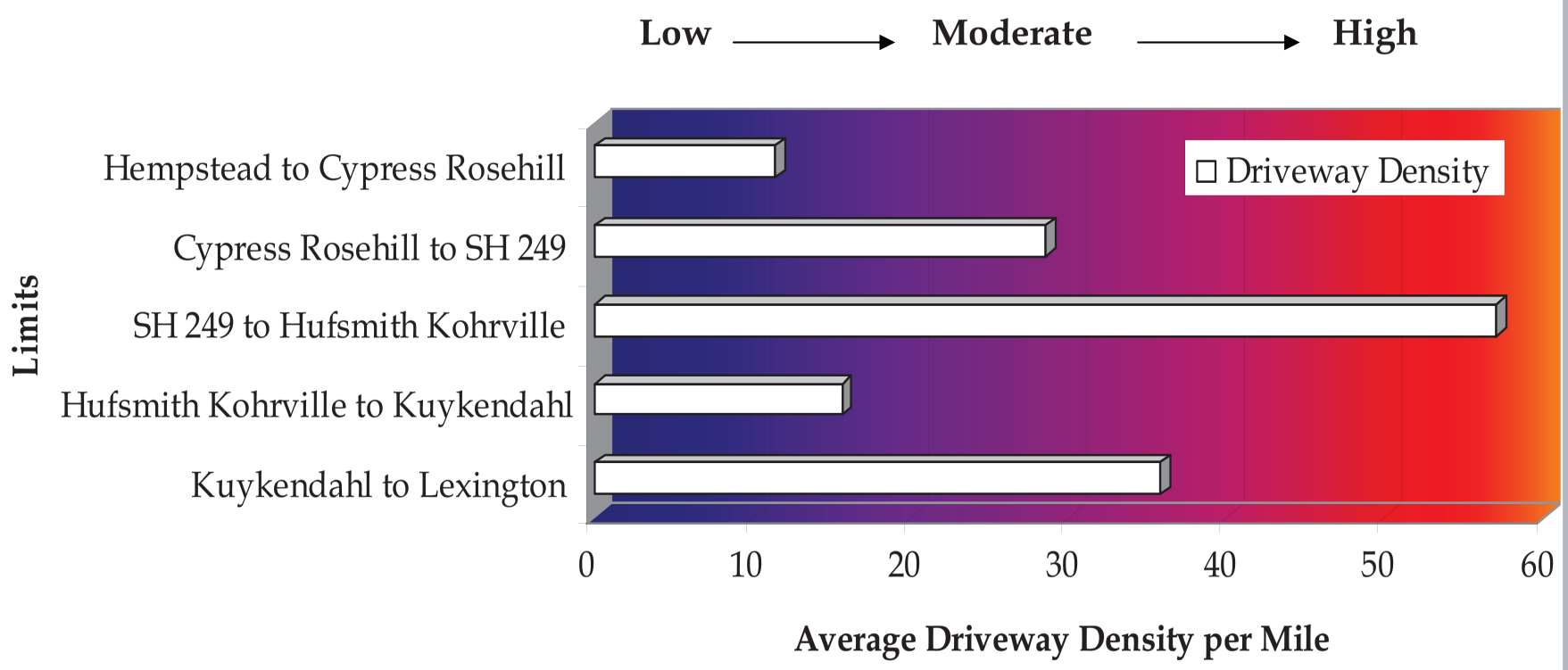
FM 2920 – Driveway Density



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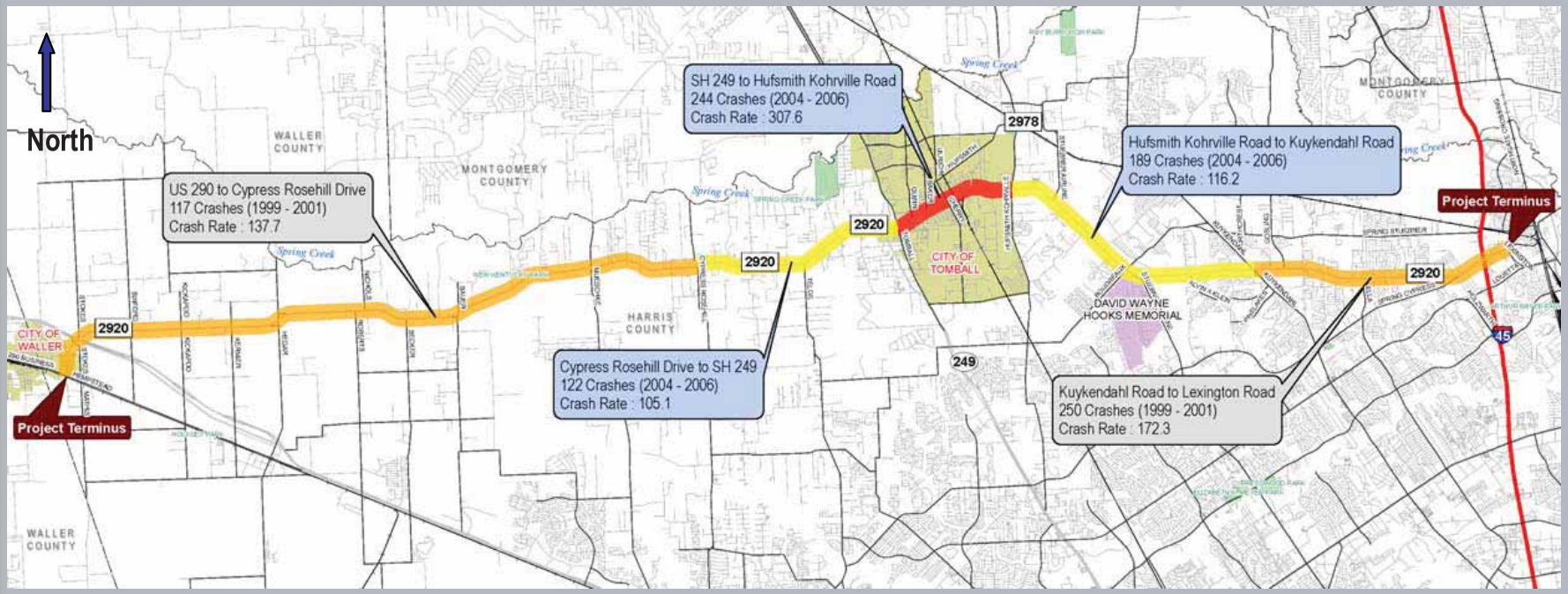
FM 2920 – Crash Rates



Note: Most current available Statewide Average is 123.7 for 2001; Crash data available for 2004-2006 is preliminary.

Source: Texas Department of Transportation (2004-2006 crash data); data is preliminary and has not been finalized or certified
Houston-Galveston Area Council (1999-2001 crash data)

Crash Rate=Annual rate of traffic crashes per 100 million vehicle miles traveled

Crash Rate

- Up to 50% of statewide average
- 50% to 100% of statewide average
- 100% to 200% of statewide average
- More than 200% of statewide average

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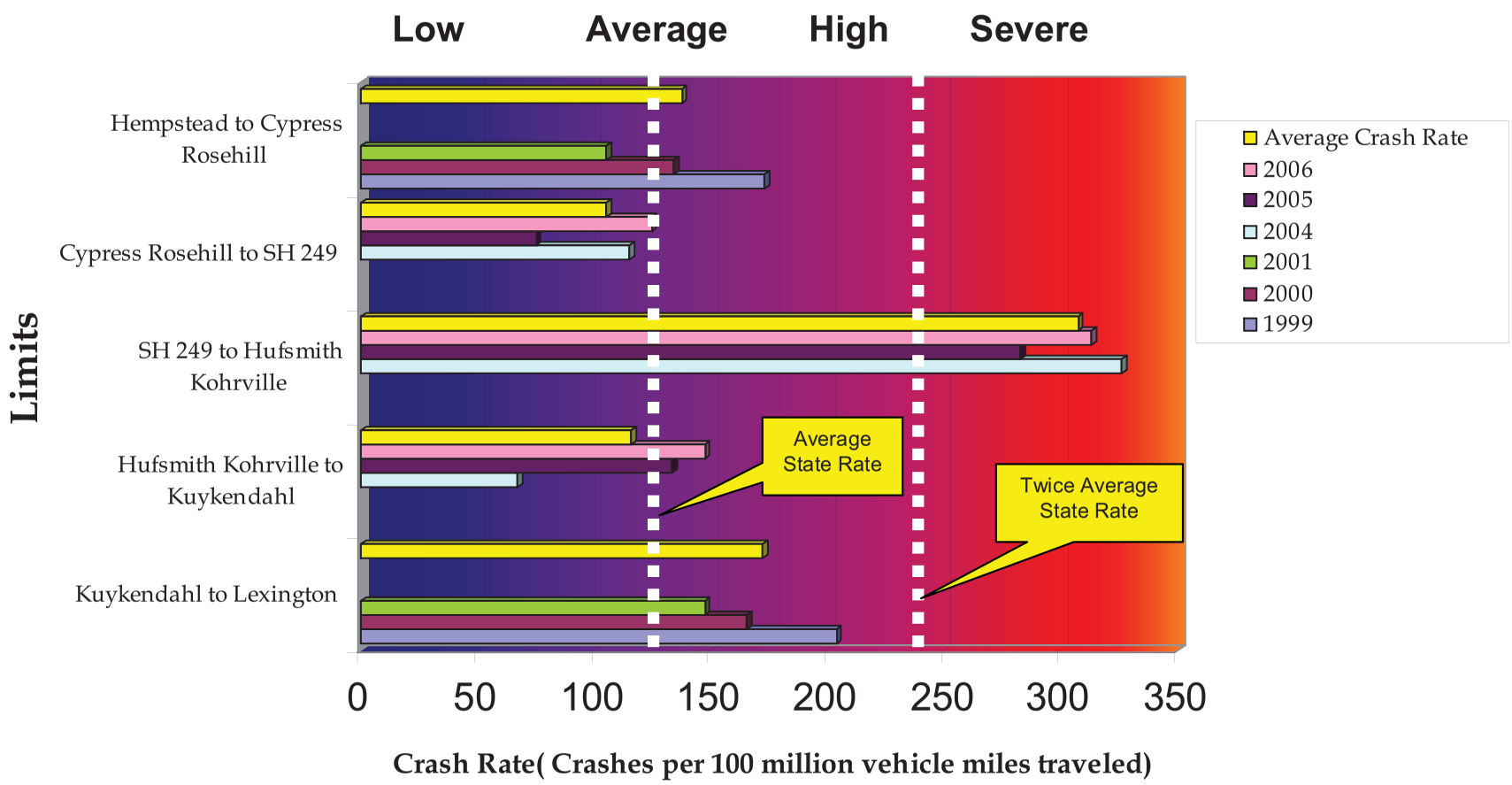
FM 2920 Crash Data



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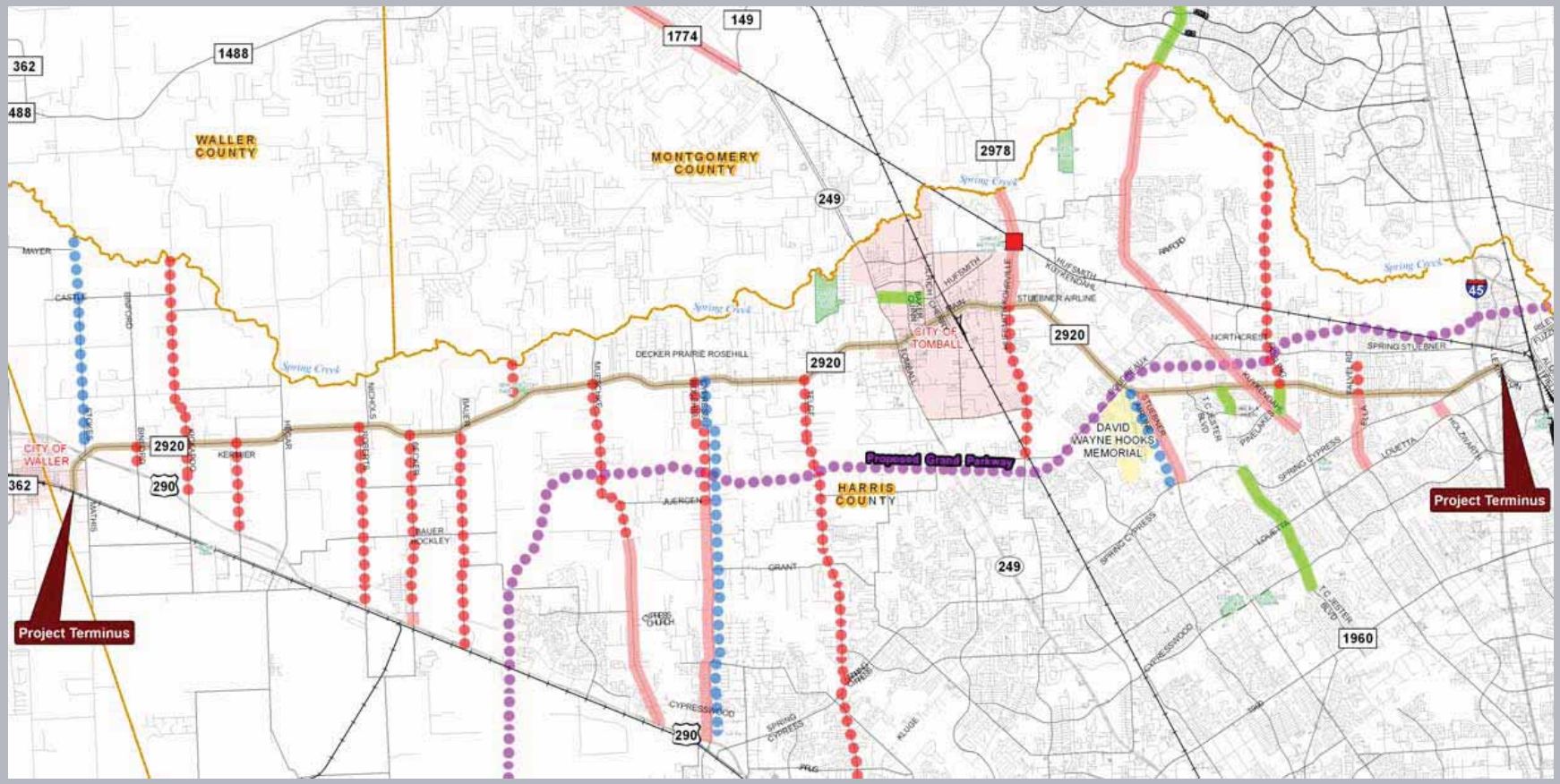
Planned Projects



Planned Projects

- Short Term Widening
- Long term Widening
- Short Term Extension
- Long Term Smart Street
- Short Term Grade Separation
- Proposed Grand Parkway

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FM 2920 ACCESS MANAGEMENT STUDY

Thank you for attending the FM 2920 Access Management Study meeting

Please complete and drop off the questionnaire in the designated box

Information presented tonight and project updates are available on the following website:

www.FM2920Mobility.org

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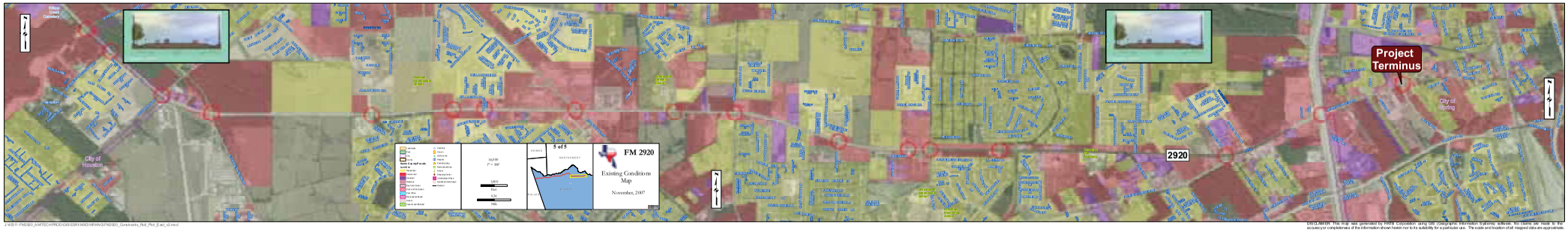

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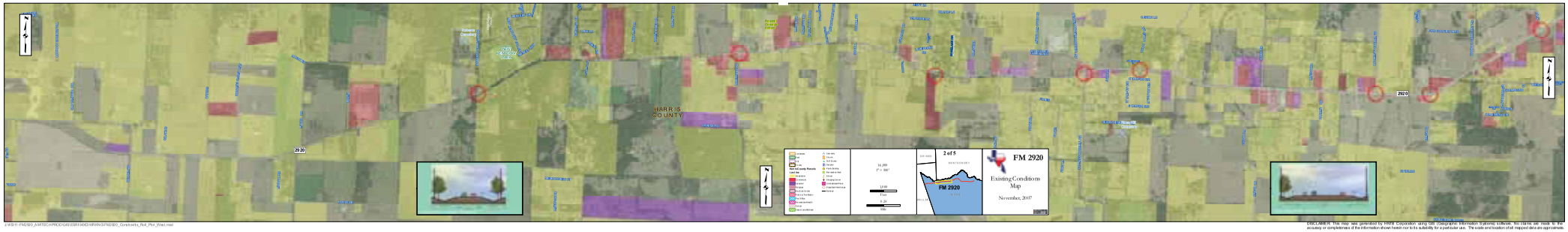

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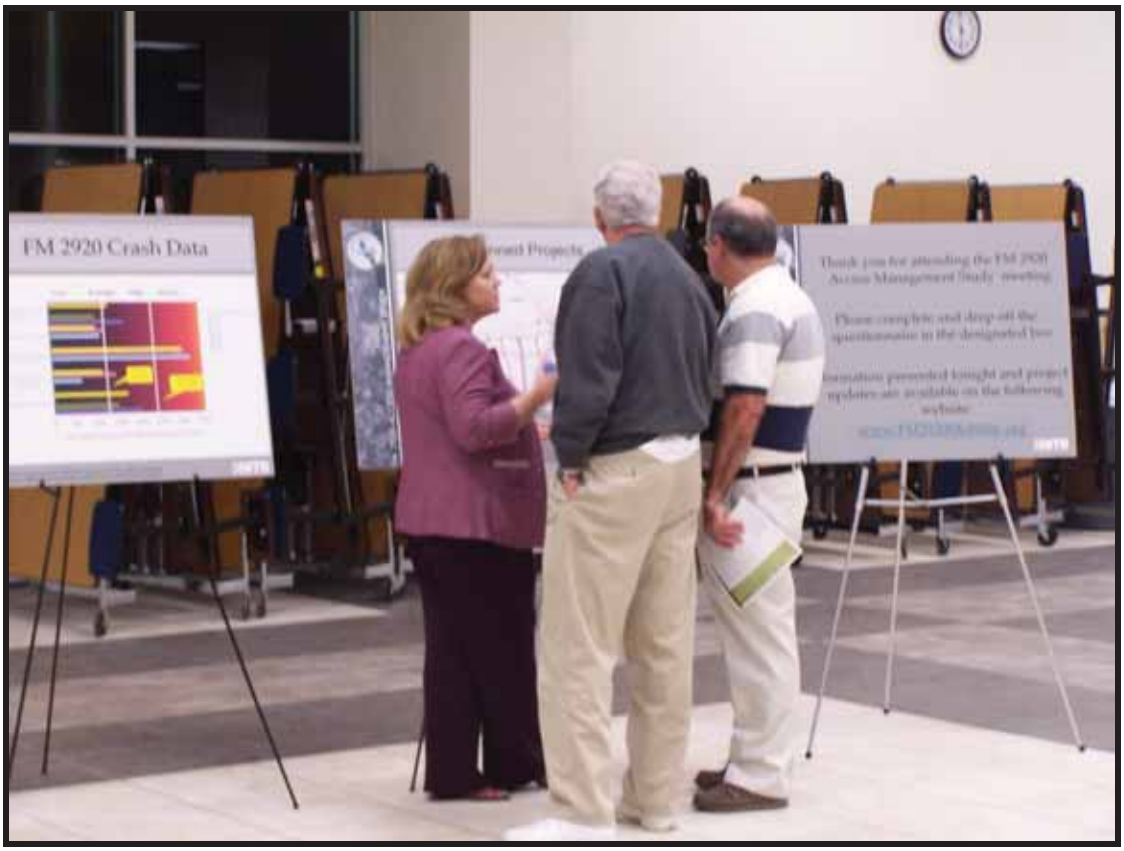
November 14-15, 2007



FM 2920: ACCESS MANAGEMENT MEETING
November 14, 2007
ELMER L. BECKENDORF CONFERENCE CENTER
TOMBALL COLLEGE
30555 TOMBALL PARKWAY
TOMBALL, TEXAS 77375

STEERING CMTE

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Laura Hovind	24610 W. Ringscrest Cir	77389		281 355-1007	
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Jack & Rena Sartin	24831 Millers Ln, Katy	77493		281-371-3841	
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Ron Saikowski	8701 New Trails Dr #200	77381	Jones & Carter	281-363-4039	

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November 14, 2007
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FM 2920: ACCESS MANAGEMENT MEETING
November 15, 2007
KRIMMEL INTERMEDIATE SCHOOL
7070 FM 2920
SPRING, TEXAS 77389

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FM 2920: ACCESS MANAGEMENT MEETING
November 15, 2007
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November 15, 2007
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7070 FM 2920
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FM 2920: ACCESS MANAGEMENT MEETING
November 27, 2007
ELMER L. BECKENDORF CONFERENCE CENTER
TOMBALL COLLEGE
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TOMBALL, TEXAS 77375

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Mickey & George Hutson	9320 Rosie Lane	77354		281-252-3359	
Marie Hefferman	13615 Country Hill Ct	77375	DTA	281-290-9700	
MATTHEW HEFFERNAN	415 W MAIN	77375	DTA	281-290-9700	MATT@GLOBALANDCOMPANY.com
DARLENE SARBECK	418 W MAIN	77375		281-255-2999	
Bennie Higgs	419 W MAIN	77375		" "	
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The following is a summary of additional comments received at the public meetings, a meeting in Tomball and through emails:

1. Strong need for signal synchronization along the corridor specifically from Kuykendahl to IH 45
2. Need to evaluate intersection geometry including adding capacity (i.e. right and left turn lanes)
3. Need to develop reasonable solutions for congestion through Tomball and provide for adequate parking to support the businesses in the Downtown area
4. It is important to maintain a safe bicycle route along the corridor

Below is a detailed list of all additional comments received

<u>Comments regarding improvements along FM 2920:</u>

Control speed / Reduce speed (3)

Add right turn/ left turn lanes (4)

Need to widen FM 2920 from Cypress Rosehill to Hwy 290 to 4 lanes, add a CLTL (4)

Need left turn lanes at Rosehill Elementary School and Christian School in both directions

Need turn lanes at New Kentucky (429 residents)

Turn lanes at Timberlake Village

The Klein United Methodist Church would like to work with consultants to solve median concerns in front of Church

Very congested at raceway near IH 45

Traffic through Tomball is terrible

Too many traffic lights from Tomball to IH 45

Restrict all curb cuts to side streets

Replace “do not drive on shoulder signs” close to subdivision entrances

In Tomball, purchase land at each end of Tomball for public parking and encourage people to walk to the businesses. Widen the street for left and right turn lanes, improve intersections and signal operations

Encourage the city of Tomball not to allow any curb cuts between Concordia School and SH249 except along side streets.
Tomball is a growing community with a strange road layout. You will never be able to satisfy everyone, the best you can do is keep the traffic flowing and the pedestrian safe, I hope the downtown problems can be solved with lighting, signs and no construction, thank you for listening

We do not have enough parking in Tomball in the older part of town, so we can’t remove the street parking, but possibly the sidewalks could be smaller and that could allow a center lane (raised turn lane) through the middle. So many of our roads are so uneven and worn, they need help. Do we really have clear marked sidewalks?
The Tomball downtown merchants will be willing to work to develop a reasonable solution to the traffic solution

In downtown Tomball, place signs at the start of each block with names of businesses, use these signs to say there is parking for the business in each block on the side of the streets and behind buildings. Underground parking??

All heavy trucks need to be restricted to the right lane

The westbound traffic backs up between Meadowhill Dr., Falvel Rd. and Bridgestone Ln. Need to synchronize signals between IH 45 and Kuykendahl (2)

Comments on specific intersections:
Traffic at Walmart east of 2920 is dangerous when cars are attempting to turn left across traffic. Need to add median in front of Walmart (5)

Rosewood Trail and FM 2920 needs left turn lanes and signal improvements

Unless Stuebner Airline will be extended north of FM 2920 , redesign this intersection to be the Lamar/MLK in Austin, using a raised median, westbound FM 2920 traffic can pass without the need of a stop light by creating a lane from which to merge for those vehicles turning from Stuebner to West of FM 2920

Hannover Forest is older subdivision than many other newer ones who have signals

Synchronize lights at Nottinghill

The location of the Spring post office has required a light traffic backs up while people try to turn left off FM 2920 onto the road to get to the building and also for those turning left when going back to FM 2920

Traffic signal at FM 2920 and Gosling Road needs to be retimed and fixed – Gosling road is a designated major thoroughfare

Need to look into the operation of the signal at Lutheran Church road and Calvert Rd west of Tomball, Park Root, new lights at the SH 249 bypass, Stuebner Airline, Willow street at Concordia school in Tomball, Dowell, TC Jester, Krimmel School, Falvel, Meadowhill, Kuykendahl, and Gosling

Need to add a divider for the eastbound traffic on FM 2920 at IH 45 to eliminate cut in traffic

Access to Spring Cypress from FM 2920 as coming from IH 45 needs improvements

Signal lights at each subdivision having a street crossing FM 2920 would make it safer, a signal light is desirable east side of 45 for the road to the post office

Comments regarding sidewalks and bike lanes:

Need to maintain safe bike lanes/ route for cyclists(4)

8 ft shoulders are super for bicycles. Bikes need at least 6 ft shoulder

It is safe for bikes to cut down side streets that parallel FM 2920 with the older parts of Tomball that have a street grid. Sections of
FM 2920 with no shoulders are unsafe. A transition strategy is needed, sidewalks, bike lanes, bike paths, something.

Comments related to other facilities:

Hurry with the Grand Parkway / will be huge help (4)

Need to combine Grand Parkway into FM 2920 east, bypass Tomball on south and connect with FM 2920 west of Tomball
Provide system support, widen or lengthen Spring Stuebner/ Boudreaux, Lexington and Holzwarth

Improvements are needed, possibly looking at other roads to widen and have better connections. Access to short-cuts make traffic on FM 2920 flow easier

Improve SH 242 with overpasses and 4-6 lanes roads, An alternatives for tractor trailers which will not pay for toll roads with US 59 / I69, IH 45, IH10 alternatives

Connect SH 249 north to Huntsville or Madisonville for effective bypass of Houston SMSA

From Sealy / Brookshire north via SH 6 over to Madison – Crockett – Nacogdoches

Grand Parkway is out of date for safety and 18 wheelers

Improve north –south roads. Most of FM 2920 traffic is heading for the interstate

Widen Gosling road to 4 lanes or add right turn lanes as well as left turn lanes at Gossling and Root road
Please fix the left turn light from Champion Forest (?) turning left onto Spring Cypress

General Comments:

Continue these opportunities for public information, thanks for the opportunity to participate in development of our community (4)

Do improvements now (3)

Thanks – very helpful and friendly staff, excellent presentation (2)

More police to ticket those who run a red light

Do not turn our highways into toll roads

No more 2 lane roads

North-south Harris County bypass traffic should be directed north via SH 249 to Hwy 242 east of US 59

Make intersection improvements a priority when reconstructing roadways

Need to split through traffic from other traffic

Development should be restricted until the road can catch up, developers should pay per lot use fee to improve travel in the area before they set up new subdivisions

Build a 2920 bypass around the town and use FM 2920 for businesses

Coordinate light for rush hour

Comments on FM 2920 received via email:

Email 1
Spring Stuebner needs to widen immediately as it could serve as a "loop" around the current major congestion areas on 2920 between IH 45 to the east and Boudreaux to the west.
Create turn lanes on the following connecting arteries to FM 2920 so that the signals on FM 2920 can be extended to run longer while not penalizing cross traffic Falvel, Rhodes, Kuykendahl all the way to Spring Stuebner
Woodlands Parkway sets their signals for a full two (2) minutes during rush hour. FM 2920 should do the same. Currently, the Meadowbrook and Bridgestone subdivision lights can trip the FM 2920 lights on a moments notice. This should NOT be allowed during rush hour. Clearly, think of the emissions of stopping a massive number of cars on FM 2920 to allow 3 or 4 cars from these subdivisions to gain access to FM 2920. Furthermore, besides the emissions, you recognize that it takes at least 20-30 seconds to get all that FM 2920 rush hour traffic moving again. Now, you rightly say that Falvel and Rhodes would back up too much were the lights to be set at 2 minutes. That is why I suggest you immediately build interim turn lanes to accommodate more cars on those intersections of Rhodes and Falvel and allow for the FM 2920 signals to be set longer. Just increasing the signals by 30 seconds would increase the flow significantly because the traffic has gained "momentum".
It is imperative that we synchronize the lights on FM 2920 at a speed of (say) 40-50 mph during rush hour....and not let that synchronization be interrupted by one or two random cars from an adjacent subdivision.
Although Spring Stuebner is another road, it could serve as a temporary loop around the main FM 2920 congestion as I already mentioned. But, to do that, you need to put in a traffic light at Rhodes and Spring Stuebner and create a turning lane on the westbound direction of Spring Stuebner as well as the northbound direction of Rhodes.
Using the Woodlands Parkway as a model, may I suggest that you increase the length of the green lights during rush hour on FM 2920 between I-45 west to past Kuykendahl Rd. The volume of traffic is such that if you visibly watch the flow, you would see that the first 20-30 seconds of a green light is nearly useless in getting traffic to flow because of the large flow of vehicles trying to synchronize their starts. Extending these lights a minimum of 20-30 seconds would greatly increase the vehicle flow. Furthermore, I think it is imperative that all FM 2920 lights be synchronized in a westerly direction from I-45 to past Kuykendahl Rd. I believe this would significantly help flow and not really penalize access to FM 2920 from the adjoining subdivisions significantly

Email 2
Rosewood Hills subdivision, which is west of Cypress-Rosehill and north of FM 2920. There is only one way into their subdivision off of FM 2920 (Rosewood Trail) and that there is no turn lane. Traffic headed east on FM 2920 going to Cypress-Rosehill backs up due to the light and the fact that there are only two lanes. The light from Rosewood Trail out onto FM 2920 seems to be exceptionally short for a subdivision of 300 homes.

Email 3
Get Angel Brothers Construction to FINISH THEIR MESS-MAKING at Kuykendahl Rd., and get out of the way. All they're doing is playing in the dirt, making holes and flooding the roadways when it rains -- happens EVERY TIME IT RAINS.
The crew that is still puttering around resurfacing FM 2920 itself has signs up saying "lanes closed at 7pm", but lately, they've been closed at 8:30a, and other times during the day. Truth in advertising? They have also had lanes closed with NOTHING going on!

Email 4
The Trustees of Klein United Methodist Church (3000 member church) met last night and are not in favor of 1) reducing the number of driveways to the church; and 2) limiting our membership's access to westbound and eastbound FM 2920 from our parking lot. Last night when we discussed this project, the primary focus was the high number of accidents that occur at the Wal-mart driveway. The level of congestion that occurs between Kuykendahl and Gosling results in a high number of left turn lane travels that wind up getting up close and personal with Walmart shoppers…

Email 5
I believe a parkway, equivalent to the Memorial or Allen Parkways would be of great use in moving traffic from I 45 to SH 249. The parkway could be centered on the current road and bridges or underpasses built to go through lights. The neighborhood lights are killing the traffic and often times it takes me 45 minutes to go from I 45 to FM 2978. That could also work well for FM 1960. I highly recommend not building another road but using the existing right of ways to build parkways.

Email 6
I went to the FM 2920 access mobility study tonight to see what was going on and to help share my support for continuing bike and pedestrian facilities along FM 2920. I was discussing the importance of good bicycle and pedestrian management when considering road designs especially in the immediate location of residential and commercial areas such as the mix around Kuykendahl and FM 2920. What I have seen is that in practice in the greater Houston area is that as more commercial areas increase Bikes and pedestrian considerations are sacrificed in order to increase auto traffic, SH 242 in the woodlands comes to mind.
I was having a discussion on this topic with the HGAC representative present. Unfortunately, I don't remember her name. She mentioned that when developing the plans for road improvements, "studies" don't typically support enough bicycle usage to justify the additional cost to include the facilities. While I agree that road design is a balance of costs/capabilities/needs, to me that is an excuse provided by someone who believes in automobiles are the only reliable means of transportation. To me if you study a

section of road like FM 2920, that does not have any bicycle or inadequate bicycle facilities, it stands to reason that you will get almost no bicycle turn out on the road, thus furthering the belief that bicycle facilities are not a need to connect residential areas to businesses within the area. I guess my point is that you can bias a study and assume that bikes are not going to use a road if you have no way to actually allow bikes to safely use the road.
I firmly believe that if you build and allow for alternate modes of transportation, it will get used.

Email 7
Traffic flow along FM2920 is impeded by the following:

1. Too many access points.
2. Excessive long waits for traffic signals to cycle, this is, in part, due to the absence of left turn lanes for north/south bound traffic at various crossroads, e.g., Falvel, Bridgestone, etc. In other words, there are too many two lane roads intersecting with FM 2920.
3. Eventually overpasses will be required for East/west bound traffic on FM 2920 at major intersections--service roads would alleviate the problems with #1 above.
4. Adequate drainage along FM 2920 is sorely missing.
5. There needs to be a median at various points along FM 2920. Too many vehicles use the 5th, left hand turn, lane as just another lane. Medians every so often would prevent the turn lane's use for anything but left hand turns.
6. Some commercial strips prevent traffic in their parking lots from going to the adjacent commercial strip without entering FM 2920. Adjacent commercial strips should not block traffic from flowing to the next strip.
7. Absence of sidewalks/bike paths.

Email 8
In the evenings, approximately 6:15, the West- bound traffic frequently backs up to a crawl between Meadowhill Drive, Falvel Rd. and Bridgestone Ln. often taking 10 minutes to travel approximately 1 mile. I would like to see something done to synchronize the lights from I-45 to Kuykendahl.

Another area of concern is the traffic exiting the Walmart parking lot onto 2920. It is extremely dangerous when cars are attempting to turn left across traffic to travel east on FM 2920. Cars have to squeeze out between 2 stopped lines of cars in the center turn lane. Visibility is very limited, and pity the person already in the turn lane attempting to turn into one of the many new businesses on the South side of FM 2920. Also the cars exiting Walmart frequently "drive" down the center lane until they are able to merge into the east-bound traffic making it impossible for West-bound traffic to enter the turn lane in order to turn left. Numerous accidents have occurred due to this situation. I would recommend prohibiting left-hand turns onto FM 2920.

Email 9
At FM 2920 and Kuykendahl, only permit left turns at the light. Install barriers at least past Walmart's parking lot and before the Church that will completely disable left turns coming out of Walmart. I have personally seen 5 collisions there because someone is trying to make a stupid left turn at the wrong time of day.
On the West side of the same intersection, extend a barrier to preclude left turns coming out of the Shell service station. This barrier can extend to the first entrance of the Kroger parking lot headed west. I see at least 2 cars daily during the rush hour trying to make this silly turn.
On Kuykendahl, the expansion taking place will help, however the same barriers should be there to the next light on the north side and perhaps past Autozone on the South side.
Falvel road and FM 2920 is a disaster because Falvel is just 2 lanes. Perhaps a right turn lane as one drives east on FM 2920 and expanding Falvel to 3 lanes (one for a turn) would help. The extra lane could be used for ingress to the schools in the morning and egress from the schools in the afternoon.
FM2978 and FM 2920 headed west; make the center lane an exclusive left hand turn lane in the afternoon. Since there is nothing for at least 1/2 mile on the North side of FM 2920 that anyone coming from Tomball would turn into. This left hand turn methodology could be used the opposite direction as well.
Introduce signage that makes Spring Cypress a 'bypass' of FM 2920 for those who have a choice and just want to get to SH 249 and beyond.
Place a signal light at TC Jester and Spring Cypress.

I think being aggressive on the left turns in Tomball and West of Tomball where appropriate will also help the flow of traffic and force folks to actually think about where they are going before they start up the car and get on the phone. Traffic is extremely 'reactive' today, and some simple 'barriers' will force folks to think about where they are going. There are always exceptions, however if we implement these 'thought evoking barriers to left hand turns' I think we can keep traffic flowing along with the other proposals you have on the table. The left hand turn deterrents do not have to be permanent or made of concrete, however I believe other than small arteries feeding FM 2920, this is a major issue. Thanks for your consideration and I would welcome your thoughts if you have time to provide them to me.

And yes, I detest silly left hand turns if I did not make any indications of such.

Email 10
There should be some improvements made to the intersection of FM2920 and I-45.

On the west side, the right turn lane (to the southbound feeder) consists of only one lane when that serves the downtown direction whereas the northbound turn lanes (away from town) have two lanes. I honestly don't understand the logic of that but there needs to be a second southbound turn lane as the traffic in the morning is very congested and frankly unsafe. Even if it means cutting away part of the large pedestrian island or adding a second lane, something needs to be down. This was poor foresight.

On the east side, the widening needs to be extended at least 100 yards so that traffic in and out of the north and south strip malls have a turn lane. During any hour, it is quite dangerous to attempt a turn and during rush hour, one vehicle trying to cross traffic can hold up oncoming traffic because there is no safe middle turn lane. Again, a little foresight would have anticipated this problem and now it has caused an unsafe situation.

1

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77379

3. What is your primary purpose for using FM 2920?
(Check one)

✓ Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

— Access to / from properties along the corridor
M Intersection improvements
H Improve traffic flow
H Motorists safety
H Pedestrian and bicyclists access and safety
M Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
T Addition of raised median with left turn bays
D Better signing and lighting
D Better striping / pavement markings
U Creation of right turn bay lanes
T Reducing speed limits
T Driveway consolidation / closures
T Shared driveways
D Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

THEY ARE NECESSARY TO MAINTAIN THE HIGHER SPEED LIMITS

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

FROM KUYKENDAHL TO I45 - TRAFFIC FLOW SLOW DURING MORNINGS AND AFTERNOONS

SCHOOL TRAFFIC AT FALVEL / FM 2920 IS VERY BAD

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

SIDEWALK ACCESS FROM CONNECTING STREETS WOULD BE NICE. I WOULD LIKE TO

HAVE PEDESTRIAN ACCESS FROM WINDROSE SUBDIVISION TO FM 2920

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

FM 2920 IS A KEY ROUTE FOR CYCLISTS - THE "BIKE ROUTE" STATUS NEEDS TO

BE MAINTAINED. DECREASING SHOULDER WIDTH, ADDING CURBS, ETC. MUST BE AVOIDED

THERE IS ALSO A NEED FOR PEDESTRIAN ACCESS TO KRAMER INT. FROM THE WINDROSE SUBDIVISION

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

I DON'T THINK THIS IS A PROBLEM.

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

NO

14. How did you hear about this meeting?

- ___ Newspaper
- ___ Direct mail
- ___ Drove by / saw sign
- ✓ Business organization / affiliate

15. Additional Comments

AS A LOCAL RESIDENT AND CYCLIST, I CANNOT STRESS ENOUGH THE IMPORTANCE ON MAINTAINING SAFE ACCESS FOR BICYCLES ON FM 2920. BECAUSE ACCESS SOUTH OF 2920 (KUYKENDAHL, STUBNER-AIRLINE) IS LIMITED, WE NEED THE EAST-WEST TRAVEL OF FM2920 TO GET TO NORTH TRAVEL ON FM2978.

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

(2)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? (Yes) / No

If yes, Residential (Owner) / Tenant
Commercial (Owner) / Tenant
Other (please specify) _____

2. What is your zip code? 77377, 77379

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
✓ Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

M Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
H Motorists safety
L Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

— Improve signal synchronization
— Intersection improvement
D Addition of raised median with left turn bays
— Better signing and lighting
— Better striping / pavement markings
D Creation of right turn bay lanes
— Reducing speed limits
— Driveway consolidation / closures
— Shared driveways
— Better connectivity between properties
— Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

DANGEROUS, PEOPLE USE IT FOR PASSING

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

BOUDREAUX AT 2920, NEED MORE TURN LANES OR AN OVERPASS

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

SILLY WASTE, LET THE DEVELOPERS PAY.

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

NO. IT'S NOT AN APPROPIATE ACTIVITY FOR THIS ROAD.

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

NO

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

NO

14. How did you hear about this meeting?

- — Newspaper
- ✓ Direct mail
- — Drove by / saw sign
- — Business organization / affiliate

15. Additional Comments

HURRY WITH THE GRAND PARKWAY

281-370-7799

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

(3)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? (Yes) / No

If yes, (Residential) (Owner) / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77484

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other ONLY ACCESS

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
H Motorists safety
L Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
D Addition of raised median with left turn bays
— Better signing and lighting
T Better striping / pavement markings
D Creation of right turn bay lanes
Reducing speed limits
D Driveway consolidation / closures
T Shared driveways
T Better connectivity between properties
T Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

Helpful

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Between Great Lake and Kermier - Motercycle Bar Traffic

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

None

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

Heavy fast Traffic

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

N/A

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

Too much - 2-Lane Traffic

14. How did you hear about this meeting?

- ___ Newspaper
- ✓ Direct mail
- ___ Drove by / saw sign
- ___ Business organization / affiliate

15. Additional Comments

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

(4)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? (Yes) No

If yes, Residential (Owner) / Tenant
Commercial Owner / (Tenant)
Other (please specify) _____

2. What is your zip code? 77389, 77388

3. What is your primary purpose for using FM 2920?
(Check one)

✓ Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

M Access to / from properties along the corridor
M Intersection improvements
H Improve traffic flow
Motorists safety
M Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

T Improve signal synchronization
T Intersection improvement
Addition of raised median with left turn bays
D Better signing and lighting
T Better striping / pavement markings
D Creation of right turn bay lanes
T **Reducing speed limits**
Driveway consolidation / closures
T Shared driveways
T Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

I believe this should be called a suicide lane, you hope someone does not come along from the other direction.

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

2920 and Kuykendal, the area in front of Walmart. I believe I see an accident there every other day.

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

Trees and landscaping would enhance the feeling of the Farm to Market Rd.

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

Yes, the people in this area moved hear for the country life feeling. Putting in pedestrian / bicycle friendly areas will help with the adjustment to growth.

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

Yes, they are being slowed down by all the congestion

14. How did you hear about this meeting?

- — Newspaper
- — Direct mail
- ✓ Drove by / saw sign
- — Business organization / affiliate

15. Additional Comments

Please adjust the speed limits. Please put a medium in front of the Walmart access. Exiting from Walmart to make a left turn is a death wish. Please analize what they did wrong on TM 1960 and compare notes. I believe access management will help if done correctly. I moved in this area to slow down, But I know change is a must when there is growth and development. Please take into consideration of the people that live here and not just to the traffic.

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

5

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? Yes / (No)

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77429

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
✓ Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other PROPERTY FRONTING 2920

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
H Motorists safety
L Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
T Addition of raised median with left turn bays
T Better signing and lighting
T Better striping / pavement markings
D Creation of right turn bay lanes
U Reducing speed limits
U Driveway consolidation / closures
T Shared driveways
T Better connectivity between properties
T Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ___ Adequate ✓ Insufficient

7. What is your opinion of the center lane for turns:

ABSOLUTLY NEEDED OR LEFT TURN LANES

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

THROUGH TOMBALL & BOTH APPROACHES

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

IN A LOT OF AREAS BIKE PATHS COULD BE PLACED IN R.O.W. W/O SERIOUS TRAFFIC CONSEQUENCES

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

YES - NO OTHER ALTERNATIVES EXISTS W/O RIDING ON STREETS W/ 45MPH STEADY TRAFFIC

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

IN SOME AREAS NIGHT MARKING COULD BE MADE MUCH BETTER

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

~~SH~~ PAVED SHOULDERS COULD PROVIDE EMERGENCY ACCESS

14. How did you hear about this meeting?

- ___ Newspaper
- ✓ Direct mail
- ___ Drove by / saw sign
- ___ Business organization / affiliate

15. Additional Comments

IMPROVEMENT ALONG THE FULL LENGTH ARE NEEDED NOW OR THE POSTED SPEED MUST BE REDUCED AND THAT WILL ADD TO THE CONGUESTION.

GLAD TO SEE PLANNING UNDER WAY.

FUNDING FOR CONSTRUCTION MUST BE ARRANGE ASAP.

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

6

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

---

1. Do you live or work on or near FM 2920? (Yes) / No

If yes, Residential (Owner) / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77377

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
— Work on FM 2920
X Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

— Access to / from properties along the corridor
M Intersection improvements
H Improve traffic flow
M Motorists safety
H Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
Addition of raised median with left turn bays
T Better signing and lighting
D Better striping / pavement markings
T Creation of right turn bay lanes
T Reducing speed limits
Driveway consolidation / closures
D Shared driveways
D Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive X Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

THEY ARE TO OFTEN USE TO PASS

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

X Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

KUYKENDAHL TO I 45

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

AROUND KUYKENDAHL + 2920 SIDE WALKS + BIKE LANE WOULD HELP RESIDENTS GET TO BUSINESSES IN THE AREA

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why? YES

BOTH AS AN ALTERNATE FORM OF TRANSPORTATION + FOR RECREATIONAL USE. IF ACCESS TO FACILITIES ON 2920 ARE AVAILABLE THE WILL BE USED

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

YES IN THE HIGHER DENSITY COMERSIAL

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

ANY IMPROVEMENTS TO KEEP TRAFFIC MOVING SMOOTHLY WILL HELP

14. How did you hear about this meeting?

- ___ Newspaper
- ___ Direct mail
- ___ Drove by / saw sign
- X Business organization / affiliate

15. Additional Comments

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

(7)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

---

1. Do you live or work on or near FM 2920? (Yes) / No

If yes, Residential (Owner) / Tenant
Commercial (Owner) / Tenant
Other (please specify) _____

2. What is your zip code? _____

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
✓ Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
✓ Other Own property

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
H Motorists safety
L Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
D Addition of raised median with left turn bays
D Better signing and lighting
T Better striping / pavement markings
U Creation of right turn bay lanes
U Reducing speed limits
U Driveway consolidation / closures
U Shared driveways
Better connectivity between properties
U Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

needed many places

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

areas where crash rates are highest

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

—

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

no

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

14. How did you hear about this meeting?

- ___ Newspaper
- ✓ Direct mail
- ___ Drove by / saw sign
- ___ Business organization / affiliate

15. Additional Comments

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

8

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77493

3. What is your primary purpose for using FM 2920?
(Check one)

✓ Get to / from work
✓ Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

✓ Access to / from properties along the corridor
— Intersection improvements
✓ Improve traffic flow
✓ Motorists safety
— Pedestrian and bicyclists access and safety
✓ Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

— Improve signal synchronization
— Intersection improvement
✓ Addition of raised median with left turn bays
✓ Better signing and lighting
— Better striping / pavement markings
✓ Creation of right turn bay lanes
— Reducing speed limits
— Driveway consolidation / closures
— Shared driveways
— Better connectivity between properties
— Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

Good Idea

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Becker & Roberts at peak times its hard to get out

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

anything that can be done

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

14. How did you hear about this meeting?

- ___ Newspaper
- ___ Direct mail
- ___ Drove by / saw sign
- ___ Business organization / affiliate

15. Additional Comments

_____

_____

_____

_____

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_____

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

9

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) Church

2. What is your zip code? 77377

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
Other To Tomball –

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

M Access to / from properties along the corridor
H Intersection improvements
M Improve traffic flow
M Motorists safety
M Pedestrian and bicyclists access and safety
H Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

Improve signal synchronization
D Intersection improvement
D Addition of raised median with left turn bays
T Better signing and lighting
Better striping / pavement markings
D Creation of right turn bay lanes
Reducing speed limits
D Driveway consolidation / closures
D Shared driveways
Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

O.K.

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Tomball esp. near 249 BY Pass

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

Any would be appreciated

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

Yes

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

Yes

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

Yes

14. How did you hear about this meeting?

- — Newspaper
- — Direct mail
- — Drove by / saw sign
- ✓ Business organization / affiliate

15. Additional Comments

Thanks for information & time spent
Staff is quite helpful & friendly

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

(10)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? (Yes) / No

If yes, (Residential) (Owner) / Tenant
Commercial Owner / Tenant

Other (please specify) _____

2. What is your zip code? 77322

3. What is your primary purpose for using FM 2920?
(Check one)

✓ Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
H Motorists safety
L Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
H Other Widen
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
U Addition of raised median with left turn bays
T Better signing and lighting
D Better striping / pavement markings
T Creation of right turn bay lanes
U Reducing speed limits
U Driveway consolidation / closures
U Shared driveways
U Better connectivity between properties
U Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

Yes

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Rosewood hill & Musche Rd Left Turn

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

No

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

No

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

No

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

14. How did you hear about this meeting?

- ___ Newspaper
- ✓ Direct mail
- ___ Drove by / saw sign
- ___ Business organization / affiliate

15. Additional Comments

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

11

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? (Yes) / No

If yes, (Residential) (Owner) / Tenant
Commercial Owner / Tenant

Other (please specify) _____

2. What is your zip code? 77379

3. What is your primary purpose for using FM 2920?
(Check one)

___ Get to / from work

___ Work on FM 2920

Activities other than work (retail / entertainment)

___ Use as alternate route when my usual route is too congested
(Usual Route _____)

___ Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor

M Intersection improvements

H Improve traffic flow

H Motorists safety

L Pedestrian and bicyclists access and safety

___ Enhance landscape / beautification

___ Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization

D Intersection improvement

Addition of raised median with left turn bays

Better signing and lighting

D Better striping / pavement markings

Creation of right turn bay lanes

U Reducing speed limits

Driveway consolidation / closures

T Shared driveways

Better connectivity between properties

D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

Greatly needed, but should be controlled to inhibit extensive driving or use as passing lane.

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Boudreaux and Stuebner-Airline - light cycle is too short to accomodate long line of traffic on both Boudreaux and Stuebner-Airline due to only 1 lane of traffic each way.

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

More is better - encourage developers to participate.

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

Neither bicycles nor pedestrians belong on 2920. If they must cross, adequate places must be provided.

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

There never seems to be enough of this.

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

Probably, due to some of the traffic log jams that occur on 2920 and feeder roads.

14. How did you hear about this meeting?

— Newspaper

— Direct mail

Drove by / saw sign

Business organization / affiliate

15. Additional Comments

Please continue these opportunities for public information and involvement. Thanks for the opportunity to participate in development of our community.

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

(12)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? Yes / (No)

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77095

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
✓ Other Bicycle recreation

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

L Access to / from properties along the corridor
L Intersection improvements
L Improve traffic flow
H Motorists safety
Pedestrian and bicyclists access and safety
M Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

— Improve signal synchronization
— Intersection improvement
— Addition of raised median with left turn bays
D Better signing and lighting
D Better striping / pavement markings
— Creation of right turn bay lanes
D Reducing speed limits
— Driveway consolidation / closures
— Shared driveways
D Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

It's a death lane! It invites head-ons

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Anywhere where wide shoulders have been lost due to suburbanization

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

Sidewalks could help bicycles transition from parts of 2920 with shoulders to the sidestreets in the Tomball city street grid. See comments, 15.

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

Yes. 2920 is a signed official bike route over some of its length, but some areas are highly problematic for bikes. See comments, 15.

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

More Bike Route signs

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

14. How did you hear about this meeting?

— Newspaper
— Direct mail
— Drove by / saw sign
— Business organization / affiliate
✓ Someone sent me an email. So, I heard via the Internet.

15. Additional Comments

Two major issues for bicycles in this corridor. (1) Shoulders, (2) Safety getting to the older parts of Tomball City

(1) The 8' shoulders are super for bicycles, but they don't exist in the entire study area. Bikes need at least a 6' shoulder or bike lane, along most parts of the study area.

(2) It is safe for bikes to cut down side-streets that parallel 2920 within the older parts of Tomball that have a street grid. So no shoulder or bike lane is needed in the older city itself. But, the approaches to the city are bad, because you lose the shoulders as you leave the country sections of 2920 with the nice shoulders. Country road with shoulders - SAFE. Urban side-streets - SAFE. Suburban road, high-speed, congested, no-shoulder - UNSAFE. A transition strategy is needed; sidewalks, bike lane, bike path, something.

Peter Wang for Bikeflouston and Northwest Cycling Club, which has 400 members, based at 290 and Jones Rd.

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

(13)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

1. Do you live or work on or near FM 2920? (Yes) No

If yes, Residential (Owner) / Tenant

Commercial Owner / Tenant

Other (please specify) _____

2. What is your zip code? 77447

3. What is your primary purpose for using FM 2920?
(Check one)

X Get to / from work

— Work on FM 2920

— Activities other than work (retail / entertainment)

— Use as alternate route when my usual route is too congested
(Usual Route _____)

— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

Access to / from properties along the corridor

Intersection improvements

H Improve traffic flow

M Motorists safety

L Pedestrian and bicyclists access and safety

L Enhance landscape / beautification

— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization

D Intersection improvement

T Addition of raised median with left turn bays

D Better signing and lighting

D Better striping / pavement markings

D Creation of right turn bay lanes

T Reducing speed limits

T Driveway consolidation / closures

T Shared driveways

D Better connectivity between properties

D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive X Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

Dangerous but most convenient for easy access to all businesses/property

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive X Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Spring Cypress to Kuykendahl – untimed lights, long lights, largest source of delay in E-W commute to west of Tomball

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

Trees/Landscaping is always nice

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

No, Nearby access on FM 2920 is too dangerous to cyclists. Would require excessive purchase of R-O-W width to make it safe.

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

Cross street marking is adequate. Other markings & signs are adequate

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

There is plenty of room for cars to pull over/pull off

14. How did you hear about this meeting?

- X Newspaper
- — Direct mail
- — Drove by / saw sign
- — Business organization / affiliate

15. Additional Comments

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Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

(14)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77377

3. What is your primary purpose for using FM 2920?
(Check one)

✓ Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

M Access to / from properties along the corridor
H Intersection improvements
M Improve traffic flow
H Motorists safety
L Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
T Addition of raised median with left turn bays
D Better signing and lighting
T Better striping / pavement markings
D Creation of right turn bay lanes
U Reducing speed limits
D Driveway consolidation / closures
D Shared driveways
D Better connectivity between properties
U Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

The 'chicken' lane is hazardous & I've personally seen a number of Auto/Pedestrian close calls

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

East of 249

X Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Rosewood Trail & FM2920. NUMEROUS cars run the signal both West & East-bound on FM2920. People turning from Rosewood Trail onto FM2920 typically wait at the intersection even when the light is green to ensure cars stop at the light.

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

Yes, In Tomball west of main street area to Target area.

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

14. How did you hear about this meeting?

- ___ Newspaper
- ___ Direct mail
- ___ Drove by / saw sign
- ✓ Business organization / affiliate

15. Additional Comments

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

(15)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77377

3. What is your primary purpose for using FM 2920?
(Check one)

- ✓ Get to / from work
- — Work on FM 2920
- ✓ Activities other than work (retail / entertainment)
- — Use as alternate route when my usual route is too congested
  (Usual Route _____)
- — Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

- M Access to / from properties along the corridor
- M Intersection improvements
- H Improve traffic flow
- H Motorists safety
- — Pedestrian and bicyclists access and safety
- M Enhance landscape / beautification
- — Other _____
  (Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

- D Improve signal synchronization
- D Intersection improvement
- D Addition of raised median with left turn bays
- — Better signing and lighting
- — Better striping / pavement markings
- — Creation of right turn bay lanes
- — Reducing speed limits
- — Driveway consolidation / closures
- — Shared driveways
- — Better connectivity between properties
- — Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

bad

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

needs some + bike trails

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

yes bike friendly - many people bike between 249 + Muschke

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

yes - many running red lights

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

14. How did you hear about this meeting?

- — Newspaper
- — Direct mail
- — Drove by / saw sign
- — Business organization / affiliate
- ✓ Homeowners Association

15. Additional Comments

We live at Rosewood Trl & 2920
This is a very dangerous intersection
with many accidents. It needs
turn lanes + improved red light
signage.

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

(16)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

---

1. Do you live or work on or near FM 2920? (Yes) / No

If yes, (Residential) Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77447

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
— Work on FM 2920
✓ Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
H Intersection improvements
M Improve traffic flow
H Motorists safety
H Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D+ Intersection improvement
T Addition of raised median with left turn bays
T Better signing and lighting
T Better striping / pavement markings
T Creation of right turn bay lanes
U Reducing speed limits
D Driveway consolidation / closures
T Shared driveways
T Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

OK but controlled raised median is safer

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

(1) Mueske (sp) no Turn lanes is very dangerous (2) Traffic volume from Cypress Rosehill to US290 is becoming excessive and restricting access which greatly increases accident risk

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

Bycicle & Pedestrian access usage is non-existent in western sections from 249 to US290

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

Yes See above - Extremely dangerous to use for bike or walking from 249 to US290

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

Block numbering would be helpful + designated pedestrian cross walks at selected points

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

Center turn lane, if not raised, provide this where it exists

14. How did you hear about this meeting?

- ✓ Newspaper
- — Direct mail
- — Drove by / saw sign
- — Business organization / affiliate

15. Additional Comments

_____

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Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

(17)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

---

1. Do you live or work on or near FM 2920? (Yes) / No

If yes, Residential (Owner) / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? _____

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
— Work on FM 2920
✓ Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

M Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
H Motorists safety
H Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
T Addition of raised median with left turn bays
D Better signing and lighting
D Better striping / pavement markings
D Creation of right turn bay lanes
U Reducing speed limits
D Driveway consolidation / closures
T Shared driveways
D Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

X Excessive ___ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

I really think that it will greatly impact the accident rate, thus lowering same.

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

X Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

2920 & Kuykendahl - I see a lot of disregard of and running of red lights and/or speeding to make it before the light turns red

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

More trees would be very nice

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

Yes. I see people trying to walk to businesses nearby.

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

Better street signage incl. block numbering would be suggested

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

Yes. I have seen instances where vehicles do not move aside for emergency vehicles

14. How did you hear about this meeting?

- ___ Newspaper
- ___ Direct mail
- ___ Drove by / saw sign
- X Business organization / affiliate

15. Additional Comments

We need to have more police to ticket those drivers who run red lights.

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

(18)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

---

1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77377

3. What is your primary purpose for using FM 2920?
(Check one)

X Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
* — Use as alternate route when my usual route is too congested — only 1 entrance to our subdivision
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
H Intersection improvements
— Improve traffic flow
H Motorists safety
L Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

— Improve signal synchronization
— Intersection improvement
U Addition of raised median with left turn bays
— Better signing and lighting
— Better striping / pavement markings
D Creation of right turn bay lanes
— Reducing speed limits
— Driveway consolidation / closures
— Shared driveways
— Better connectivity between properties
— Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ?_ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

Great idea + needed Now at the Intersection of FM2920 And Rosewood Trail

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ?_ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

From Cypress Rosehill to Hwy 290, the 2 lane section

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

Yes, one of our homeowners was killed by a drunk driver.

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

Yes- Rosehill Volunteer Fire Dept has difficulty getting to + from the station during an emergency

14. How did you hear about this meeting?

- X Newspaper
- — Direct mail
- — Drove by / saw sign
- — Business organization / affiliate

15. Additional Comments

See Attached list

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

FM2920mobility.com Meeting 11/14/07 6-8 p.m.

Rosewood Hill Subdivision - 750 residents

- Located 1 mile West of Cypress/Rosehill Road where FM2920 is a two-lane road.
- Only 1 entrance in and out for 300 Homeowners - if only 2 cars per family, that is 600 minimum trips/day
- Service organizations: FedEx, UPS, PO, Repair services, landscaping services, school buses

Entry to Rosewood Hill is at Rosewood Trail. - only way to get in & out of the subdivision

Major problems:

- No left or right turn lanes
- Numerous accidents/deaths at this intersection
- Red light at Rosewood Trail and FM2920 allows only 2 cars to leave the subdivision (if you wait for the light to change and ensure oncoming traffic intends to stop.)
- Traffic congestion during rush hours both a.m. and p.m.
- Need to widen FM2920 from Cypress/Rosehill to Hwy 290 to four lanes
- East bound traffic on FM2920 backs up for anyone trying to turn left going to Rosehill Elementary School and Rosehill Christian School also any businesses located on the North and South of FM2920 - AGAIN, NO turn lanes
- Heading West, virtually impossible to turn left on Rosehill Church Road onto FM2920

Other subdivisions:

- New Kentucky - 429 residents - need turn lanes
- Timberlake Village - new subdivision needs turn lanes

(19)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? Yes / (No)

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77429

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
✓ Other OWN PROPERTY ON 2920

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
M Intersection improvements
M Improve traffic flow
H Motorists safety
H Pedestrian and bicyclists access and safety
M Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
D Addition of raised median with left turn bays
D Better signing and lighting
D Better striping / pavement markings
T Creation of right turn bay lanes
D Reducing speed limits
T Driveway consolidation / closures
T Shared driveways
D Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ___ Adequate ✓ Insufficient

7. What is your opinion of the center lane for turns:

DESIRABLE WHEN SPEED LIMIT IS BELOW 50mph

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

290 to SH 249 too rapid commercial development without planing - not making the commercial developers pay/build drainage & roads.

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

all roads should require sidewalks!
Trees are desirable

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

yes! As the population density increases & fuel costs escalate pedestrian access is essential

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

YES - all street signs & buildings must have numbered & directional (ie E, W, N, S)

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

yes - although a center turn lane that can be "cleared for EV access" is sometimes called the suicide lane for a reason.

14. How did you hear about this meeting?

- — Newspaper
- ✓ Direct mail
- — Drove by / saw sign
- — Business organization / affiliate

15. Additional Comments

Asking for citizen input is essential for an independent nation. Hopefully input will be considered.

Please do NOT turn our highways into TOLL Roads owned by foreign Countries / individuals.

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

(20) Jim Warren
281-250-2532

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? (Yes) / No We do!

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77388

3. What is your primary purpose for using FM 2920?
(Check one)

- ✓ Get to / from work
- ✓ Work on FM 2920
- ✓ Activities other than work (retail / entertainment)
- — Use as alternate route when my usual route is too congested
  (Usual Route _____)
- — Other _____

Right Hand Turn Lanes – ALL Intersections

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

- — ~~Access to / from properties along the corridor~~
- ✓ Intersection improvements
- — Improve traffic flow
- — Motorists safety
- — Pedestrian and bicyclists access and safety
- — Enhance landscape / beautification
- — Other _____
  (Please explain)

Right Hand Turn Lanes at ALL Intersections – Priority #1

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

- — Improve signal synchronization
- U Intersection improvement — Unacceptable —
- — Addition of raised median with left turn bays
- — Better signing and lighting
- — Better striping / pavement markings
- D Creation of right turn bay lanes — Right Hand Turn Lanes
- — Reducing speed limits
- — Driveway consolidation / closures
- — Shared driveways
- — Better connectivity between properties
- — Providing supporting streets

Build The Roads to the Wheel

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

Best — Now ADD Right Hand Turn — Lanes —

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

ALL Intersections - Need Right Hand Turn — Lanes —

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

Build Right Hand Turn Lanes

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

Let the MUDS & Neighborhoods do it!

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

Yes — Numbers on Bldgs. — that you can read — without reading glasses

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

Yes — Build Right Hand Turn Lanes at ALL Intersections

14. How did you hear about this meeting?

- — Newspaper
- — Direct mail
- — Drove by / saw sign
- ✓ Business organization / affiliate

15. Additional Comments

(1) Right Hand Turn Lanes
(2) Right Hand Turn
(3) Right Hand Turn Lanes
(4) Right Hand Turn Lanes
(5) No more Two Lane Roads
— Five Lane Roads —
(6) Right Hand Turn Lanes —

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

(21)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77379, 77375

3. What is your primary purpose for using FM 2920?
(Check one)

- ✓ Get to / from work
- ✓ Work on FM 2920
- ✓ Activities other than work (retail / entertainment)
- — Use as alternate route when my usual route is too congested
  (Usual Route _____)
- — Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

- H Access to / from properties along the corridor
- H Intersection improvements
- H Improve traffic flow
- H Motorists safety
- L Pedestrian and bicyclists access and safety
- M Enhance landscape / beautification
- — Other _____
  (Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

- Improve signal synchronization
- Intersection improvement
- — Addition of raised median with left turn bays
- — Better signing and lighting
- — Better striping / pavement markings
- — Creation of right turn bay lanes
- — Reducing speed limits
- — Driveway consolidation / closures
- — Shared driveways
- — Better connectivity between properties
- — Providing supporting streets

?

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

Very important

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Strebner & Kuykendahl

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

Trees, trees, trees – very important.

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

no – it is a main vehicle artery.

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

no

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

no

14. How did you hear about this meeting?

- — Newspaper
- — Direct mail
- — Drove by / saw sign
- ✓ Business organization / affiliate

15. Additional Comments

- widen 2920 now ... while land is available
- increase right hand turn lanes

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

---

1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77389 Home / 77379 work

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
— Work on FM 2920
✓ Activities other than work (retail / entertainment)
✓ Use as alternate route when my usual route is too congested
(Usual Route Rhodes Rd to 2920 to Gossling
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
H Motorists safety
L Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
Addition of raised median with left turn bays
Better signing and lighting
D Better striping / pavement markings
D Creation of right turn bay lanes
U Reducing speed limits
T Driveway consolidation / closures
Shared driveways
D Better connectivity between properties
U Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

Love Center lanes - NEED RIGHT LANE TURN LANES!

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

KyKendahl - Left hand Light is not long enough & too much construction.

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

None

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

Yes

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

Yes

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

14. How did you hear about this meeting?

Newspaper – Internet – Chronicle

— Direct mail

— Drove by / saw sign

— Business organization / affiliate

15. Additional Comments

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

23

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

---

1. Do you live or work on or near FM 2920? (Yes) / No

If yes, Residential (Owner) / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77379

3. What is your primary purpose for using FM 2920?
(Check one)

___ Get to / from work
___ Work on FM 2920
✓ Activities other than work (retail / entertainment)
___ Use as alternate route when my usual route is too congested
(Usual Route _____)
___ Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

M Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
H Motorists safety
M Pedestrian and bicyclists access and safety
M Enhance landscape / beautification
___ Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
D Addition of raised median with left turn bays
Better signing and lighting
D Better striping / pavement markings
D Creation of right turn bay lanes
T Reducing speed limits
T Driveway consolidation / closures
D Shared driveways
D Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

DANGEROUS - NEED SEPARATION FROM ON COMING TRAFFIC

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

SECTIONAL LANDSCAPING WITH A FEW TREES

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

BIKE LANES

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

PAVEMENT MARKING SHOULD BE IMPROVED FOR BETTER NIGHT VISION

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

NO

14. How did you hear about this meeting?

- ___ Newspaper
- ___ Direct mail
- ___ Drove by / saw sign
- ✓ Business organization / affiliate

15. Additional Comments

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

(24)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

---

1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77375

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
✓ Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

— Access to / from properties along the corridor
— Intersection improvements
— Improve traffic flow
— Motorists safety
— Pedestrian and bicyclists access and safety
— Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
U Addition of raised median with left turn bays
D Better signing and lighting
D Better striping / pavement markings
D Creation of right turn bay lanes
U Reducing speed limits
U Driveway consolidation / closures
U Shared driveways
Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

GREAT

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ___ Adequate ✓ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

I-45 & 2920 IS CONGESTED

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

NO

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

NO

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

14. How did you hear about this meeting?

- ___ Newspaper
- ✓ Direct mail
- ___ Drove by / saw sign
- ___ Business organization / affiliate

15. Additional Comments

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

25

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

---

1. Do you live or work on or near FM 2920? (Yes) / No

If yes, Residential Owner / Tenant
(Commercial) (Owner) / Tenant
Other (please specify) _____

2. What is your zip code? 77375

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
✓ Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

L Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
H Motorists safety
M Pedestrian and bicyclists access and safety
M Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
T Addition of raised median with left turn bays
T Better signing and lighting
T Better striping / pavement markings
D Creation of right turn bay lanes
U Reducing speed limits
T Driveway consolidation / closures
T Shared driveways
D Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

Between Kuykendahl on 45 needs Two Center Turn lanes

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Between I-45 and Kuykendahl - traffic going north on Gosling

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

Bike/foot paths close to Falwell and schools

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

yes - street signs, better markings

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

14. How did you hear about this meeting?

- ___ Newspaper
- ✓ Direct mail
- ___ Drove by / saw sign
- ___ Business organization / affiliate

15. Additional Comments

Improvements being made are definitely needed. Planning for increased traffic is needed today; possibly looking at other roads to widen and have better connection. Access to "short-cuts" makes traffic on FM 2920 flow easier.

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) Klein United Methodist Church

2. What is your zip code? 77379

3. What is your primary purpose for using FM 2920?
(Check one)

- ___ Get to / from work
- ✓ Work on FM 2920
- ___ Activities other than work (retail / entertainment)
- ___ Use as alternate route when my usual route is too congested
  (Usual Route _____)
- ___ Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

- H Access to / from properties along the corridor
- ___ Intersection improvements
- H Improve traffic flow
- H Motorists safety
- ___ Pedestrian and bicyclists access and safety
- H Enhance landscape / beautification
- ___ Other _____
  (Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

- ___ Improve signal synchronization
- D Intersection improvement
- D Addition of raised median with left turn bays
- ___ Better signing and lighting
- ___ Better striping / pavement markings
- D Creation of right turn bay lanes
- ___ Reducing speed limits
- D Driveway consolidation / closures
- D Shared driveways
- ___ Better connectivity between properties
- ___ Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ___ Adequate ✓ Insufficient

7. What is your opinion of the center lane for turns:

Essential

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient especially access to Walmart, etc on ~~292~~ 2920

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

this access (Wmart, etc) is much too close to Kuykendahl - left turns are especially hazardous

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

Trees / Shrubbery -

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

2

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

14. How did you hear about this meeting?

- ✓ Newspaper
- — Direct mail
- — Drove by / saw sign
- — Business organization / affiliate

15. Additional Comments

Thanks for allowance,
public comments —

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

(27)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

---

1. Do you live or work on or near FM 2920? (Yes) / No

If yes, Residential (Owner) / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77388

3. What is your primary purpose for using FM 2920?
(Check one)

✓ Get to / from work
— Work on FM 2920
✓ Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
✓ Other VISIT FAMILY

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
H Motorists safety
L Pedestrian and bicyclists access and safety
M Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
D Addition of raised median with left turn bays
D Better signing and lighting
D Better striping / pavement markings
D Creation of right turn bay lanes
T Reducing speed limits
D Driveway consolidation / closures
D Shared driveways
D Better connectivity between properties
— Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

W/O ACCESS MANAGEMENT A CENTER TURN LANE

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

SECTION B/T SPRINGCYPRESS & IH 45 – Left turn lane NEEDS To be extended Traffic backs all the WAY (WESTBOUND on FM 2920) EAST TO IH 45
ACCESS MANAGEMENT B/T DEV. IS NEEDED
NEED SIGNAL @ HANNOVER ESTATES DRIVE

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

Tree's And landscaping would calm traffic

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

NO BICYCLE FACILITIES ALONG FM 2920

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

Intersection Ahead signs needed

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

APPEARS ADEQUATE @ THIS TIME

14. How did you hear about this meeting?

- ___ Newspaper
- ___ Direct mail
- ___ Drove by / saw sign
- Business organization / affiliate

15. Additional Comments

_____

_____

_____

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Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

28

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? Yes / No

If yes, Owner / Tenant

Commercial Owner / Tenant

Other (please specify) _____

2. What is your zip code? 77375

3. What is your primary purpose for using FM 2920?
(Check one)

✓ Get to / from work

— Work on FM 2920

— Activities other than work (retail / entertainment)

— Use as alternate route when my usual route is too congested
(Usual Route _____)

✓ Other REVERSE IS TRUE: I USE CYPRESS RD. TO AVOID INCREASING CONGESTION ON FM 2920

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor

H Intersection improvements

Improve traffic flow

M Motorists safety

M Pedestrian and bicyclists access and safety

L Enhance landscape / beautification

— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization

D Intersection improvement

Addition of raised median with left turn bays

Better signing and lighting

D Better striping / pavement markings

D Creation of right turn bay lanes

T Reducing speed limits

D Driveway consolidation / closures

D Shared driveways

D Better connectivity between properties

T Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

FINE SO LONG AS THERE'S NO CONFLICTING MOVEMENT, SUCH AS MOTORISTS CRUISING CENTER TURN LANE WAITING TO MERGE INTO MAIN LANES

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

WEST OF TOMBALL TO FM 2978/HUFSMITH KOHRVILLE RD, KUYKENDAHL RD TO IH 45 AND IH 45 TO LEXINTON BLVD.

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

NEUTRAL

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

PROBABLY, BECAUSE CYCLISTS USE FM 2920 TO RIDE.

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

YES, TO ENHANCE AWARENESS OF LANE USAGE AND STREET INTERSECTIONS.

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

YES, BECAUSE THEY FALL VICTIM TO THE HEAVILY CONGESTED AREAS TOO.

14. How did you hear about this meeting?

- ✓ Newspaper
- — Direct mail
- — Drove by / saw sign
- — Business organization / affiliate

15. Additional Comments

HOPEFULLY THIS ACCESS MGMT. STUDY IS TAKING THE GRAND PARKWAY INTO CONSIDERATION, BECAUSE GRAND PARKWAY WOULD SEEM TO BE A MAJOR PIECE TO IMPROVING SAFETY, MOBILITY AND ACCESS ALONG FM 2920.

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

29

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) Klein UMC

2. What is your zip code? 77389

3. What is your primary purpose for using FM 2920?
(Check one)

✓ Get to / from work
✓ Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
H Intersection improvements
M Improve traffic flow
— Motorists safety
L Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
— Addition of raised median with left turn bays
T Better signing and lighting
D Better striping / pavement markings
D Creation of right turn bay lanes
D Reducing speed limits
U Driveway consolidation / closures
U Shared driveways
U Better connectivity between properties
T Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

They are useful for accessing the church

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Wal-Mart driveway needs to be closed or limited crossing of 2920

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

Get the ditches to drain first

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

No

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

No

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

No

14. How did you hear about this meeting?

- ✓ Newspaper
- ✓ Direct mail
- ✓ Drove by / saw sign
- ✓ Business organization / affiliate NHA

15. Additional Comments

The Klein United Methodist Church would like to work with the consultants to solve the median concerns in front of the church.

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

Mr. Maxwell

30

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? (Yes) / No

If yes, Residential (Owner) / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77379

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
— Work on FM 2920
Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
M Motorists safety
M Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

(answers based on now)

D Improve signal synchronization
D Intersection improvement
D Addition of raised median with left turn bays
U Better signing and lighting
U Better striping / pavement markings
D Creation of right turn bay lanes
T Reducing speed limits
T Driveway consolidation / closures
T Shared driveways
U Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

Completely useless; need forced turn lanes leaving no choice for the drivers

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Kuykendahl & 2920 = construction, illegal turns into/out 2920 Walgreens driveway, left turns out of WalMart onto 2920

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

waste of money but medians would be beneficial to control use of center lane

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

no

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

pedestrian crosswalks = absolutely!

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

no

14. How did you hear about this meeting?

- ___ Newspaper
- ___ Direct mail
- ___ Drove by / saw sign
- ✓ Business organization / affiliate

15. Additional Comments

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

(31)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

---

1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77379

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
— ✓ Work on FM 2920
Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
✓ Other Visit family off 2920

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

L Access to / from properties along the corridor
" Intersection improvements
Improve traffic flow
H Motorists safety
M Pedestrian and bicyclists access and safety
Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
Intersection improvement
D Addition of raised median with left turn bays
D Better signing and lighting
D Better striping / pavement markings
D Creation of right turn bay lanes
D Reducing speed limits
D Driveway consolidation / closures
D Shared driveways
D Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ **Adequate** ___ Insufficient

7. What is your opinion of the center lane for turns:

Like. Place bold

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Stuebner & Kuykendahl Both too congested. Widen the intersecting roads well South of 2920 up to 2920.

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

More trees. When put in medians, landscape them.

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

Yes - Everywhere. We have lost a lot of mountain bike trails and need safe places to ride.

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

Always!

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

Not sure about this.

14. How did you hear about this meeting?

- — Newspaper
- — Direct mail
- — Drove by / saw sign
- ✓ **Business organization / affiliate** Chamber

15. Additional Comments

In addition, please fix the left turn light to work properly for traffic from north bound on Champion Forest turning left on Spring Cypress. Currently, can wait through two cycles before it turns green.

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

32

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77484 77377

3. What is your primary purpose for using FM 2920?

— Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
M Intersection improvements
H Improve traffic flow
H Motorists safety
L Pedestrian and bicyclists access and safety
M Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
T Intersection improvement
Addition of raised median with left turn bays
D Better signing and lighting
Better striping / pavement markings
U Creation of right turn bay lanes
Reducing speed limits
Driveway consolidation / closures
Shared driveways
T Better connectivity between properties
Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

Excessive ___ ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

From Cypress Rosehill Rd to Calvert, I think the TWLTL is important as a haven to pull into when trying to access lanes across

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Cypress Rosehill Rd – 4 lanes to 2, Rosewood Trail – red light runners on 2920, Muesike – left hand turns

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

Limitations on billboards

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

Along the 2-lane portions in rural areas – yes

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

Assuring lane markings are visible at night and when raining

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

Don't know

14. How did you hear about this meeting?

- ___ Newspaper
- ✓ Direct mail
- ___ Drove by / saw sign
- ___ Business organization / affiliate

15. Additional Comments

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Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

33

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77379

3. What is your primary purpose for using FM 2920?
(Check one)

- ✓ Get to / from work
- ✓ Work on FM 2920
- — Activities other than work (retail / entertainment)
- — Use as alternate route when my usual route is too congested
  (Usual Route _____)
- — Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

- Access to / from properties along the corridor
- H Intersection improvements
- H Improve traffic flow
- Motorists safety
- L Pedestrian and bicyclists access and safety
- M Enhance landscape / beautification
- — Other _____
  (Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

- D Improve signal synchronization
- D Intersection improvement
- D Addition of raised median with left turn bays
- Better signing and lighting
- T Better striping / pavement markings
- D Creation of right turn bay lanes
- U Reducing speed limits
- D Driveway consolidation / closures
- D Shared driveways
- D Better connectivity between properties
- D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Turn lanes in congested area like 2920 & Kuykendahl. When turning from turn lanes into developments, there is a lot of potential for accidents

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

There needs to be landscaping along the roadway as it becomes more developed. This used to be a pretty area. With all the development, it is becoming a roadway I don't enjoy driving

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

No

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

Yes, there is a ~~no~~ need for block numbering!

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

14. How did you hear about this meeting?

- ___ Newspaper
- ___ Direct mail
- ___ Drove by / saw sign
- ✓ Business organization / affiliate

15. Additional Comments

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Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

34

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

1. Do you live or work on or near FM 2920? (Yes) / No

If yes, Residential (Owner) / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77389

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
— Work on FM 2920
✓ Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
H Motorists safety
— Pedestrian and bicyclists access and safety
H Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
D Addition of raised median with left turn bays
— Better signing and lighting
— Better striping / pavement markings
D Creation of right turn bay lanes
U Reducing speed limits
D Driveway consolidation / closures
D Shared driveways
— Better connectivity between properties
— Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

VERY IMPORTANT

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

FALVEL & FM2920 KUYKENDAHL & FM 2920

BAD BACKUPS ON BOTH

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

REMOVE THE "BILLBOARDS", PLANT TREES & LANDSCAPE

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

YES TO ALL ABOVE!

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

14. How did you hear about this meeting?

- ✓ Newspaper
- — Direct mail
- — Drove by / saw sign
- — Business organization / affiliate

15. Additional Comments

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

35

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant

Owner / Tenant

Other (please specify) _____

2. What is your zip code? 77388

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work

— Work on FM 2920

— Activities other than work (retail / entertainment)

— Use as alternate route when my usual route is too congested
(Usual Route _____)

— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor

H Intersection improvements

H Improve traffic flow

H Motorists safety

M Pedestrian and bicyclists access and safety

L Enhance landscape / beautification

— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization

D Intersection improvement

Addition of raised median with left turn bays

D Better signing and lighting

D Better striping / pavement markings

T Creation of right turn bay lanes

T Reducing speed limits

T Driveway consolidation / closures

T Shared driveways

D Better connectivity between properties

D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

allows for optimal directions

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Peak Traffic

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

Put energy in traffic movement w/o tearing out more Trees

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

No - go to a park

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

yes

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

ensure what they are with

14. How did you hear about this meeting?

- — Newspaper
- — Direct mail
- — Drove by / saw sign
- — Business organization / affiliate

15. Additional Comments

• in front access very congested at Raceway near I-45

• access to Spring Cypress from 2920 as coming from I-45 needs improvement

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

36

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

---

1. Do you live or work on or near FM 2920? Yes No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77377

3. What is your primary purpose for using FM 2920?
(Check one)

X Get to / from work
— Work on FM 2920
Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

— Access to / from properties along the corridor
H — Intersection improvements
H — Improve traffic flow
— Motorists safety
H — Pedestrian and bicyclists access and safety
— Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D — Improve signal synchronization
— Intersection improvement
D — Addition of raised median with left turn bays
— Better signing and lighting
— Better striping / pavement markings
D — Creation of right turn bay lanes
— Reducing speed limits – NO NO NO
— Driveway consolidation / closures
— Shared driveways
— Better connectivity between properties
— Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

X Excessive ___ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

NEED THEM FOR EVERY STREET WEST OF TOMBALL

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

MUSCHKEY - NO LEFT TURN SIGNAL

ALL OTHERS - TOO MUCH SIGNAL TIME GIVEN TO CROSS TRAFFIC

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

DON'T SPEND MONEY ON AESTHETICS !

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

BIKE PATH NEEDED FOR EXCERSIZE + TO REDUCE GASOLINE USAGE --- TOO DANGEROUS NOW

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

NO

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

NO

14. How did you hear about this meeting?

- Newspaper
- Direct mail
- Drove by / saw sign
- Business organization / affiliate
- X WEBSITE

15. Additional Comments

- IT NEEDS TO BE 2 LANES BOTH DIRECTIONS PLUS CENTER TURN LANE FROM CYPRESS ROSEHILL ALL THE WAY TO 290.
- TRAFFIC THRU TOMBALL IS TERRIBLE
- TOO MANY TRAFFIC LIGHTS FROM TOMBALL TO I45
- BIKE LANES ARE NEEDED

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

BULLARD
281651
0967

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

37

1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential / Owner / Tenant
Commercial / Owner / Tenant
Other (please specify) TRUCK DRIVER 18/10, BUS DRIVER ON 2920, BOUDREAUX Kuykendahl SPRING CYPRESS AIRLINE

2. What is your zip code? 77389

3. What is your primary purpose for using FM 2920?
(Check one)

- — Get to / from work
- X Work on FM 2920
- — Activities other than work (retail / entertainment)
- X Use as alternate route when my usual route is too congested
  (Usual Route _____)
- — Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

- H Access to / from properties along the corridor
- H Intersection improvements
- H Improve traffic flow
- H Motorists safety
- H Pedestrian and bicyclists access and safety
- L Enhance landscape / beautification
- — Other _____
  (Please explain)

SPRING-STUEBNER/BOUDREAUX Rd MUST BE EXPANDED TO 4/5 LANES BEFORE FM2920 IS ADJUSTED.

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

- T Improve signal synchronization
- D Intersection improvement
- Addition of raised median with left turn bays
- U Better signing and lighting
- U Better striping / pavement markings
- U Creation of right turn bay lanes
- U Reducing speed limits
- U Driveway consolidation / closures
- U Shared driveways
- U Better connectivity between properties
- U Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

Excessive ___ X Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

ELIMINATE CENTER LANE WITH HIGH BARRIER, USE SPACE FOR TRAFFIC FLOW

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Kuykendahl/2920 ; Stuebner Airline/Boudreaux/2920 ; Rhodes/2920 ; Falvel/Ella/2920 ; Roberts Rd/2920

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

NOT NEEDED — SHOPPING CENTERS NEED TO PAY FOR/PROVIDE FOR TREES, PEDESTRIANS

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

NO, THEY CAN USE CONNECTIVITY IN SUBDIVISIONS/SHOPPING CENTERS

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

NOT YET

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

MORE LANES FOR ALL VEHICLES

14. How did you hear about this meeting?

- X Newspaper
- — Direct mail
- — Drove by / saw sign
- — Business organization / affiliate

EAST BOUDREAUX / SPRING STUEBNER CORIDOR MUST BE upgraded to 4/5 LANES BEFORE FM2920 IS SQUEEZED.

15. Additional Comments

NEED TO COMBINE GRAND PARKWAY INTO 2920 EAST, BYPASS TOMBALL ON SOUTH, AND CONNECT WITH 2920 WEST of TOMBALL.

NORTH-SOUTH HARRIS COUNTY BYPASS TRAFFIC SHOULD BE DIRECTED NORTH VIA HWY 249 TO HWY 242 EAST TO US 59.

IMPROVE HWY 242 WITH OVERPASSES AND 4-6 LANES.

AN ALTERNATIVE FOR TRACTOR TRAILERS, WHICH WILL NOT PAY FOR TOLL ROADS, WITH US59/I69, I45, I10 ALTERNATIVES.

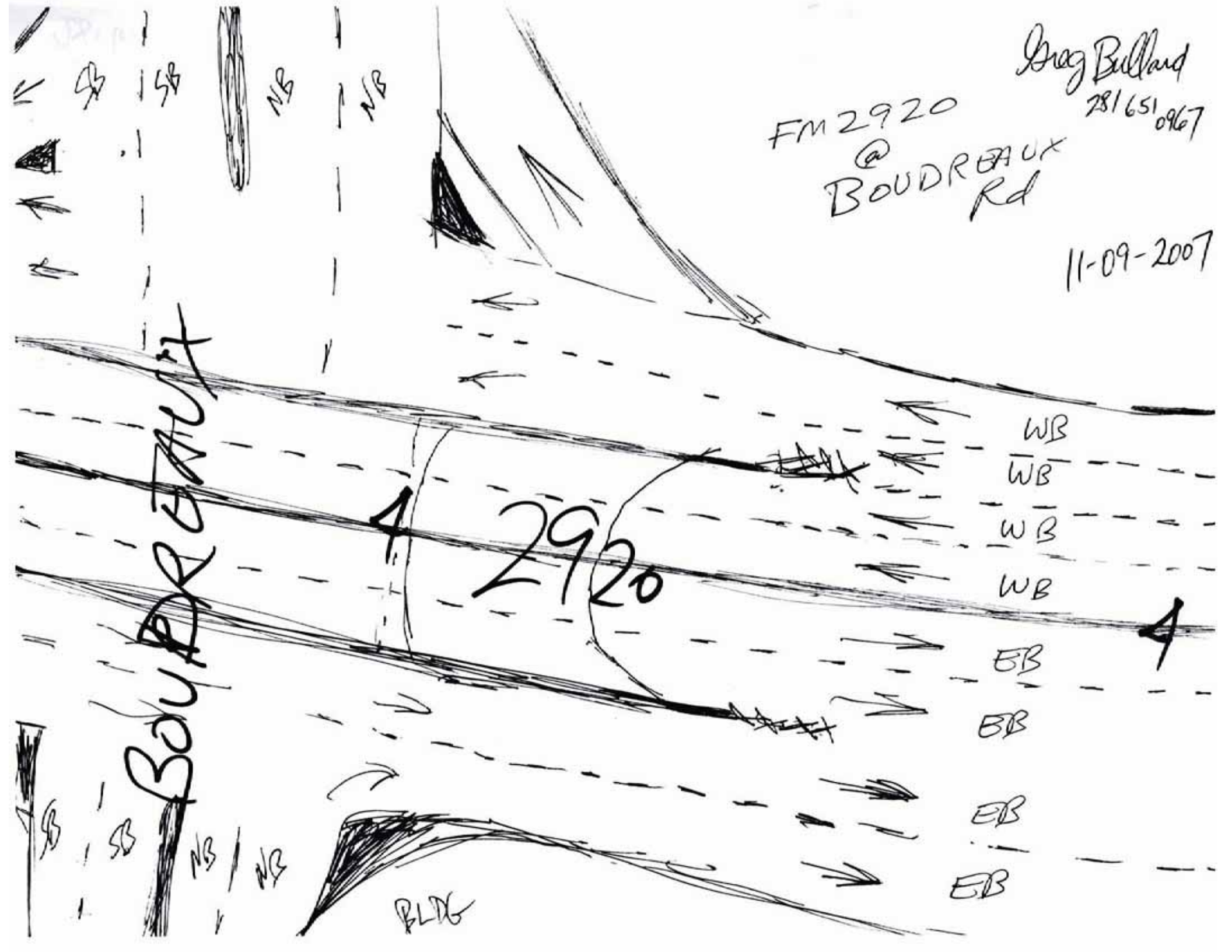
ALSO, CONNECT TX 249 NORTH TO HUNTSVILLE OR MADISONVILLE FOR EFFECTIVE BYPASS of HOUSTON SMSA.

FROM SEALY/BROOKSHIRE NORTH VIA SH 6 over TO MADISONVILLE-CROCKETT-NACOGDOCHES.

GRAND PARKWAY / TX 99 IS OUT of DATE FOR SAFETY AND 18WHEELERS.

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**


Greg Bullard
281 651 0967
FM 2920
@
BOUDREAUX
Rd
11-09-2007
Boudreaux
2920
4
4
WB
WB
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SB
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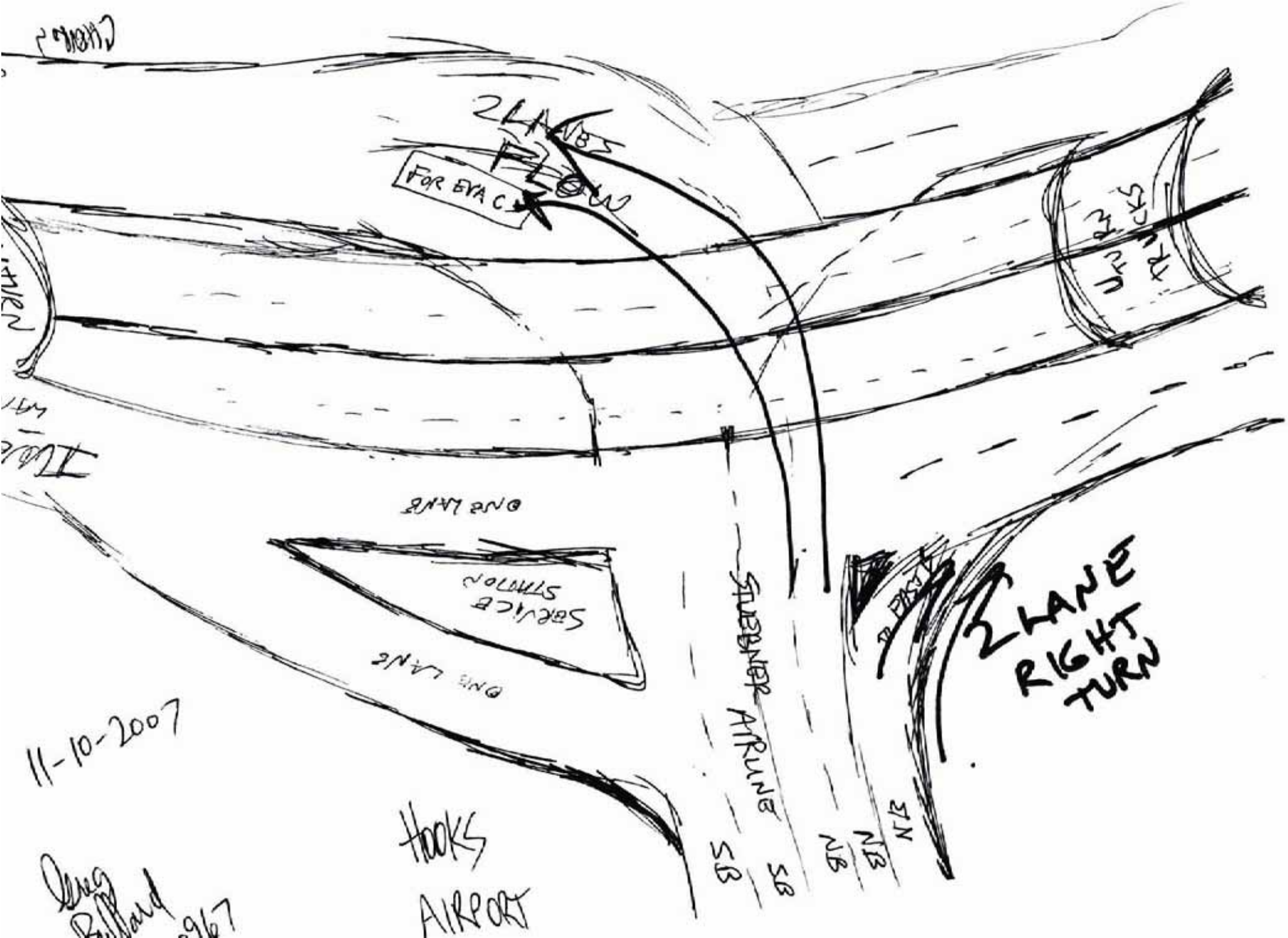
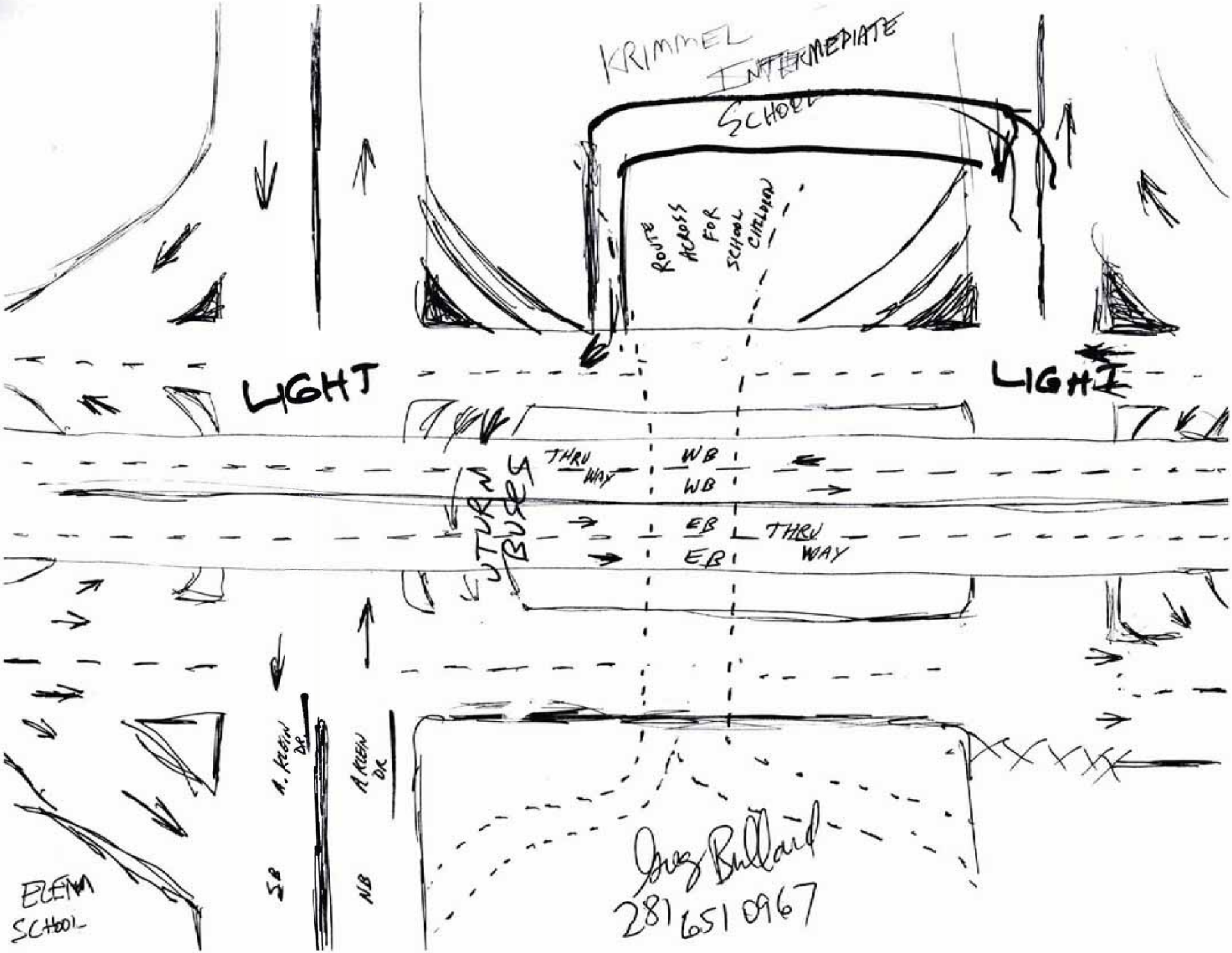

2 LANES
FLOW
FOR EVAC
U TURN TRUCKS
ONE LANE
SERVICE STATION
ONE LANE
STUEBNER AIRLINE
SB
SB
NB
NB
2 LANE RIGHT TURN
11-10-2007
HOOKS AIRPORT

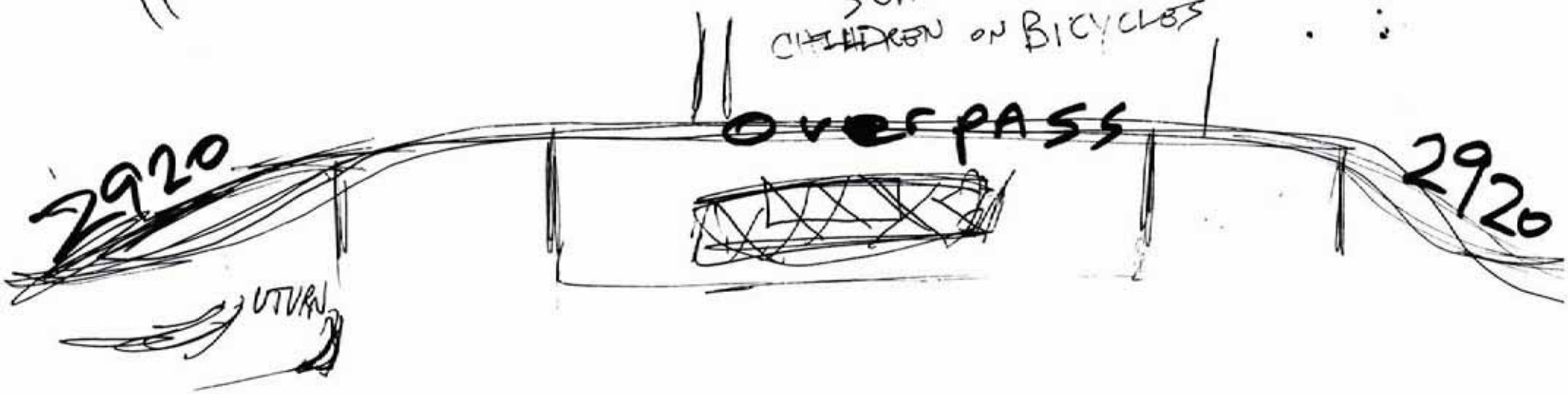

KRIMMEL INTERMEDIATE SCHOOL
ROUTE ACROSS FOR SCHOOL CHILDREN
LIGHT
LIGHT
THRU WAY
WB
WB
EB
EB
THRU WAY
U TURN BUSES
A. KLEIN DR.
A. KLEIN DR.
SB
NB
ELEM SCHOOL
Greg Bullard
281 651 0967

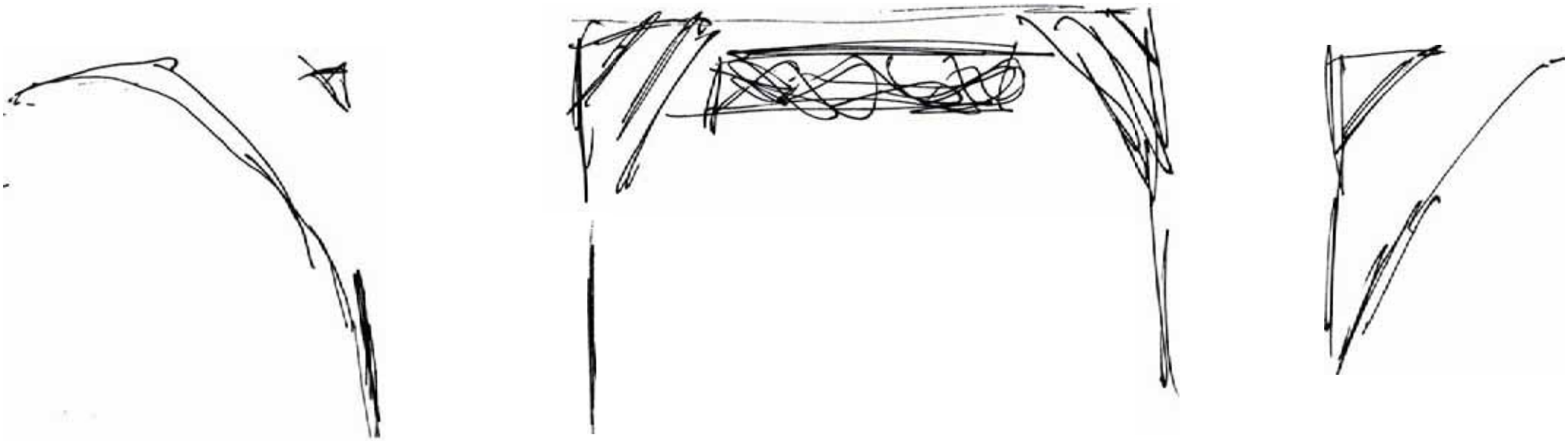
2920

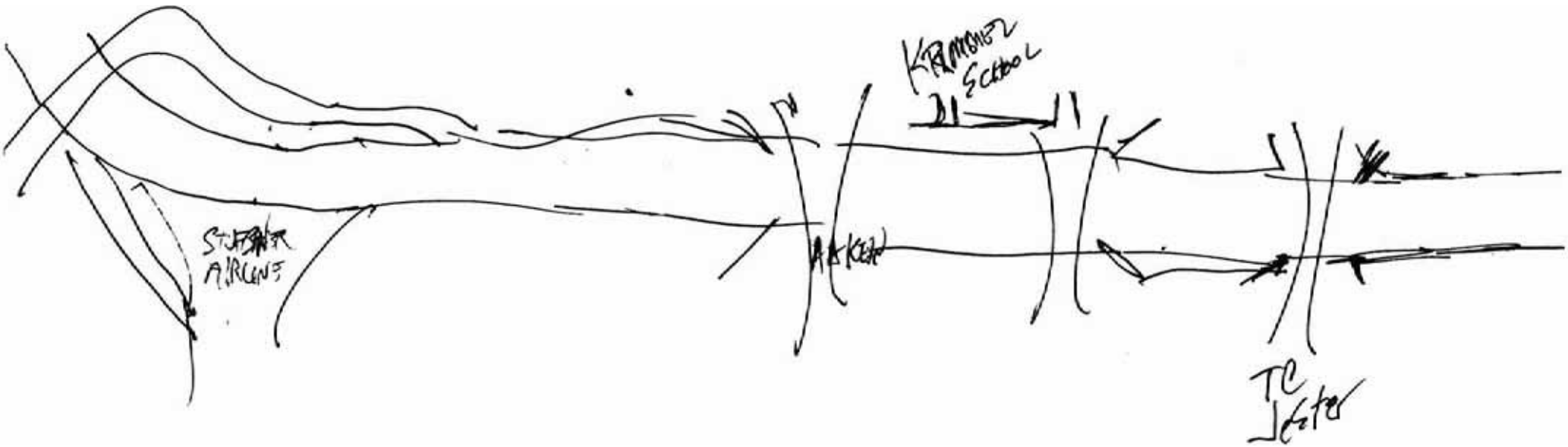
@ KRIMMEL INTERMEDIATE

Greg Bullard
281 651 0967
11-09-2007

ENCLOSED
BRIDGE OVER
OR
UNDER FOR
SCHOOL CROSSING
CHILDREN ON BICYCLES







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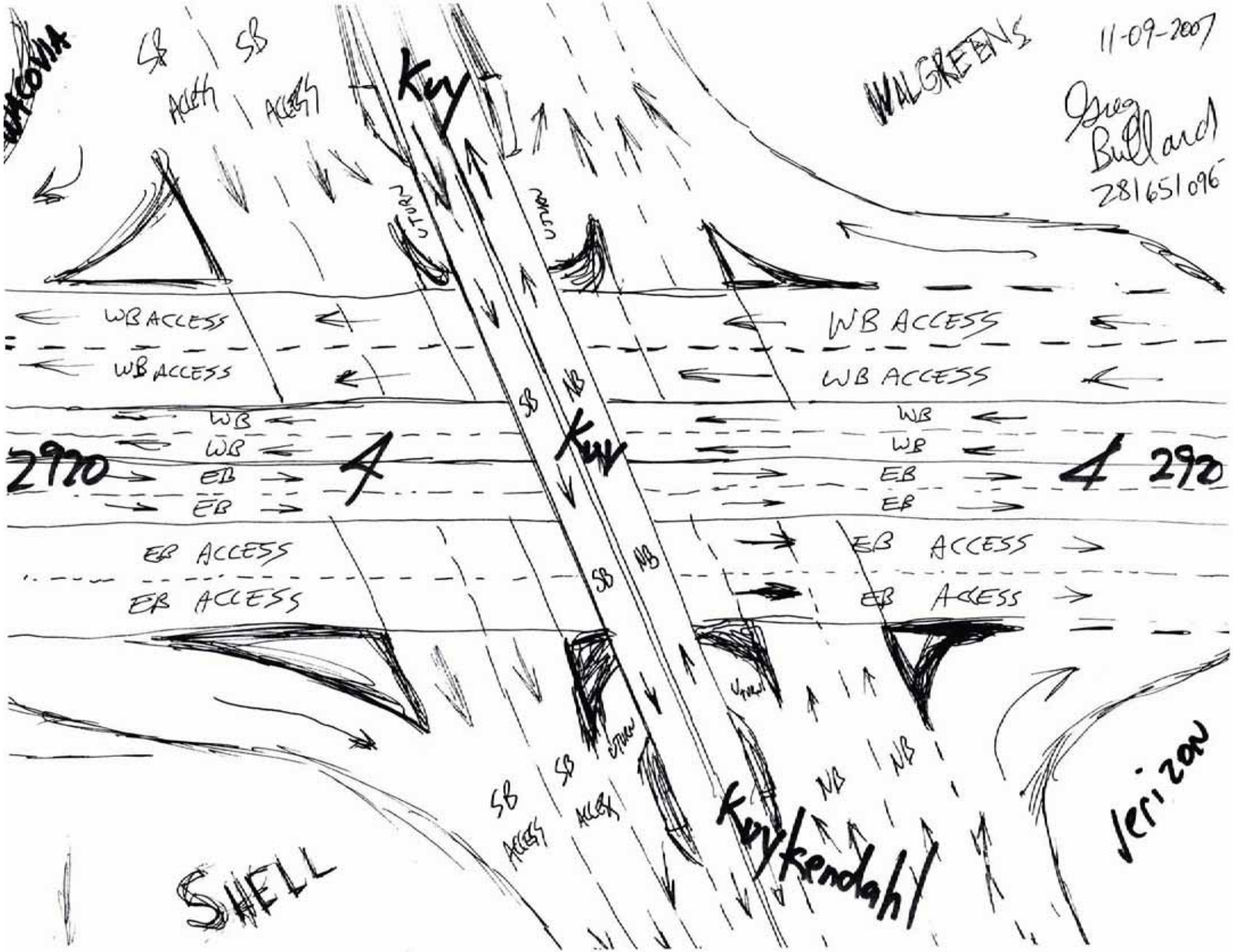
Greg Bullard
281-651-0967


11-09-2007
Greg Bullard
281651096
WALGREENS
SB ACCESS
SB ACCESS
U TURN
U TURN
WB ACCESS
WB ACCESS
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SB
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2920
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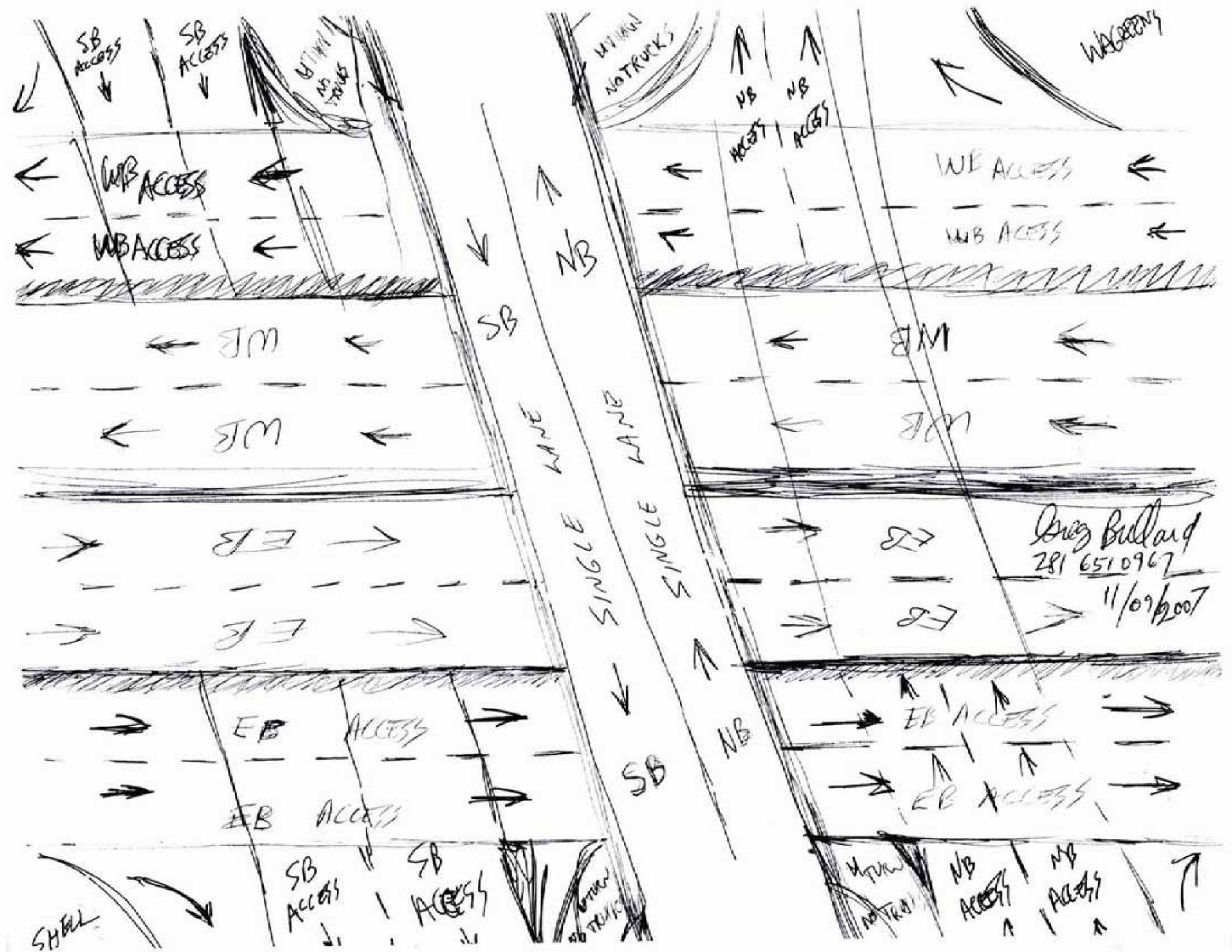
SB ACCESS
NB
NB
SHELL
Kuykendahl
Verizon


SB ACCESS
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WITHIN NO TRUCKS
WITHIN NO TRUCKS
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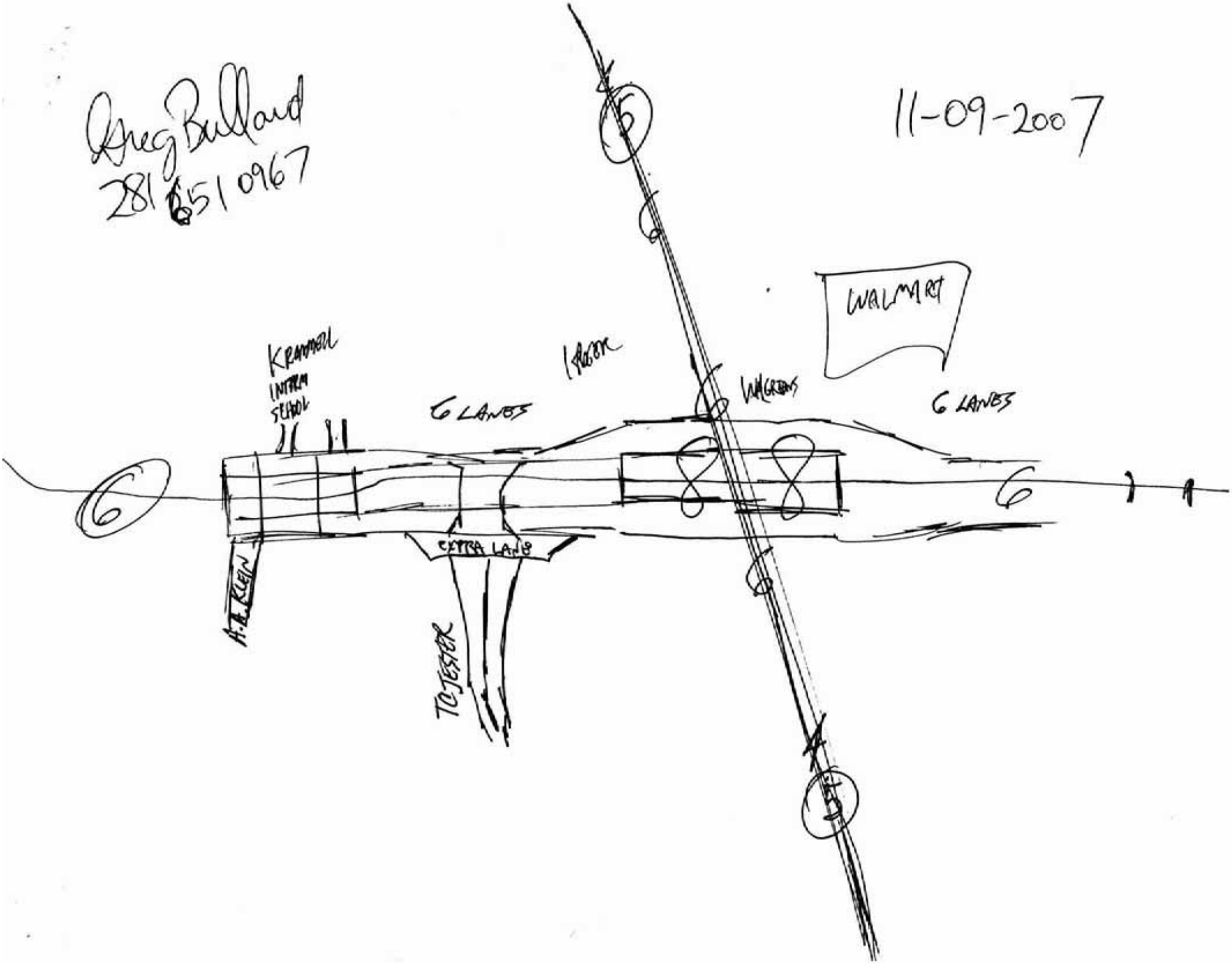
SHELL
Greg Bullard
281 6510967
11/09/2007

Greg Bullard
281 651 0967

11-09-2007



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MAILROOM
2007 NOV 20 AM 7:48

(38)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

1. Do you live or work on or near FM 2920? (Yes) / No

If yes, (Residential) (Owner) / Tenant
Commercial Owner / Tenant

Other (please specify)

2. What is your zip code? 77375

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
— Work on FM 2920
✓ Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
✓ Other My son's preschool is locat n United Methodist t 2920 + Kuykendahl

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
H Motorists safety
L Pedestrian and bicyclists access and safety
M Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

Improve signal synchronization
Intersection improvement
T Addition of raised median with left turn bays
D Better signing and lighting
D Better striping / pavement markings
I Creation of right turn bay lanes
U Reducing speed limits No!
D Driveway consolidation / closures
D Shared driveways
D Better connectivity between properties
I Providing supporting streets ☆

6. Do you think the number of signals along FM 2920 corridor is:

Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

They are better than not having them. ~~Also~~ They also reduce the number of signals.

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

2920 + Kuykendahl is a mess! It has become worse in the last 2 years - Kuykendahl needs to be widened!

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

New properties need to be moved back from 2920, bury power lines, leave trees + plant more

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

No. Because there is so much traffic on 2920, I would never ride ~~to~~ my bike or walk along the road.

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

~~Yes~~. Signs marking "next intersection" with street names are too close to intersection and do not allow sufficient merge time.

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

No.

14. How did you hear about this meeting?

- ✓ Newspaper
- — Direct mail
- — Drove by / saw sign
- — Business organization / affiliate

15. Additional Comments

Forward planning is required. Houston road construction lags behind developement.

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

(59)

MAILROOM
2007 NOV 20 AM 7:28

1. Do you live or work on or near FM 2920? (Yes) / No

If yes, Residential (Owner) / Tenant
Commercial (Owner) / Tenant
Other (please specify) _____

2. What is your zip code? 77484

3. What is your primary purpose for using FM 2920?
(Check one)

✓ Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

L Access to / from properties along the corridor
H Intersection improvements
M Improve traffic flow
H Motorists safety
L Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

— Improve signal synchronization
— Intersection improvement
— Addition of raised median with left turn bays
— Better signing and lighting
— Better striping / pavement markings
— Creation of right turn bay lanes
— Reducing speed limits
— Driveway consolidation / closures
— Shared driveways
— Better connectivity between properties
— Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

I Like them

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Hegar - should be 4 way lights
Kickapoo - should be 4 way lights

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

don't care

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

No

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

NO

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

N/A

14. How did you hear about this meeting?

— Newspaper
— Direct mail
— Drove by / saw sign
— Business organization / affiliate
✓ Other word of mouth

15. Additional Comments

Please complete and return this form by Novembe · 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

40

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

1. Do you live or work on or near FM 2920? Yes / (No)

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77379

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
— Work on FM 2920
✓ Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
H Intersection improvements
M Improve traffic flow
H Motorists safety
L Pedestrian and bicyclists access and safety
M Enhance landscape / beautification
H Other Encourage community friendly development
(Please explain)

5. Identi the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
D Addition of raised median with left turn bays
— Better signing and lighting
T Better striping / pavement markings
U Creation of right turn bay lanes (not pedestrian friendly)
Reducing speed limits (drivers will speed anyhow; increases travel time)
D Driveway consolidation / closures (reduce limits when GP is built to reduce through
D Shared driveways
— Better connectivity between properties
Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ___ Adequate ✓ Insufficient

7. What is your opinion of the center lane for turns:

Drivers use the center lane improperly (to merge into traffic), use raise medians to ensure proper use of the center turn lane.

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

From Lexington to Holzwarth (future) many lefthand movements are made and many drivers travel at faster than posted speeds. Raised median would help greatly. Possible stoplight at future HEB? Possible stopsign by Post office? Reduce number of driveways aswell.

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

Tree lined median through Tomball would increase pedestrian safety and reduce speeds. Reduce edge effect of I-45 by creating common street scape for area from Holzwarth to Lexington. Zebra crosswalks are more visually friendly.

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

Through Tomball and near I-45, both E and W, sidewalks and bike paths would be of benefit, but on most sections of FM2920 such would be greatly underutilized and therefore unnecessary.

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

At all intersection provide crosswalks. DON'T PAINT STANDARD DOUBLE LINE CROSSWALKS. USE ZEBRA CROSSWALKS!!! Drivers are easily confused by double line crosswalks as to where to stop at stoplights or stopsigns. Zebra crosswalks improve pedestrian safety as well as provide a sense of place.

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

In the city of Tomball it may be wise to mark an emergency lane, but otherwise an improved shoulder would allow cars to move aside for emergency vehicles.

14. How did you hear about this meeting?

- ✓ Newspaper
- — Direct mail
- — Drove by / saw sign
- — Business organization / affiliate

15. Additional Comments

-Be mindful the Grand Parkway will soon be the main E-W thoroughfare in the area. Don't widen FM2920 as it will discourage use of the Grand Parkway.

-Provide system support. Widen or lengthen Spring Stuebner/Bondreaux, Lexington, Holzwarth

-Widen the roadway to 4 lanes all the way to Waller, but restrict all curbcuts to side streets to encourage proper development and to discourage development overall to allow the area the means of keeping its current rural character.

-When the roadway is eventually rebuilt, rebuild intersections first as that is where bottlenecks occur. Make intersections a priority over lanes between intersections. If funding is limited, improve intersections.

-Unless Stuebner-Airline will be extended north of FM2920 by Hooks Airport, redesign this intersection to be like the Lamar/MLK intersection in Austin. Using a raised median, west bound FM2920 traffic can pass without the need of a stop light by creating a lane from which to merge for those vehicles turning from Stuebner-Airline to W FM2920. Why stop traffic if not necessary?

-Encourage the city of Tomball to not allow any curbcuts between Concordia High and 249 except along side streets. Encourages an array of development instead of linear development as well as increasing traffic flow.

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

41

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77484

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
— Work on FM 2920
✓ Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

M Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
H Motorists safety
L Pedestrian and bicyclists access and safety
Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
— Intersection improvement
D Addition of raised median with left turn bays
— Better signing and lighting
— Better striping / pavement markings
D Creation of right turn bay lanes
U Reducing speed limits
D Driveway consolidation / closures
T Shared driveways
T Better connectivity between properties
— Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

raised median is best

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

@ 249 - construction

@ Kuykendahl - too many people

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

bike paths needed - could reduce cars

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

yes

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

- YES obviously can't get through sometimes

14. How did you hear about this meeting?

— Newspaper
— Direct mail
— Drove by / saw sign
✓ Business organization / affiliate

15. Additional Comments

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

42

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77379

3. What is your primary purpose for using FM 2920?
(Check one)

X Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

Access to / from properties along the corridor
M Intersection improvements
H Improve traffic flow
Motorists safety
H Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
H Other Bicyclist Access and Safety!!
(Please explain)

5. Identi the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

Improve signal synchronization
T Intersection improvement
T Addition of raised median with left turn bays
T Better signing and lighting
T Better striping / pavement markings
D Creation of right turn bay lanes
T Reducing speed limits
D Driveway consolidation / closures
D Shared driveways
D Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

XX Excessive ___ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

Currently Acceptable

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive X Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

F2920 and Kuykendahl (1) too much traffic (2) Signals too short.

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

Trees!!

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

Need Bicycle friendly areas as FM2920 is a designated bike route and extensively used by cyclist!!

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

Not sure

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

Not Sure

14. How did you hear about this meeting?

- ___ Newspaper
- ___ Direct mail
- ___ Drove by / saw sign
- X Business organization / affiliate

15. Additional Comments

NEED SAFE BIKE LANES

FOR CYCLIST!!!

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

(43)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

1. Do you live or work on or near FM 2920? (Yes) / No

If yes, (Residential) (Owner) / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77389

3. What is your primary purpose for using FM 2920?
(Check one)

✓ Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

M Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
M Motorists safety
L Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
T Intersection improvement
U Addition of raised median with left turn bays
D Better signing and lighting
T Better striping / pavement markings
D Creation of right turn bay lanes
U Reducing speed limits
D Driveway consolidation / closures
D Shared driveways
D Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

OK - ALTHOUGH MANY DRIVE 1/2 + 3/4 of a mile in them before they turn.

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

FM2920/KUYKENDAHL (TOO MANY CARS)
FM2920/FALVEL/MEADOWHILL - LIGHT TIMING

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

Need to relieve gridlock before we worry about what trees are planted.

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

Yes, there is no bike or pedestrian use now.

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

no

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

no

14. How did you hear about this meeting?

- ✓ Newspaper
- — Direct mail
- — Drove by / saw sign
- — Business organization / affiliate

15. Additional Comments

Need to split thru traffic from other local use traffic. Grand Parkway would be huge help. This is the only access between I-45 + TOMBALL so too many folks need to get thru all the local users. Development should be restricted until the road can catch up. Actually residential developers should pay in a perlot use fee to be used to improve travel in the area before they and set up new subdivisions.

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

44

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

1. Do you live or work on or near FM 2920? (Yes) / No

If yes, (Residential) (Owner) / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77388

3. What is your primary purpose for using FM 2920?
(Check one)

✓ Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
M Intersection improvements
H Improve traffic flow
H Motorists safety
M Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
H Other DECREASE SPEEDERS, RECKLESS DRIVERS
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

T Improve signal synchronization
D Intersection improvement
D Addition of raised median with left turn bays
U Better signing and lighting
T Better striping / pavement markings
D Creation of right turn bay lanes
T Reducing speed limits
U Driveway consolidation / closures
T Shared driveways
T Better connectivity between properties
Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ___ Adequate ✓ Insufficient

7. What is your opinion of the center lane for turns:

NEEDED SINCE CARS NOW GET IN CENTER LANE LONG BEFORE THEY NEED TO TURN — INCREASED CRASH CONDITIONS

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

OUR SUBDIV. - HANNOVER FOREST HAS NO SIGNALS & WE TAKE OUR LIVES IN OUR HANDS WHEN WE TRY TO ENTER TRAFFIC (SPEED LIMIT 50) CARS DOING 70!!!

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

UNNECESSARY EXPENDITURE — INCREASE TRAFFIC POLICE!

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

No

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

No

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

No

14. How did you hear about this meeting?

- ✓ Newspaper
- — Direct mail
- — Drove by / saw sign
- — Business organization / affiliate

15. Additional Comments

1). CONTROL SPEEDERS

2). REDUCE SPEED LIMIT – NO LONGER PASTURE LAND BUT CONGESTED ROAD WHOSE DRIVERS EASILY EXCEED THE SPEED LIMIT by 10-20 MPH; NOW.

3). REPLACE DO NOT DRIVE ON SHOULDER SIGNS CLOSE TO SUBDIVISION ENTRANCES.

4) HUNTER FOREST IS MUCH OLDER THAN SOME SUBDIVISIONS W. OF KUYKENDAHL ON 2920 WHO ALREADY HAVE TRAFFIC SIGNALS.

5) INT. OF 2920 & KUYKENDAHL VERY DANGEROUS WHERE RIGHT TURNERS GOING WEST GET INTO RIGHT OF WAY A LONG WAYS BEFORE KUYKENDAHL.

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

ATTN: RICHARD ZIEGLER

(1)
(45)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

1. Do you live or work on or near FM 2920? (Yes) / No

If yes, (Residential) (Owner) / Tenant
Commercial Owner / Tenant

Other (please specify) REGULAR COMMUTER USING FM 2920

2. What is your zip code? 77389

3. What is your primary purpose for using FM 2920?
(Check one)

✓ Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

L Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
M Motorists safety
M Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
U Addition of raised median with left turn bays
U Better signing and lighting
U Better striping / pavement markings
T Creation of right turn bay lanes
U Reducing speed limits
T Driveway consolidation / closures
T Shared driveways
D Better connectivity between properties
D Providing supporting streets

(2)

6. Do you think the number of signals along FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

WORKING PRETTY WELL AS IS FROM 45 TO GOSLING OUT THE RUSH HOUR CONGESTION @ FALVEL + @ NOTTINGHILL BACK TRAFFIC UP HORRIBLY WHILE LEAVING CENTER LANES LARGELY UNUSED.

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

3 CHOKE POINTS FOR ME: FALVEL (CITGO STATION ON CORNER), NOTTINGHILL DRIVE AREA (NEAR VOLUNTEER FIRE STATION) AND @ CONFLUENCE OF 2920 AND SPRING-CYPRESS ROADS.

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

NO. 2920 HAS BECOME A MAJOR EAST/WEST ARTERY - NOT APPROPRIATE FOR PEDESTRIANS/BIKERS, ETC.

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

NOT REALLY. USUALLY CREEPING ALONG SO PLENTY OF TIME TO STUDY THE SIGNAGE !!

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

(3)

14. How did you hear about this meeting?

- ✓ Newspaper
- — Direct mail
- — Drove by / saw sign
- — Business organization / affiliate

15. Additional Comments

SYNCHRONIZING LIGHTS AT FALVEL + NOTTINGHAM MAY HELP. EVEN EXTENDING "GREEN" INTERVALS FOR 2920 TRAFFIC COULD IMPROVE THINGS.

THANKS!

TOM CLINTON

713-898-4286

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

(46)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? (Yes) / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) Employee/Church Member

2. What is your zip code? 77388

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
✓ Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
Intersection improvements
H Improve traffic flow
H Motorists safety
M Pedestrian and bicyclists access and safety
M Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

T Improve signal synchronization
D Intersection improvement
D Addition of raised median with left turn bays
T Better signing and lighting
T Better striping / pavement markings
D Creation of right turn bay lanes
T Reducing speed limits
D Driveway consolidation / closures
D Shared driveways
T Better connectivity between properties
T Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

In congested areas there are too many cars vying for the same spot; i.e. some turning onto 2920 from different directions, other turning left off 2920

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

The intersection at Kuykendahl is awful. Kuykendahl needs to be 4 laned. The entrance/exit to WalMart just east of Kuykendahl is a death trap. Drivers exiting the WalMart parking lot turning left and people using the shoulder to turn into the lot

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

Esplanades would enhance the area and solve several problems

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

yes - off the roadway, not a bike lane

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

block numbering would be helpful

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

14. How did you hear about this meeting?

- ✓ Newspaper
- — Direct mail
- — Drove by / saw sign
- — Business organization / affiliate

15. Additional Comments

Rethink how far access drives should be located from major intersections. There have been several accidents and many near misses as people have been entering or leaving Klein United Methodist Church. Drivers exiting the WalMart lot have pulled into the left turn lane just as other drivers have entered the left hand turn lane to enter the church lot. Drivers are using the shoulder as a right turn lane. Drivers are turning left out of WalMart lot expecting 3 lanes of traffic to yield to them

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

(47)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

1. Do you live or work on or near FM 2920? (Yes) / No

If yes, Residential (Owner) / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77379

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
— Work on FM 2920
X Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

L Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
H Motorists safety
M Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
H Other WATER DRAINAGE
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

U Improve signal synchronization
U Intersection improvement
D Addition of raised median with left turn bays
U Better signing and lighting
Better striping / pavement markings
U Creation of right turn bay lanes
D Reducing speed limits
D Driveway consolidation / closures
D Shared driveways
D Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive X Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

GOOD

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

X Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

EAST OF KUYKENDAHL TO SPRING

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

NONE - SPEND MONEY OF TRAFFIC FLOW & SAFETY

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

FM 2920 IS UNSAFE FOR BICYCLING & WALKING

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

No

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

UNSURE

14. How did you hear about this meeting?

- X Newspaper
- — Direct mail
- — Drove by / saw sign
- — Business organization / affiliate

15. Additional Comments

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Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

(18)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

1. Do you live or work on or near FM 2920? (Yes) / No

If yes, Residential (Owner) / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77447

3. What is your primary purpose for using FM 2920?
(Check one)

✓ Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
H Intersection improvements
Improve traffic flow
H Motorists safety
Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
H Other NEED RIGHT LN TURN LANES
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

T Improve signal synchronization
D Intersection improvement
D Addition of raised median with left turn bays
D Better signing and lighting
T Better striping / pavement markings
D Creation of right turn bay lanes
T Reducing speed limits
T Driveway consolidation / closures
T Shared driveways
T Better connectivity between properties
T Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

NOT AS SAFE AS LEFT TURN BAY W RAISED MEDIANS BUT ABOUT THAN WHAT'S THERE NOW & WOULD HELP

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

CYPRESS ROSEHILL & 2920 FROM TOMBALL LANE REDUCES FROM 2 to 1 LANES. ALSO BECKER BAUR NICHOLS ROBERTS, HIGH AMMOUNT OF LEFT & RIGHT TURNS, WITH NO TURN LANES

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

NOT PRIORITY

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

NO

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

LIGHTING AT EACH CROSS STREET - LEVEL PAVEMENT FROM 2920 TO SIDE STREETS, WIDER OPENINGS TO SIDE STREETS FROM 2920

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

NO

14. How did you hear about this meeting?

- ✓ Newspaper
- — Direct mail
- — Drove by / saw sign
- — Business organization / affiliate

15. Additional Comments

I FEEL LIGHTING & TURN LANES ARE VERY IMPORTANT, I HAVE LIVED NEAR 2920 & ROBERTS/BOURN FOR ABOUT 2 MONTHS. I HAVE HAD NEAR MISSES WAITING TO TURN LEFT, AND WHEN PULLING A TRAILER HAVE A HARD TIME PULLING ON TO NARROW NEIGHBORS RD. I ALSO HAVE SEEN NUMEROUS PEOPLE NOT REALIZE 2920 REDUCES TO ONE LANE JUST BEFORE CYPRESS ROSEHILL. SPEED LIMIT IS OK BUT ON THE SIDEROADS PEOPLE DRIVE VERY FAST.

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

49

1. Do you live or work on or near FM 2920? (Yes) / No

If yes, Residential Owner / Tenant
Commercial Owner / (Tenant)
Other (please specify) _____

2. What is your zip code? _____

3. What is your primary purpose for using FM 2920?
(Check one)

✓ Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

M Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
H Motorists safety
L Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
D Addition of raised median with left turn bays
T Better signing and lighting
Better striping / pavement markings
D Creation of right turn bay lanes
D Reducing speed limits
D Driveway consolidation / closures
D Shared driveways
T Better connectivity between properties
T Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

Needs to be provided and improved

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

249 to RR track

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

Key indicator of landscaping, sidewalks
people friendly

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

No

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

yes

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

14. How did you hear about this meeting?

- ___ Newspaper
- ✓ Direct mail
- ___ Drove by / saw sign
- ✓ Business organization / affiliate

15. Additional Comments

Since land is at a premium and the need for change is imminent consider this:
Purchase land at each end of Tomball just for public parking and encourage people to walk to the business location. (Free)
Take the land currently used for parking and widen the streets for left turn right turn. Provide area for public parking. No heavy truck access
Keep sidewalk available. Improve intersections and signal operation

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

50

1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential / Owner / Tenant
Commercial / Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77377

3. What is your primary purpose for using FM 2920?
(Check one)

- ___ Get to / from work
- ___ Work on FM 2920
- ___ Activities other than work (retail / entertainment)
- ___ Use as alternate route when my usual route is too congested
  (Usual Route _____)
- ___ Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

- H Access to / from properties along the corridor
- M Intersection improvements
- H Improve traffic flow
- H Motorists safety
- L Pedestrian and bicyclists access and safety
- L Enhance landscape / beautification
- ___ Other _____
  (Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

- D Improve signal synchronization
- D Intersection improvement
- D Addition of raised median with left turn bays
- D Better signing and lighting
- D Better striping / pavement markings
- D Creation of right turn bay lanes
- D Reducing speed limits
- D Driveway consolidation / closures
- D Shared driveways
- D Better connectivity between properties
- D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✗ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

Needed, but can be dangerous in high volume areas

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

✗ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Main Street thru Tomball; Telge + FM 2920; FM 2978 & FM 2920; FM 2920 + Stuebner.

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

I am very favorable for landscaping with trees / flowers + adequate sidewalk facilities

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

Yes. There have been serious accidents between cars + bicycles along FM 2920 – needs to have more room between lanes + shoulders especially east of Cypress Rosehill

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

Yes.

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

NO

14. How did you hear about this meeting?

- X Newspaper
- — Direct mail
- X Drove by / saw sign
- X Business organization / affiliate

15. Additional Comments

Thank you for being pro-active on changes needed for T-M 2020 now + in the future

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

51

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

1. Do you live or work on or near FM 2920? (Yes) / No

If yes, Residential Owner / Tenant
(Commercial) (Owner) / Tenant
Other (please specify) _____

2. What is your zip code? 77375

3. What is your primary purpose for using FM 2920?
(Check one)

✓ Get to / from work
✓ Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
M Intersection improvements
M Improve traffic flow
H Motorists safety
H Pedestrian and bicyclists access and safety
M Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D/T Intersection improvement
Addition of raised median with left turn bays
Better signing and lighting
D Better striping / pavement markings
T Creation of right turn bay lanes
T Reducing speed limits
U/T Driveway consolidation / closures
Shared driveways
T Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

Excellent - When it Does Not Remove Parking
Very Poor - if side Parking is Removed in Downtown Tomball

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Unknown - Except in City of Tomball (Cherry St and FM2920)

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

Where Feasible - ALL of the Above are Important

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

Very High Need For Safe Pedestrian crossing of FM2920 in Down Town Tomball

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

High Need -

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

Adequate -

14. How did you hear about this meeting?

— Newspaper

— Direct mail

— Drove by / saw sign

✓ Business organization / affiliate

15. Additional Comments

Excellent Presentation on FM2920 Mobility Study —

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

52

1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77375

3. What is your primary purpose for using FM 2920?
(Check one)

- ✓ Get to / from work
- ✓ Work on FM 2920
- — Activities other than work (retail / entertainment)
- — Use as alternate route when my usual route is too congested
  (Usual Route _____)
- — Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

- H Access to / from properties along the corridor
- H Intersection improvements
- M Improve traffic flow
- H Motorists safety
- H Pedestrian and bicyclists access and safety
- Enhance landscape / beautification
- — Other _____
  (Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

- D Improve signal synchronization
- D Intersection improvement
- Addition of raised median with left turn bays
- D Better signing and lighting
- D Better striping / pavement markings
- D Creation of right turn bay lanes
- D Reducing speed limits
- D Driveway consolidation / closures
- D Shared driveways
- D Better connectivity between properties
- D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

THEY NEED TO BE REDUCED FOR SAFETY

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

X Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

CHERRY ST. & PINE ST. NEED CROSSWALKS WE HAVE A LOT OF PEDESTRIAN TRAFIC & FESTIVALS THAT IS VITAL TO OUR CITY

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

TREES, SIDEWALKS, PAVERS IN ~~THE~~ OLD TOWN TOMBALL

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

YES

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

YES ALL OF THEM

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

YES

14. How did you hear about this meeting?

— Newspaper

— Direct mail

— Drove by / saw sign

X Business organization / affiliate

15. Additional Comments

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? _____

3. What is your primary purpose for using FM 2920?
(Check one)

✓ Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
H Motorists safety
M Pedestrian and bicyclists access and safety
M Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
D Addition of raised median with left turn bays
D Better signing and lighting
D Better striping / pavement markings
D Creation of right turn bay lanes
D Reducing speed limits
D Driveway consolidation / closures
D Shared driveways
D Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ___ Adequate ✓ Insufficient

7. What is your opinion of the center lane for turns:

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Yes
Why?

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

14. How did you hear about this meeting?

- ___ Newspaper
- ___ Direct mail
- ___ Drove by / saw sign
- ___ Business organization / affiliate

15. Additional Comments

_____

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Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77375

3. What is your primary purpose for using FM 2920?
(Check one)

✓ Get to / from work
✓ Work on FM 2920
✓ Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
H Intersection improvements
— Improve traffic flow
Motorists safety
H Pedestrian and bicyclists access and safety
— Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

— Improve signal synchronization
D Intersection improvement
D Addition of raised median with left turn bays
— Better signing and lighting
— Better striping / pavement markings
D Creation of right turn bay lanes
D Reducing speed limits → on Main St Tomball
— Driveway consolidation / closures
— Shared driveways
— Better connectivity between properties
— Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ___ Adequate ✓ Insufficient

7. What is your opinion of the center lane for turns:

an improvement

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Pine St and Main St (2920) South side – City HALL
North Side Tomball Museum (we need a WALK SIGNAL)

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

we enjoy our trees in Tomball
on Main St

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

yes

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

14. How did you hear about this meeting?

— Newspaper

— Direct mail

— Drove by / saw sign

✓ Business organization / affiliate

Downtown Tomball Association

15. Additional Comments

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

54

1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77354

3. What is your primary purpose for using FM 2920?
(Check one)

- X Get to / from work
- — Work on FM 2920
- X Activities other than work (retail / entertainment)
- — Use as alternate route when my usual route is too congested
  (Usual Route _____)
- — Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

- H Access to / from properties along the corridor
- H Intersection improvements
- H Improve traffic flow
- H Motorists safety
- H Pedestrian and bicyclists access and safety
- — Enhance landscape / beautification
- — Other _____
  (Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

- D Improve signal synchronization
- D Intersection improvement
- D Addition of raised median with left turn bays
- — Better signing and lighting
- — Better striping / pavement markings
- — Creation of right turn bay lanes
- R Reducing speed limits
- — Driveway consolidation / closures
- — Shared driveways
- — Better connectivity between properties
- — Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ___ Adequate ✓ Insufficient

7. What is your opinion of the center lane for turns:

_____

_____

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

X Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

_____

_____

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

_____

_____

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

It is very dangerous for a pedestrian or disabled person to try and cross 2920 due to heavy traffic (both ways - (make pedestrian crossings)

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

_____

_____

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

Yes. ambulance going down 2920 does not have synchronization and traffic is too heavy

14. How did you hear about this meeting?

- ___ Newspaper
- ___ Direct mail
- ___ Drove by / saw sign
- X Business organization / affiliate

15. Additional Comments

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

55

1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77375

3. What is your primary purpose for using FM 2920?
(Check one)

- ___ Get to / from work
- ✓ Work on FM 2920
- ___ Activities other than work (retail / entertainment)
- ___ Use as alternate route when my usual route is too congested
  (Usual Route _____)
- ___ Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

- ✓ Access to / from properties along the corridor
- ___ Intersection improvements
- ✓ Improve traffic flow
- ___ Motorists safety
- ___ Pedestrian and bicyclists access and safety
- ___ Enhance landscape / beautification
- ___ Other _____
  (Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

- ___ Improve signal synchronization
- ___ Intersection improvement
- ___ Addition of raised median with left turn bays
- ___ Better signing and lighting
- ___ Better striping / pavement markings
- ___ Creation of right turn bay lanes
- ✓ Reducing speed limits
- ___ Driveway consolidation / closures
- ___ Shared driveways
- ✓ Better connectivity between properties
- ___ Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

NO

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

MAIN STREET

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

YES

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

YES

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

14. How did you hear about this meeting?

- ___ Newspaper
- ___ Direct mail
- ___ Drove by / saw sign
- ___ Business organization / affiliate

15. Additional Comments

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

56

1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77375

3. What is your primary purpose for using FM 2920?
(Check one)

___ Get to / from work
___ Work on FM 2920
Activities other than work (retail / entertainment)
___ Use as alternate route when my usual route is too congested
(Usual Route _____)
___ Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
M Motorists safety
L Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
___ Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

H Improve signal synchronization
H Intersection improvement
M Addition of raised median with left turn bays
Better signing and lighting
M Better striping / pavement markings
M Creation of right turn bay lanes
H Reducing speed limits
H Driveway consolidation / closures
H Shared driveways
H Better connectivity between properties
M Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

ONLY IN CERTAIN AREA AS NOW NEED ~~A~~ ADDED AS NEEDED IN THE FUTURE

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

Excessive ___ Adequate ___ Insufficient (ONLY IN CERTAIN AREAS.)

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

I-45 to KUYKENDAL / 2978 TO 249

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

No

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

YES

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

No

14. How did you hear about this meeting?

- ___ Newspaper
- ___ Direct mail
- ___ Drove by / saw sign
- ✓ Business organization / affiliate

15. Additional Comments

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

57

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1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77375

3. What is your primary purpose for using FM 2920?
(Check one)

- ___ Get to / from work
- ✓ Work on FM 2920
- ___ Activities other than work (retail / entertainment)
- ___ Use as alternate route when my usual route is too congested
  (Usual Route _____)
- ___ Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

- H Access to / from properties along the corridor
- H Intersection improvements
- H Improve traffic flow
- H Motorists safety
- H Pedestrian and bicyclists access and safety
- L Enhance landscape / beautification
- ___ Other _____
  (Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

- ___ Improve signal synchronization
- ___ Intersection improvement
- ___ Addition of raised median with left turn bays
- ___ Better signing and lighting
- Better striping / pavement markings
- ___ Creation of right turn bay lanes
- ✓ Reducing speed limits
- ___ Driveway consolidation / closures
- ___ Shared driveways
- ___ Better connectivity between properties
- ___ Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

It's going to take away our parking which is no good

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

yes because you can not cross the street

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

14. How did you hear about this meeting?

— Newspaper
— Direct mail
— Drove by / saw sign
— Business organization / affiliate

15. Additional Comments

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Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

58

1. Do you live or work on or near FM 2920? (Yes) / No

If yes, Residential Owner / Tenant
Commercial Owner / (Tenant)
Other (please specify) _____

2. What is your zip code? 77375

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
✓ Other GET TO/FROM WORK / GET TO/FROM OTHER SHOPS, STORES, I.H.S, ETC

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
H Intersection improvements DOWNTOWN NO RIGHT ON RED AT PINE AND CHERRY
H Improve traffic flow
H Motorists safety
H Pedestrian and bicyclists access and safety
M Enhance landscape / beautification
H Other THE "DOWNTOWN" AREA FOR THE SHOPPERS
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
U Addition of raised median with left turn bays
— Better signing and lighting
— Better striping / pavement markings
U Creation of right turn bay lanes
D Reducing speed limits DOWNTOWN
— Driveway consolidation / closures
— Shared driveways
— Better connectivity between properties
— Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive X Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

WHERE SPACE IS AVAILABLE I AGREE WITH TURN LANES, ESPECIALLY WHEN TURN SIGNAL LIGHTS ARE ADDED

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive X Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

DOWNTOWN, UNDER CONSTRUCTION.

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

SIDEWALKS SHOULD BE INSTALLED AND/OR UPGRADED FOR WHEELCHAIRS STROLLERS, ETC.

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

SIDEWALKS (SEE ABOVE) BIKE PATHS, WHERE POSSIBLE, TOMBALL HAS A RATHER LARGE WALKER/BIKER POPULATION.

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

THOSE WHO DRIVE THE EMERGENCY VEHICLES WOULD BE BETTER ABLE TO ANSWER THAT QUESTION.

14. How did you hear about this meeting?

— Newspaper
— Direct mail
— Drove by / saw sign
— Business organization / affiliate
— BARBARA

15. Additional Comments

TOMBALL IS A GROWING COMMUNITY WITH A STRANGE ROAD LAYOUT. YOU WILL NEVER BE ABLE TO SATISFY EVERYONE, THE BEST YOU CAN DO IS KEEP THE TRAFFIC FLOWING AND THE PEDESTRIANS SAFE. I HOPE THE DOWNTOWN PROBLEMS CAN BE SOLVED WITH LIGHTING, SIGNS AND NO CONSTRUCTION. THANK YOU FOR YOUR WILLINGNESS TO LISTEN.

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

59

1. Do you live or work on or near FM 2920? (Yes) / No

If yes, Residential (Owner) / Tenant
Commercial (Owner) / Tenant
Other (please specify) _____

2. What is your zip code? 77377 + 77375

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
✓ Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
M Intersection improvements
H Improve traffic flow
H Motorists safety
M Pedestrian and bicyclists access and safety
H Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
T Intersection improvement
D Addition of raised median with left turn bays
D Better signing and lighting
D Better striping / pavement markings
T Creation of right turn bay lanes
Reducing speed limits
D Driveway consolidation / closures
D Shared driveways
D Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

It's a good idea

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Going through Tomball there are so many turns for streets drives, parking lots, eateries, etc. Maybe they could combine)

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

Our sidewalks are horrible + dangerous to pedestrians. They don't really have to be [illegible] if we [illegible] the space for turn lanes.

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

same answer as above

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

Definate block numbering. All markings should be bright + kept up with when fading occurs.

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

Yes - They could use the center lanes

14. How did you hear about this meeting?

- — Newspaper
- — Direct mail
- — Drove by / saw sign
- ✓ Business organization / affiliate

15. Additional Comments

We do not have enough parking in Tomball in the older part of town, so we can't really remove the street parking, but possibly the sidewalks could be smaller + that could allow a center lane (raised turn lanes) through the middle.

So many of our roads are so uneven + worn they need help.

Do we really have clear marked crosswalks?

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

60

1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77375

3. What is your primary purpose for using FM 2920?
(Check one)

✓ Get to / from work
✓ Work on FM 2920
✓ Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

M Access to / from properties along the corridor
H Intersection improvements
H Improve **traffic** flow
H Motorists safety
Pedestrian and bicyclists access and safety
M Enhance landscape / beautification
M Other turn signals & speed of vehicles
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

T Improve signal synchronization
Intersection improvement
U Addition of raised median with left turn bays
D Better signing and lighting
D Better striping / pavement markings
T Creation of right turn bay lanes
D Reducing speed limits
D Driveway consolidation / closures
T Shared driveways
T Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

In downtown Tomball, this would be nice but to accomplish this would require removal of one on-street parking could be disastrous.

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Cherry and 2920, Chestnut & 2920, Pine and 2920 Howard & 2920 –

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

We need to preserve the trees in place now as well as adding to the street scape.

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

Yes, in downtown Tomball, from Poplar to Chestnut Install more sidewalks.

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

Yes, signage, crosswalks, blocks, actually, all markings.

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

Yes, due to congestion emergency vehicles have problems getting through intersections.

14. How did you hear about this meeting?

- — Newspaper
- — Direct mail
- — Drove by / saw sign
- ✓ Business organization / affiliate

15. Additional Comments

The downtown merchants would be willing to work to develop a reasonable solution to the traffic solution.

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

(61)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

1. Do you live or work on or near FM 2920? (Yes) / No

If yes, Residential Owner / Tenant
(Commercial) (Owner) / Tenant
Other (please specify) _____

2. What is your zip code? 77375

3. What is your primary purpose for using FM 2920?
(Check one)

✓ Get to / from work
Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
H Intersection improvements
— Improve traffic flow
— Motorists safety
H Pedestrian and bicyclists access and safety
H Enhance landscape / beautification
H Other Pedestrian Crossing The Street
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
T Addition of raised median with left turn bays
D Better signing and lighting
Better striping / pavement markings
D Creation of right turn bay lanes
U Reducing speed limits 30MPH intown and slow Down Before Downtown
U Driveway consolidation / closures
— Shared driveways
— Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

The only thing to help

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ___ Adequate ✓ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Down Town Proper

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

Trees Hanc

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

bike Paths Not A good

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

Yes None Now Signs for Parking area

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

14. How did you hear about this meeting?

— Newspaper
— Direct mail
— Drove by / saw sign
— Business organization / affiliate

15. Additional Comments

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Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

62

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77355

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
Other meet w/customers

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
M Motorists safety
M Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
T Intersection improvement
U Addition of raised median with left turn bays
D Better signing and lighting
D Better striping / pavement markings
— Creation of right turn bay lanes
U Reducing speed limits
U Driveway consolidation / closures
T Shared driveways
D Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

Need them

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Downtown Tomball lights need to be coordinated for better flow

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

downtown area needs business signs facing traffic so a customer does not slow traffic trying to find a shop.
Place signs at the start of each block with names of businesses,

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

NO

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

need more visability

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

don't know

14. How did you hear about this meeting?

- — Newspaper
- — Direct mail
- — Drove by / saw sign
- ✓ Business organization / affiliate

15. Additional Comments

addition to #10

use these signs to say there is parking for the the businesses in each block on the side streets + behind building

underground parking?

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

63

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

---

1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77375

3. What is your primary purpose for using FM 2920?
(Check one)

✓ Get to / from work
✓ Work on FM 2920
✓ Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
H Intersection improvements
— Improve traffic flow
H Motorists safety
H Pedestrian and bicyclists access and safety
— Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

— Improve signal synchronization
D Intersection improvement
D Addition of raised median with left turn bays
— Better signing and lighting
— Better striping / pavement markings
D Creation of right turn bay lanes
D Reducing speed limits → on Main St Tomball
— Driveway consolidation / closures
— Shared driveways
— Better connectivity between properties
— Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ___ Adequate ✓ Insufficient

7. What is your opinion of the center lane for turns:

an improvement

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Pine St and Main St (2920) South side – City HALL
North Side Tomball Museum. (we need a WALK SIGNAL)

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

We enjoy our trees in Tomball
on Main St

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

yes

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

14. How did you hear about this meeting?

— Newspaper

— Direct mail

— Drove by / saw sign

Business organization / affiliate

Downtown Tomball Association

15. Additional Comments

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77388

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
— Work on FM 2920
✓ Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other Bicycle Commuting

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

— Access to / from properties along the corridor
— Intersection improvements
— Improve traffic flow
— Motorists safety
H Pedestrian and bicyclists access and safety
— Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
— Intersection improvement
— Addition of raised median with left turn bays
— Better signing and lighting
— Better striping / pavement markings
— Creation of right turn bay lanes
— Reducing speed limits
D Driveway consolidation / closures
D Shared driveways
D Better connectivity between properties
— Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Kuykendahl - To much access to/from 2920 and Kuykendahl

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

More trees would be nice

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

The Bike Lane along 2920 is Good and should be maintained for exercise and commuting

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

Bike Lane signs

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

14. How did you hear about this meeting?

- ✓ Newspaper
- — Direct mail
- — Drove by / saw sign
- — Business organization / affiliate

15. Additional Comments

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Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

(65)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

---

1. Do you live or work on or near FM 2920? (Yes) / No

If yes, (Residential) (Owner) / Tenant
Commercial Owner / Tenant

Other (please specify) _____

2. What is your zip code? 77388

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
— Work on FM 2920
✓ Activities other than work (retail / entertainment)
✓ Use as alternate route when my usual route is too congested
(Usual Route Spring Stuebner)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

M Access to / from properties along the corridor
Intersection improvements
H Improve traffic flow
H Motorists safety
L Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
Intersection improvement
U Addition of raised median with left turn bays
T Better signing and lighting
T Better striping / pavement markings
D Creation of right turn bay lanes
T Reducing speed limits
T Driveway consolidation / closures
D Shared driveways
D Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

many use it as part of the Road - illegal usage has made them hazards

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Falvel; Meadowhill, Kuy en ahl - traffic lights are not synchronized

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

lower priority - more trees - fewer strip centers - no parks in Area - create one before there's no land left

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

No traffic is too heavy

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

Adequate now

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

yes - At high traffic times - emergency vehicles can't get through - no place for backed up traffic to go!

14. How did you hear about this meeting?

- ✓ Newspaper
- — Direct mail
- — Drove by / saw sign
- — Business organization / affiliate

15. Additional Comments

improved North/south roads Are A Necessity - Most 2920 traffic is headed for the Interstate - more North/South or improved roads would MAKe A Huge Difference.

For years, the location of the Spring post office has required A light - traffic backs up while people try to turn left OFF 2920 onto the road to get to the building + Also for those who turn left when ~~tearing~~ turning back on to 2920 - It is A wonder there have not been ~~as many~~ more collisions or injuries

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? (Yes) / No

If yes, Residential (Owner) / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77388

3. What is your primary purpose for using FM 2920?
(Check one)

— Get to / from work
— Work on FM 2920
X Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
M Motorists safety
— Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
D Addition of raised median with left turn bays
T Better signing and lighting
T Better striping / pavement markings
D Creation of right turn bay lanes
T Reducing speed limits
T Driveway consolidation / closures
T Shared driveways
T Better connectivity between properties
T Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ___ Adequate X Insufficient

7. What is your opinion of the center lane for turns:

now it is being abussed by those who are impatient and frustrated by traffic backups

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive X Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

I 45 through western reaches of Tomball

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

sidewalks would be nice; trees and landscaping would help appearance but will not increase traffic flow

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

There is a need for these by some segments of the population but not necessary by most except as a safty feature

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

yes

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

yes but hopefully traffic control will help this

14. How did you hear about this meeting?

- X Newspaper
- — Direct mail
- — Drove by / saw sign
- — Business organization / affiliate

15. Additional Comments

If improvements are not begun and completed soon, there will be considerably more accidents with fatalities. Today's youth in society is highly impatient, and "me" oriented so that the put the rest of us in peril because of their reckless behavior with their automobiles. Signal lights at each subdivision having a street accessing FM2920 would make all of us safer. Also, a signal light is desirable on east side of I45 for the road to the postoffice.

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

---

1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77447

3. What is your primary purpose for using FM 2920?
(Check one)

✓ Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

M Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
H Motorists safety
M Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

T Improve signal synchronization
Intersection improvement
U Addition of raised median with left turn bays
— Better signing and lighting
— Better striping / pavement markings
Creation of right turn bay lanes
U Reducing speed limits
T Driveway consolidation / closures
— Shared driveways
— Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive X Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

highly desirable, but NO raised median at intersections

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

X Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

#1 Cypress Rosehill requires timed signals, right turn lane from W to S & eliminate Y-access on N side to 2920. #2 Mueschke - needs center turn lane to enable continuous West bound traffic

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

bicycle lane, but no sidewalks (it's a country county road). Bushes & crepe myrtle to enhance the few undesirable views.

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

possibly

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

block numbering would be terrific!

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

yes! Current 2-lane leaves traffic without a place to get out of the way. 4-lane improvement is highly desirable; 5pm traffic moves @ less than 40 mph due to driveways, business access and intersections.

14. How did you hear about this meeting? ?

— Newspaper

— Direct mail

— Drove by / saw sign

— Business organization / affiliate

did not; neighbor emailed this survey.

15. Additional Comments

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

1. Do you live or work on or near FM 2920? Yes / No

If yes, Residential Owner / Tenant
Commercial Owner / Tenant

Other (please specify) _____

2. What is your zip code? 77389

3. What is your primary purpose for using FM 2920?
(Check one)

✓ Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

H Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
H Motorists safety
L Pedestrian and bicyclists access and safety
L Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
T Addition of raised median with left turn bays
Better signing and lighting
D Better striping / pavement markings
D Creation of right turn bay lanes
U Reducing speed limits
D Driveway consolidation / closures
D Shared driveways
T Better connectivity between properties
T Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

Positive: It works for left turns and removes turning traffic from through lanes.

Negative: It is less safe than a raised median with left turn bays.

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Gosling Road because Gosling is a designated Major Thoroughfare and traffic on Gosling has to wait much longer for a green light than smaller "subdivision" streets intersecting FM 2920 plus the green time for Gosling is shorter.

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

I'm OK with it but it is a much lower priority ~~such~~ than other improvements such as number 9 above.

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

NO. TxDOT funding is already in a crisis mode & there is probably not enough funds for every improvement desired. Therefore, priorities must be established. Pedestrian/bicycle facilities are a much lower priority than other improvements such as number 9 above.

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

Yes. Block numbering and street signage are the most important under this specific type of improvement.

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

NO, not specifically. The type of improvements that will be done under this project (other than landscape/beautification and pedestrian/bicycle facilities) will also improve mobility for emergency vehicles.

14. How did you hear about this meeting?

— Newspaper
— Direct mail
— Drove by / saw sign
✓ Business organization / affiliate

15. Additional Comments

The traffic signal on FM 2920 at Bosling Road needs to be re-timed & fixed. Traffic ~~that~~ southbound on Bosling desiring to turn left onto eastbound FM 2920 must currently ~~wait~~ wait a very long time. Other smaller, much less significant subdivision streets such as Bridgestone Lane, Meadowhill Drive, & Alvin A. Klein Blvd. gives a green light immediately to a vehicle pulling up to the traffic signal. This is not fair, not right, & can be defined as discrimination. Bosling Road is a designated Major Thoroughfare while these other roads are simply small subdivision streets. I request that the FM 2920 & Bosling Road traffic signal be re-timed, fixed, or replaced with the same traffic signals at the other intersections mentioned above.

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

(69)

1. Do you live or work on or near FM 2920? (Yes) / No

If yes, Residential Owner / Tenant
(Commercial) Owner / (Tenant)
Other (please specify) _____

2. What is your zip code? 77375

3. What is your primary purpose for using FM 2920?
(Check one)

- ___ Get to / from work
- ✓ Work on **FM** 2920
- ___ Activities other than work (retail / entertainment)
- ___ Use as alternate route when my usual route is too congested
  (Usual Route _____)
- ___ Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

- H Access to / from properties along the corridor
- M Intersection improvements
- H Improve traffic flow
- H Motorists safety
- H Pedestrian and bicyclists access and safety
- L Enhance landscape / beautification
- ___ Other _____
  (Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

- T Improve signal synchronization
- D Intersection improvement
- U Addition of raised median with left turn bays
- D Better signing and lighting
- D Better striping / pavement markings
- T Creation of right turn bay lanes
- U Reducing speed limits
- T Driveway consolidation / closures
- T Shared driveways
- D Better connectivity between properties
- D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

Already have it on far west end of main and East end. But in the 100 block thru 500 block no room for a center lane.

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

2920 and Cherry. This should be a no left turn intersection going East & West.

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

Better street lights.

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

no.

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

Yes

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

They get around alright now.

14. How did you hear about this meeting?

- — Newspaper
- — Direct mail
- — Drove by / saw sign
- ✓ Business organization / affiliate

15. Additional Comments

Why Don't you build A 2920 By PASS AROUND TOWN AND use 2920 As business. That way Shoppers CAN come in 2920 Business AND People PASSing THROUGH CAN STAY ON 2920 by PASS.

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Public Meeting – November 14 and 15, 2007

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1. Do you live or work on or near FM 2920? (Yes) / No

If yes, Residential (Owner) / Tenant
Commercial Owner / Tenant
Other (please specify) _____

2. What is your zip code? 77379

3. What is your primary purpose for using FM 2920?
(Check one)

✓ Get to / from work
— Work on FM 2920
— Activities other than work (retail / entertainment)
— Use as alternate route when my usual route is too congested
(Usual Route _____)
— Other _____

4. Regarding the FM 2920 corridor, please tell us your priorities: H = High Importance; M = Moderate Importance; L = Low Importance

L Access to / from properties along the corridor
H Intersection improvements
H Improve traffic flow
H Motorists safety
H Pedestrian and bicyclists access and safety
H Enhance landscape / beautification
— Other _____
(Please explain)

5. Identify the Access Management tools below as: D – Desirable; T = Tolerable; U = Unacceptable

D Improve signal synchronization
D Intersection improvement
D Addition of raised median with left turn bays
T Better signing and lighting
T Better striping / pavement markings
D Creation of right turn bay lanes
T Reducing speed limits
D Driveway consolidation / closures
D Shared driveways
D Better connectivity between properties
D Providing supporting streets

6. Do you think the number of signals along FM 2920 corridor is:

___ Excessive ✓ Adequate ___ Insufficient

7. What is your opinion of the center lane for turns:

necessary but can be dangerous when people "drive" down center lane rather than waiting to merge

8. Do you think the number of private property entrances (driveways) along the FM 2920 corridor is:

✓ Excessive ___ Adequate ___ Insufficient In some areas

9. What specific areas and / or intersections along FM 2920 do you consider to be the most problematic and why?

Kuykendahl + 2920, Walmart Parking lot being allowed to turn left onto 2920. Anticipate similiar problems after Lowes opens.

10. What ideas or thoughts do you have to offer about aesthetic or streetscape improvements along the FM 2920 corridor? (e.g., trees, landscaping, sidewalks)

Definitly need trees + landscaping

11. Is there a need for more pedestrian / bicycle friendly areas along FM 2920 (e.g. sidewalks, bike paths etc.)? Why?

probably

12. Is there a need for improved signage and pavement markings (e.g. block numbering, marked pedestrian crosswalks, street signage etc.)?

Haven't thought about it

13. Is there a need for improved mobility for emergency vehicles? If yes, please explain

Don't know

14. How did you hear about this meeting?

- ✓ Newspaper
- — Direct mail
- — Drove by / saw sign
- — Business organization / affiliate

15. Additional Comments

See attached email to Ms. Willbite

Please complete and return this form by November 30th, 2007

Thank you for your input.
For your convenience, you may fax this survey to **Richard Zientek at 281.931.6932.**

YAHOO! MAIL Classic

Print - Close Window

Date: Thu, 22 Nov 2007 12:23:39 -0800 (PST)

From: "LAURELLE PITTMAN" <lnpittman@sbcglobal.net>

Subject: FM 2920

To: Christy.Willhite@H-GAC.com

Ms. Willhite,

I travel 2920 to & from work every weekday. In the evenings, approximately 6:15, the West- bound traffic frequently backs up to a crawl between Meadowhill Drive, Falvel Rd. and Bridgestone Ln. often taking 10 minutes to travel approximately 1 mile. I would like to see something done to synchronize the lights from I-45 to Kuykendahl.

Another area of concern is the traffic exiting the Walmart parking lot onto 2920. It is extremely dangerous when cars are attempting to turn left across traffic to travel east on 2920. Cars have to squeeze out between 2 stopped lines of cars int the center turn lane. Visibility is very limited and pity the person already in the turn lane attempting to turn into one of the many new businesses on the South side of 2920. Also the cars exiting Walmart frequently "drive" down the center lane until they are able to merge into the East-bound traffic making it impossible for West-bound traffic to enter the turn lane in order to turn left. Numerous accidents have occurred due to this situation. I would recommend prohibiting left-hand turns onto 2920.

Thank you,
Laurelle Pittman
6222 Windrose Hollow Lane
Spring, TX 77379
(281) 251-8751

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Chris Breaker
P.O. Box 1572
Waller, TX 77484

1. FM 2920 at Cypress Rosehill starts the four lanes to I-45. All tractor trailer, school buses, dump trucks, concrete trucks and any vehicle with tandem trailers need to be in the right lane.
2. Lutheran church road (west of Tomball) light at Fm 2920 turns red when no cars are on that road or turning on to Lutheran church.
3. Park rood west of Tomball light turns red for no reason and stops traffic heading east.
4. Calvert road West of Tomball light turns red for no reason and stops traffic.
5. New lights at new SH249 bypass west of the bypass. The lights are turning red for no reason and stopping the flow of traffic heading east.
6. Steubner Airline Road North East of Tomball lights are turning red for no reason.
7. Willow Street in Tomball at Concordia School lights turn red for no reason
8. Dowdell at FM 2920 lights turn red, no cars from other direction.
9. TC Jester at FM 2920 ligths turn red, no cars from other direction.
10. Krimmel School lights at FM 2920 lights turn red, no cars from other direction.
11. Coming from I-45 heading West on FM 2920 lights at Kuykendahl and Gosling are not synchronized and causing huge traffic back ups.
12. Falvel and Meadowhill lights over 1 mile back up heading west, lights not synchronized.
13. Must put some type of divider on turn late and FM 2920 to turn right on I-45 feeder. People are cutting in lane during the morning rush hour which is causing longer back ups. This right turn lane has to be separated to stop the practice of rude individuals cutting into the long line of people that are waiting to turn. And this causes accidents, which could hold up traffic.

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SDS/2 DESIGN DATA

LIVE FORUM

2920 Suggestion: Thurs. 6-8 Krimmel Int. School

1. Coordinate Lights for rush hour traffic.

2. Make more right hand turn lanes - Lots more!

3. Stop road work at 3:00 p.m. (School Release)

4. Widen Gossling road to 4 lanes or add right hand turn lanes as well as left hand turn lanes @ Gossling & Root Rd. &/or put in light. (I know this will eventually have to happen!)

5. —

FM 2920 Access Management Study
(US 290 to IH 45)
Public Meeting #2
Summary Report

TABLE OF CONTENTS

I. Public Hearing Summary
   - Summary of Comments
   - Response to Comments
II. Meeting Notification
III. Meeting Exhibits
IV. Sign – In Sheets
V. Questionnaires

FM 2920 Access Management Study (US 290 to IH 45)
Public Meeting #2 Summary Report

PUBLIC MEETING DATES: Wednesday, March 26, 2008; 6:00 to 8:00 PM
Thursday, March 27, 2008; 6:00 to 8:00 PM

STAKEHOLDERS MEETING DATES: Thursday, April 10, 2008; 8:00 to 10:00 AM
Tuesday, April 22, 2008; 6:00 to 8:00 PM
Thursday May 8, 2008; 2:00 to 4:00 PM

MEETING LOCATIONS:

Krimmel Intermediate School
7070 FM 2920
Spring, Texas 77389

Elmer L. Beckendorf Conference Center (2 events)
Lone Star College-Tomball
30555 Tomball Parkway
Tomball, Texas 77375

Tomball Community Center
221 Market Street
Tomball, Texas 77375

Waller ISD
2214 Waller St.
Waller, Texas 77484

MEETING PURPOSE: To inform the public on the purpose, process and progress of the FM 2920 Access Management Study since the first series of public meetings and provide the public an opportunity to discuss issues, concerns, and suggestions.

MEETING FORMAT: Open house with data collection exhibits including existing conditions, land use map and a simulation video on proposed changes at various intersections along the FM 2920 corridor.

ATTENDANCE:

Meeting #1 — Total number of attendees: 49
Media: 3
Public Officials – 1 Elected Official and 1 Representative

Meeting #2 — Total number of attendees: 25
Media: None
Public Officials – 6 Representatives

Meeting #3 — Total number of attendees: 12

Meeting #4 — Total number of attendees: 35

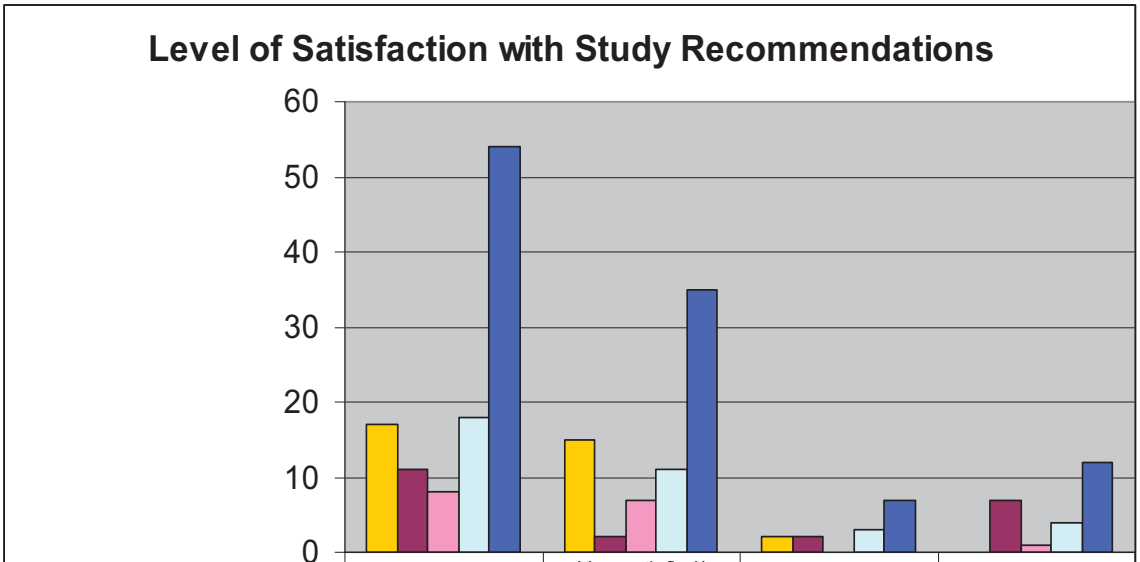
Meeting #5 — Total number of attendees: 5

MEDIA PRESENT: Houston Chronicle and Tomball/Magnolia Tribune

MEETING NOTICE: **A meeting notice was distributed by the following Chambers of Commerce: Houston Northwest, Greater Tomball Area, and the North Houston Association. In addition the City of Tomball and City of Waller distributed meeting notices. A press release was distributed to the following newspapers: The Houston Chronicle, the Tomball Magnolia Tribune, The Tomball Potpourri, and the Waller County News Citizen along with various local television and radio stations. The Houston Chronicle Tomball/Magnolia News section, Spring/Klein/Tomball and Tomball Potpourri, the Windrose Neighborhood Association, and the Citizens Transportation Coalition website ran extended articles and provided e-mail notices on the project and the upcoming meeting.**

Comments from FM 2920 Second Series of Public Meetings

The following is a graphic summary of one of the questions included in a survey that was distributed during the second series of Public Meetings for FM 2920; in additions to comments received during the public meetings, the summary includes two stakeholder meetings during which the same survey was distributed to collect input as well as comment forms received by mail or email.



	Comments received	Very satisfied/ satisfied	Not satisfied	Did not respond
PM - March 26 and 27, 2008	17	15	2	0
Mail / email	11	2	2	7
Chamber Meeting April 10, 2008	8	7	0	1
Downtown Meeting April 22, 2008	18	11	3	4
Total	54	35	7	12

Comments received at the Second Public meeting for FM 2920 (March 26 and 27, 2008)

- **Number of Attendees**
  - 85 individuals
- **Number of comments received during the two meetings**
  17 written comments

- **Please identify your level of satisfaction with the study recommendations:**
  - Very satisfied = 5
  - Satisfied = 9
  - Not satisfied = 2
  - Somewhat satisfied = 1

- **If not satisfied, why?**
  - Stop studying and start acting, we need it now
  - Emergency vehicles and large trucks and the ability to turn
  - Not in favor of bike lanes, need more turn lanes, work on signals, signals at new subdivisions

- **Did you attend the first series of public meetings for this project held in November 2007?**
  - Yes = 3
  - No = 13
  - Did not respond = 1

- **Additional comments regarding the proposed access management improvements:**

1. Center Left Turn Lanes (CLTL)
   a. People misuse the CLTL need to install raised medians to improve safety
   b. Not so many raised medians

2. Other corridors:
   a. Please find other corridors to alleviate all the problems on FM 2920
   b. Decisions to widen other E-W roads and N-S and their access to IH 45 will also help – light a fire under our county commissioners
   c. Widen Spring Cypress entrance off of FM 2920, better design at FM 2920 (2)
   d. FM 1960, Louetta, FM 2920 need medians painted with reflective paint for easier visibility at night
   e. Widen Falvel to help get rid of congestion

3. Signal related:
   a. Signal synchronization (2)
   b. Stop lights are not the answer unless there is synchronization

   c. Please do a quick fix, smarter signals
   d. Please install a signal at TC Jester and Spring Cypress
   e. Alvin Klein intersection light does not work

4. Straight through lane for through traffic. No trucks in left lane rule – slow traffic keep right (2)

5. Tomball area:
   a. In Tomball use turn signals that allows a protective left turn
   b. Doing away with parking on FM 2920 only when adequate parking can be made available so local businesses are not affected
   c. Need pedestrian signals to allow safe crossing by the public
   d. Bike lanes in Tomball not on Main street but on side street
   e. Addition of bike racks so people can access shops on Main
   f. Love the median with landscaping in Tomball
   g. Re-align Baker and Vernon! Great idea
   h. Leave street parking in Tomball (adds to flavor of town)

6. County and State will have to tell people and businesses to give a little to get people moving, need to change Texas property law to give the state and county authority to do planning and coordinate development and mobility

7. Turning lanes
   a. Put a left turn signal at Mueschke Rd now on FM 2920
   b. Put a right turn lane at Rhodes and FM 2920
   c. Left turn lanes are key
   d. Recommend a right turn lane at heavy intersections, example IH 45 and FM 2920

8. Managing traffic between IH 45 and Kuykendahl should be the highest priority

9. Impressed with the openness and knowledge of the study firm personnel

10. Let us address speed and safety

11. More lanes – widen FM 2920

12. Visuals very informative

13. You have assembled an excellent list of proposals – unfortunately implementation of study depends on funding which is limited

14. Overall good recommendations, however concerned about emergency vehicles and ability for large vehicles to make a U-turn

Comments received during a meeting with the Greater Tomball Chamber of Commerce on April 10, 2008

- **Number of Attendants**
  12 individuals

- **Number of comments received during the meeting**
  8 written comments

- **Please identify your level of satisfaction with the study recommendations:**
  - Very satisfied = 3
  - Satisfied = 4
  - Not satisfied = 0
  - Did not respond = 1

- **If not satisfied, why?**
  No comments received

- **Did you attend the first series of public meetings for this project held in November 2007?**
  - Yes = 4
  - No = 4

- **Additional comments regarding the proposed access management improvements:**

1. I like all aspects and recommendations of the study
2. Thoughtfully presented, recommendations make sense, thank you
3. Positive and excited about the future potential of FM 2920 and its positive impacts to Tomball , thank you for the work and efforts
4. What can we do to help, thank you for the informative presentation
5. I do not think the public input is adequate given that only a couple of hundred people commented , I do think improvements on FM 2920 are critical and implementation should be faster than current schedule
6. In the Tomball area:
   a. Concerns for the business owners along FM 2920 and historic facts about City of Tomball, street lights and oak trees, if removed plans for relocation
   b. Between Pine and Chestnut – need a buffer zone between sidewalks and the streets (landscaped)
   c. Consider the crossroads from Market St. to Main St. and Commence St. to Main St. by closing Oak St. and Walnut St. as they have less traffic to provide access to pedestrians
   d. Sidewalks need to go from Pine St. to Chestnut to create a cohesive link in Old Town

Comments received during a meeting with the Downtown Tomball Association on April 22, 2008

- **Number of attendants**
  35 individuals

- **Number of comments received during the meeting**
  18 written comments

- **Please identify your level of satisfaction with the study recommendations:**
  - Very satisfied = 4
  - Satisfied = 7
  - Not satisfied = 3
  - Did not respond = 4

- **If not satisfied, why?**
  - Need the parallel parking, it is used for loading and unloading , if parking removed will go out of business
  - Do not need raised medians, keep on street parking, it is used for loading and unloading. Have no left turn signs instead of left turn bays
  - The major construction will put people out of business, keep on street parking

- **Did you attend the first series of public meetings for this project held in November 2007?**
  - Yes = 7
  - No = 10

- **Additional comments regarding the proposed access management improvements:**

1. Address loading and unloading concerns, there is no exit or loading in and out of most businesses from the alley (3)
2. Need to keep downtown street parking (4)
3. A buffer zone must be provided between the sidewalks and the traffic lanes
4. There are no sidewalks on the east side of FM 2920
5. Not in favor of a median (2)
6. Must have protected permissive left signal
7. Do not agree with need for dedicated left turn lanes. Do not want traffic to speed through town (3)
8. Speed limit needs to be addressed – it goes from 45 MPH east of RR track and goes down to 30 MPH through Tomball. Speed limit should be the same from Concordia Lutheran High School to SH 249
9. Bike routs need to be off of Main Street

10. Not in favor of mass transit (2)
11. Will help in any way possible – large property owner
12. Need to cover all the open ditches in Tomball in order to improve the Tomball area
13. Would like to see an existing town that has made similar renovation – restoration
14. Presentation well done and informative / good presentation (2)

Comments received via email, fax or mail since the Public meetings through April 25, 2008:

- **Number of comments received**
  11 written comments

- **Please identify your level of satisfaction with the study recommendations:**
  - Very satisfied = 2
  - Satisfied = 0
  - Not satisfied = 2
  - Somewhat satisfied = 0
  - Did not respond = 7
- **If not satisfied, why?**
  - I would like to see a way for cyclists to ride through Tomball safely without having to detour through residential neighborhoods
  - Plan is incomplete for cyclist user through Tomball, need to develop alternatives and make sure entire route is safe and continuous from end to end, foot-by-foot.

- **Did you attend the first series of public meetings for this project held in November 2007?**
  - Yes = 1
  - No = 1
  - Did not respond = 9

- **Additional comments regarding the proposed access management improvements:**

1. Bike related comments:
   a. I would like to see cyclist/ pedestrian moved up on the importance scale when building / upgrading roads
   b. I frequently cycle on FM 2920 from Mueschke all the way to Waller County/HWY 290. Cycling thru any detours would interrupt my pace as well as put myself in harms way of motorist. I try to avoid traffic light whenever possible because that's where most accidents are likely to happen.
   c. FM 2920 has a wide enough shoulder to where motorist and cyclist can co-exist without any problems.
   d. You must fix FM 2920 with shoulders wide enough to accommodate bicycle traffic safely.
   e. My understanding is that there will not be access allowed for shoulders either wide enough or with too many curbs and driveways that will interfere with bicycle traffic in the future expansion. The law states that all roads are provided for motorized vehicles, bicycles, and pedestrians

f. Please consider and implement the needed changes to allow all lawful users of this byway

g. The cyclist recommendations are very good for the rural portions of FM 2920; 8 ft shoulders, bike route signs, and pavement markings. But then, it seems, the planners just throw up their hands east of Calvert Rd and west of the railroad tracks. To take care of cyclists along a corridor and then abandon them to 12 ft traffic lanes, too narrow to share with cars (recognized by Texas Transportation Code Chapter 551, section 551.103.), high-speed, no shoulders, and curbs so the bike is trapped in a "cattle chute" with no way out is going to expose many bicycle tourists who are just passing through without intimate local street knowledge to a lot of danger and stress. What must be done is to have signs to divert cyclists along Calvert Rd – Hooper Rd- Medical Complex Dr – S. Lawrence St – Graham Drive – School St – Malone – Market – Elm – across the RR tracks – Sycamore – Commerce – Texas – N. Willow and back onto FM 2920 at Concordia Lutheran High School. This means that the 8 ft rural shoulders must extend all the way from the west up to Calvert Rd and all the way from the east up to N. Willow from both rural sides of FM 2920 so that there is a continuous survivable refuge from heavy highspeed motor traffic for cyclists through the City of Tomball

2. Roadway widening:
   a. Two more lanes should be added soon to FM 2920 from IH 45 to Kuykendahl Rd. Sidewalks and bicycles should be part of FM 2920
   b. Need to widen the section of 2920 from Cypress Rosehill past Mueschke. This the only place where you are still running a 2 lane road and slows down everyone going out bound

   c. I'm interested in the widening of FM 2920 between Tomball and Waller

3. There needs to be immediate traffic management tools applied at the intersection of FM2920 and Kuykendahl. This intersection is very congested not only from traffic, but from the overdevelopment of this corner

4. The developers need to be held accountable to make traffic improvements including turn lanes, limiting left hand turns out of their lots into traffic and spacing their entrances further away from the light. (Walmart entrances near the Bank of America are the worst planning I have ever seen). We need center esplanade turn management for the shopping centers

5. Please consider incorporating a Green Zone separating the right-of-way from communities/development (much like The Woodlands model), along the length of FM 2920.

6. These recommendations if implemented will dramatically improve traffic flow, safety, parking and life in Tomball; they are needed as soon as possible and long overdue. Businesses and residents benefit

Comments received during a meeting with the Waller ISD on May 8, 2008:

A meeting was held with five representatives of the Waller ISD to present the project and its findings, to obtain feedback on the recommended improvements and to discuss any issues related to the study; the following is a summary of comments received:

1. Roadway widening
    a. Concerned about adding the CLTL in the 2 lane roadway section since that will limit the passing ability along a long roadway section – approximately 12 miles, they would rather see a 2 or 4 lane roadway section between Cypress Rosehill and US 290
    b. Any recommendations along FM 2920 that will improve safety is highly recommended, i.e. improved signing and pavement marking, adding shoulders
    c. Do not think that FM 2920 is a good facility for bikes, they would like to discourage any bikes on FM 2920

2. Intersections specific
    a. Want to see improvements to intersections implemented as soon as possible along both FM 2920 and the cross streets, all proposed turning lanes will significantly improve the school buses operation and safety along the facility
    b. The most critical intersections along FM 2920 are Hegar and Mueschke both are currently experiencing a good level of congestion. There is a planned school north of FM 2920 along Hegar
    c. Would like consideration to align Nichols with Roberts, based on their observations, this will significantly help in the NS movements along both. There is a great demand on the LT movements on Roberts, need to add a NB LTL

3. Other Roadways
    a. They have issues along US 290 EB movement between Field Store and FM 2920 where all traffic is forced on the US 290 main lanes, it will be more desirable to add a frontage road to serve more as a local in order to improve safety of school buses. The school has plans to build a 10,000 seat stadium near Stokes Road in the NE corner of US 290 and FM 2920

Response to Public Comments Received
at the Second Round of Public Meetings

Public Comment: Do not remove the parallel parking on FM 2920 in Downtown Tomball.

Team Response: *H-GAC will commission a separate study (Livable Centers)to help address mobility and connectivity concerns of the Downtown Tomball business. This Livable Centers study will support and complement the recommendations of the access management study, it will be focused on urban planning elements, land use issues, pedestrian needs, parking needs, and merchants needs. The study will focus on creating a "destination area" for Downtown Tomball. Additional public involvement opportunities will be provided for Downtown Tomball property owners and other interested parties. The Tomball Livable Centers Study will be referenced in the access management report to ensure compatibility and integration.*

Public Comment: Including a center turn lane on FM 2920 from Cypress Rosehill to US 290 essentially will create a 12-mile no passing zone. Public is not in favor of this option.

Team Response: *The access management study will phase the recommendations of the study as follows:*

1. *Improve intersections as recommended by the study (adding the RTL and LTL at all intersections and approaches)*
2. *Add 8 ft shoulders along FM 2920*
3. *Conduct a capacity analysis based on new population projections and revised data from the current H-GAC model to evaluate adding a CLTL vs. widening the facility to 4 lanes with some sort of median (either CLTL or raised median)*
4. *Based on item 3, implement recommendations*

Public Comment: Need to realign Nichols Road and Roberts Road.

Team Response: *Will revise plans to propose realigning the streets to provide a continuous north-south movement*

Public Comment: Bicycle route must remain on FM 2920 – no rerouting on side streets.

Team Response: *Rerouting the bike route around Downtown Tomball was necessary for a number of reasons including: very limited existing right-of-way, high driveway density, high crash rates, several non-signalized cross streets, and a high volume of traffic. As a result of public input, the FM 2920 Access Management Study will recommend adding a bike route along the Medical Complex Drive extension if the City of Tomball implements this project. This facility will parallel FM 2920 to the south through the city of Tomball. The study recommends extending Medical Complex Drive east and west of SH 249 to connect to FM 2920. The limits of this route are shown on the major thoroughfare plan for the city of Tomball and the city of Houston. The short-term solution will continue to redirect the bike route to side streets with Downtown Tomball in order to provide maximum safety for bicyclists.*

FM 2920 Access Management Study

H-GAC is currently conducting a corridor study of FM 2920 from US 290 to I-45. The purpose of the study is to identify transportation measures that will improve public safety and traffic flow, reduce motorist delay, enhance air quality, and improve pedestrian and bicycle access.

The SECOND ROUND of public meetings regarding this study have been scheduled for:

March 26, 2008, 6-8 pm (Krimmel Intermediate School)

March 27, 2008, 6-8 pm (Beckendorf Conference Center – Tomball College)

The following website provides additional information about the meetings, as well as general information about the study:

http://www.fm2920mobility.org/

MEDIA ALERT

What: Public Meeting

Why: To inform the public on the purpose, process and progress of the FM 2920 Access Management Study since the first series of public meetings and provide the public an opportunity to discuss issues, concerns, and suggestions.

When: **Wednesday, March 26, 2008**
6-8 P.M.,
Krimmel Intermediate School
7070 FM 2920
Spring, Texas 77389

Thursday, March 27, 2008
6-8 P.M.,
Elmer L. Beckendorf Conference Center
Lone Star College Tomball
30555 Tomball Parkway
Tomball, Texas 77375

* The same material will be presented at both meetings in an Open House format.

The Houston-Galveston Area Council has formed a eight member team comprised of the Texas Department of Transportation, Harris County, City of Tomball, City of Waller, North Houston Association, Houston Northwest Chamber, and the Greater Tomball Area Chamber of Commerce to complete a corridor study of FM 2920 from US 290 to IH 45. The purpose of the study is to identify transportation measures that will improve public safety and traffic flow, reduce motorist delay, enhance air quality, and improve pedestrian and bicycle access. This study will collect sufficient information to measure and evaluate a range of viable short-term and long-term improvement concepts. Concepts will be reviewed for cost effectiveness. From these concepts a list of improvement projects will be developed along with an implementation schedule.

For More Information Contact:
Richard A. Zientek at 281-931-2722 or razientek@hntb.com

HOUSTON-GALVESTON AREA COUNCIL
Public Meetings
for the FM 2920 Access Management Study

The Houston-Galveston Area Council in cooperation with the Texas Department of Transportation, Harris County, the City of Tomball, the City of Waller, the North Houston Association, the Houston Northwest Chamber of Commerce and the Greater Tomball Area Chamber of Commerce has commissioned an Access Management Study of the FM 2920 corridor from Hempstead (southwest of US 290) in Waller to Lexington Road (east of IH 45) in Spring. This segment of FM 2920 is approximately 32 miles in length.

As you know, the FM 2920 corridor has become a primary artery for mobility, access and economic activity in north Houston. The roadway services numerous area businesses and links them with retail and residential development, which have access from a number of major arterial cross streets. Commercial development on FM 2920 along with collateral residential and recreational development on cross streets has caused motorists to face consistent congestion and frustration.

The Access Management study continues to focus on a myriad of solutions to improve mobility and air quality. The purpose of this meeting is to present the findings and recommended solutions from the first set of public meetings, such as signal synchronization, improving intersection geometry and addressing safety needs for all users along the corridor.

The public is encouraged to attend one of the Public Meetings set for the dates listed below. Please be aware that the same information will be presented at both meetings in an Open House format.

Wednesday, March 26
6:00–8:00 p.m.
Krimmel Intermediate School
7070 FM 2920
Spring, Texas 77389

Thursday, March 27
6:00 – 8:00 p.m.
Elmer L. Beckendorf Conference Center
Lone Star College Tomball
30555 Tomball Parkway
Tomball, Texas 77375

For more information, or for individuals requiring language interpretation or special communication needs, please contact Christy Willhite, Project Manager, at 713-993-4543 or email at christy.willhite@h-gac.com.

In compliance with the Americans with Disabilities Act, H-GAC will provide for reasonable accommodations for persons with disabilities attending H-GAC functions. Requests should be received by H-GAC 24 hours prior to the function. Contact Rosalind Hebert at (713) 993-2471 to make arrangements.

March 4, 2008

«SurName» «FirstName» «MiddleName» «LastName»
«Title»
«CompanyName1»
«CompanyName2»
«Address1»
«City» «State» «Zipcode»

RE: FM 2920 Access Management Public Meetings

Dear «SurName» «LastName»:

I would like to invite you to a public meeting for the FM 2920 corridor to discuss recommendations for improving the safety and mobility in the corridor. As you know, the FM 2920 corridor has become a primary artery for mobility, access and economic activity in north Houston. The roadway services numerous area businesses and links them with retail and residential development, with access from a number of major arterial cross streets. Commercial development on FM 2920, along with collateral residential and recreational development on cross streets, often causes motorists to face continual congestion and frustration.

To address these challenges, the Houston-Galveston Area Council (H-GAC), in cooperation with Texas Department of Transportation, Harris County, the City of Tomball, the City of Waller, the North Houston Association, the Houston Northwest Chamber of Commerce and the Greater Tomball Area Chamber of Commerce, is hosting the second in a series of meetings to work with the public on developing solutions that will improve safety and mobility in the corridor. For the public's and for your convenience, the same information will be presented at two meetings in an Open House format:

Wednesday, March 26
6:00–8:00 p.m.
Krimmel Intermediate School
7070 FM 2920
Spring, Texas 77389

Thursday, March 27
6:00 – 8:00 p.m.
Elmer L. Beckendorf Center
Lone Star College Tomball
30555 Tomball Parkway
Tomball, Texas 77375

The Access Management Study focuses on short-range to long-range mobility and safety solutions for the corridor from IH 45 to US 290. The purpose of this meeting is to present the findings and recommended solutions from the first set of public meetings, such as signal synchronization, improving intersection geometry, and addressing safety needs for all users along the corridor.

I encourage you and your staff to join us at one of the public meetings set for the dates listed above. If you have any questions about the study or timeline, please call my staff member, Christy Willhite at 713.993.4543.

Sincerely,

Alan C. Clark
Director of Transportation

ACC:cw

Richard Zientek

From: Martin Gonzalez
Sent: Friday, March 14, 2008 12:49 PM
To: Richard Zientek; Mandy Cecil
Cc: Inas Aweidah
Subject: FW: Friday FACTS -News from Houston Northwest Chamber of Commerce

FM 2920 Announcement included.

-----Original Message-----
From: Houston Northwest Chamber of Commerce [mailto:alishar@houstonnwchamber.org]
Sent: Friday, March 14, 2008 11:24 AM
To: Martin Gonzalez
Subject: Friday FACTS -News from Houston Northwest Chamber of Commerce

Houston Northwest CHAMBER OF COMMERCE

Friday FACTS

March 14, 2008
Chamber & Community News

In This Issue
Advertise to THRIVE
NEW Chamber members
Bond Referendum
FMLA Revisions
Homeruns & Heartburn
April Business Expo
St. Patrick's Day Parade
Town Hall Meeting
Wings of Freedom Tour
Airport Scholarship Luncheon
LED Billboard Rules
Bandit Sign Training

HOUSTON NORTHWEST HOMERUNS AND HEARTBURN CHAMBER OF COMMERCE

Softball Tournament & Cook-off
Friday, March 28th
8 a.m. - 5 p.m.

click photo to download

Chamber Calendar

Quick Link to ... Our Website check out the new links

ADVERTISE to THRIVE!

Advertise in the Friday FACTS!

RATES

NEW MEMBERS

Barbara Jordan
Endeavor Corporation
14511 Falling Creek Drive
Suite 401
Houston, TX 77014
Phone: 281-397-8050
Fax: 713-397-8463
e-mail: maeskot@swbell.net
www.enexcellence.org
Contact: Thelma Scott
Non-Profit

J. Reed Salon & Spa
2914 Spring Cypress
Spring, TX 77388
Phone: 281-907-6333
e-mail: josreed@sbcglobal.net
Contact: Joseph Reed
Salon/Spa

Collins Park
6727 Cypresswood Drive

Individuals "Welcome"!

Sign-up NOW!

Sponsorships

Softball Entry Form

Cook-off Entry Form

April Buy Nearby Business Expo
Call the Chamber today to *RESERVE* your booth!

It's Not Just a Parade, It's a Community Celebration!

30th Annual St. Patrick's Day Parade will occur Sunday, March 16th, 2008. The parade begins at 2pm and proceeds down FM 1960 from Champion Forest Drive to Kuykendahl. For more information, please contact Elizabeth Livingood at 832-519-3135 or Visit www.1960parade.com

"Thank you" to **Brenda Jackson/Morgan Stanley & Tommy Ripley/Ripley's Muffler & Brakes** for their sponsorship.

Town Hall Meeting
Congressman Ted Poe (T-TX 02) invites you to join him for a town hall meeting Wednesday, March 19, 2008 at Brookside Funeral Home - Champions, 3410 FM 1960 W Houston, TX 77068
More Information

FM 2920 Access Management Public Meetings

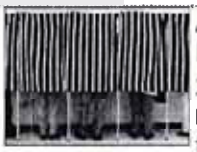
Longwood Golf Club
13300 Longwood Trace
Cypress ,TX 77429
Phone: 281-373-4100
e-mail:
tzant@palmergolf.com
www.longwoodgc.com
Contact: Tina Zant
Golf Course

MEMBER NEWS

Condolences

Cameron & Lois Crowley of Castorani and Crowley lost their daughter last week to pancreatic disease. She was 42 years old. Services for Kathleen Ann Burns will be held March 17th at 10 am at St. Dunstan's Episcopal Church. Our deepest sympathy to the Crowleys.

Bond Referendum



At their February 27th meeting, the Chamber Board passed resolution in support of the bond referendums for Klein ISD and the Lone Star College System. After review, both measures are tremendously needed for the future economic health of our area. The Chamber urges you to vote "yes" to these items on May 10th.

HOT DEALS

Check out this

Improvements for FM 2920 are being studies. It is important that citizens and business owners attend and provide input. It is an open house format where one can come and go.

Wednesday, March 26th
Krimmel Intermediate School
7070 FM 2920
Spring, TX 77389
6pm to 8pm

Thursday, March 27th
Elmer L. Beckendorf Conference Center
Tomball College
30555 Tomball Parkway
Tomball, TX 77375
6 pm to 8 pm

Wings of Freedom Tour

David Wayne Hooks Memorial Airport located at Gill Aviation March 28 - 31

Three of the most famous WWII bomber aircraft are visiting our community as part of the Wings of Freedom Tour. A "living history" event where the museum comes to you! Tour the beautifully restored aircraft and Take to the Skies yourself in an ultimate 30 minute flight experience aboard the bombers.

Walk through tours $10 for adults and $5 for children 12 years and under.

For more information, visit the Collings Foundation on the web http://www.collingsfoundation.org or call (978) 562-9182

Airport Scholarship Luncheon

The Houston Northwest Chamber of Commerce, The North Houston-Greenspoint Chamber of Commerce, and The Humble Area Chamber of Commerce are excited to present the **2008 Airport Scholarship Luncheon** on **Thursday, May 1st, 2008 at The Wyndham Greenspoint Hotel**. Each year, we award thousands of dollars in scholarships to deserving students in the community. Last year, 12 deserving scholars were awarded $1500 college scholarships.

It has been decided to reevaluate the Airport Festival

NORTH HOUSTON ASSOCIATION

NHA UPDATE

MARCH 14, 2008

26 Years of Advocacy for North Houston

VISIT OUR WEBSITE:
www.North-Houston.com

Membership Luncheon

Tuesday, March 25
11:30 a.m. – 1:00 p.m.
Wyndham Greenspoint Hotel
(12400 Greenspoint Drive)

Speaker: Commissioner El Franco Lee, Harris County Pct. 1

For more information on attending or sponsoring this event Click Here

Thank You Sponsors!

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Costello, Inc.
Engineering & Surveying
Costello, Inc. Engineering & Surveying

JONES & CARTER, INC.
ENGINEERS • PLANNERS • SURVEYORS
Jones & Carter, Inc.

WELCOME NEW MEMBER!

HALFF

Halff Associates is a full service Civil Engineering and Land Surveying firm that is employee- owned and operated throughout the state for 58 years. HALFF is currently designing numerous industrial and commercial projects within the NHA community. For more information, you may visit their website at www.halff.com . You may contact Bobby Adams at 713-523-7161 or by email at badams@halff.com .

COMMITTEE NEWS

(see Calendar at end of newsletter for times and locations)

March 27: Development Trends Federal Reserve Building Tour – 10:00 am - 11:30 am at the Federal Reserve Building. RSVP ABSOLUTELY REQUIRED by March 19.

March 28: Golf Committee Meeting – 9:30 am – 10:30 am in the Hines Conference Room.
*****Anyone interested in joining the Golf Committee may attend*****

April 2: Transportation Committee Meeting – 11:30 am – 1:00 pm. The guest speaker will be Peter Key, Deputy Director – HCTRA.

April 10: Environment Committee Pontoon Boat Tour - **9:00 am - 11:30 am. **RSVP required! Limited seats available.** Spring Creek, Jones State Park.

GENERAL NEWS (Articles)

- **College System Calls $420 Million Bond Election**
- **Governor Perry Orders Tax Cuts for Texas Businesses**
- **Texas Economy Outpaces Rest of Nation**

DEVELOPMENT BRIEFS (Articles)

- **Logistics Center Developed Near IAH**
- **Montgomery County Buys Land to Expand Offices in Magnolia**

ENVIRONMENT BRIEFS (Articles)

- **Commissioners Court Bans Water Wells at Waste Site**
- **EPA's Smog Rules Revised**
- **Kingwood Parks Spruced up for Spring**

TRANSPORTATION BRIEFS (Articles)

- **FM 2920 Access Management Study**

Lockwood, Andrews & Newnam, Inc.
A LEO A DALY COMPANY

Lockwood, Andrews & Newnam

LJA Engineering & Surveying, Inc.

LJA Engineering & Surveying, Inc.

PATE ENGINEERS

PATE Engineers

PGAL

PGAL

TCB | AECOM

TCB

Table

CLR, Inc.

Dannenbaum Engineering Corporation

HNTB /Wilbur Smith Associates

Lone Star College System

Michael Baker Jr., Inc.

PB

PBS&J

URS Corporation

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Save the Date

- **I-69 Trans Texas Corridor Public Comment**
- **Montgomery County Transit Plan Public Meeting**

General News

College System Calls $420 Million Bond Election

The Lone Star College System board of trustees approved a $420 million bond election for May 10. Also up for election are board positions now held by Stephanie Marquard, Pos. 3; John Fox, Pos. 4; Alan Quintero, Pos. 6; and Priscilla Kelly, Pos. 9. The bond, developed with community input, provides funding for new construction and renovations for the college system, including academic and administrative support facilities, parking and safety improvements, new performing arts facilities and a second University Center. The board upheld its promise not to increase property taxes by cutting $41.7 million from the original bond proposal, which totaled more than $460 million.

Governor Perry Orders Tax Cuts for Texas Businesses

Governor Rick Perry announced this week that an estimated 370,000 Texas businesses will be getting a tax cut of $90 million, thanks to the state's strong economy and low unemployment. The tax cut will come in the form of a one-year suspension of the Unemployment Insurance (UI) replenishment tax. The Texas Workforce Commission (TWC) approved the suspension of the tax after reviewing employment figures and economic forecasts for Texas and determined there were sufficient reserves to meet unemployment obligations for 2008. Qualified employers will receive the surplus tax credit after their first quarter 2008 tax returns are filed and taxes are paid. In addition employers must have had a payroll in 2007 and must have paid all taxes due.

Texas Economy Outpaces Rest of Nation

The Texas economy will likely avoid many of the economic problems experienced in other parts of the country, according to the Federal Reserve Bank of Dallas Publication, Southwest Economy. The state will experience below-average economic growth in 2008, but it will still outpace the nation. Job growth should run near two percent this year. A recession in Texas is not in the forecast, primarily because of the relatively low cost of living and an economy that is more globally integrated than in other states. Texas is also one of the few states that benefits from high energy prices. As well, construction does not appear to be too far ahead of demand.

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Development

Logistics Center Developed Near IAH

A site in the Greenspoint area is being developed by AMB Property Corporation for its largest customer, DHL Global Forwarding. DHL will occupy 175,000 square feet at AMB Logistics Center II. The build-to-suit lease project is on the main road of Houston Intercontinental Airport (IAH) future master-planned international air cargo terminal

Montgomery County Buys Land to Expand Offices in Magnolia

Montgomery County has purchased a nearly 20-acre site to provide a "one-stop shop" for school and county services in Magnolia. "Everything to do with county and school district business will be in one place," said Precinct 2 Commissioner Craig Doyal. The county will purchase 19.3 acres adjacent to the administrative offices of the Magnolia Independent School District at 31141 Nichols Sawmill Road in Magnolia. The county is purchasing the site from the school district for $219,170. The land will be used for the Southwest County Court Complex and include the Precinct 2 Commissioner's Office, Precinct 5 Constables Office, Justice of the Peace Precinct 5, Montgomery County Tax Office, Montgomery County Sheriff's
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Tuesday, May 20
Annual Awards Luncheon
Speaker: **City of Houston Controller Annise Parker**

Monday, September 15
14th Annual Golf Tournament and Annual Meeting
For Sponsorship Information
Click Here

MEMBER NEWS

Joel Schramm, PE, has joined **Binkley & Barfield, Inc.** as group vice president of transportation.

Continental Airlines Inc. is now the official airline of the Houston Dynamo. The Houston carrier said it signed a multi-year deal with the Major League Soccer team that includes cooperative advertising and joint marketing promotions through the Dynamo's next two seasons.

Mike Stretch, PE, has joined **Klotz Associates, Inc.** as director of toll roads.

Klotz Associates, Inc. has named Robert Johnson, PE, Katherine Mears, PE, and Alan Thompson, PE, as shareholders of the consulting engineering firm.

Brandon Copeland has been promoted to lead geographic system information, developer at **LJA Engineering & Surveying**.

Office and the Department of Public Safety.

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ENVIRONMENT

Commissioners Court Bans Water Wells at Waste Site

Harris County Commissioners Court recently adopted an order banning new water wells and water systems in a federal hazardous waste site off Jones Road. County officials say the order was necessary to protect the area's underground water sources. The Jones Road Superfund site, or area where the contaminated "plume" has spread in the underground water source, is bordered by an area south of Woodedge Dr. along Echo Spring on the north; Jones Road West on the south; an area west of Timber Hollow Drive along Timber Crest on the west; and one-sixth of a mile east of Jones Road on the east. The $1.2 million water pipeline project, funded by the Texas Commission on Environmental Quality and the Environmental Protection Agency, will replace private wells. The EPA has set up a storefront office with staff available to answer questions about the project. The office is located at Four Seasons Self Storage, 11500 FM 1960 West, Suite 114. The phone number for that office is 281/890-7471.

EPA's Smog Rules Revised

The Environmental Protection Agency (EPA) reduced the amounts of allowable ground-level ozone, the principal ingredient of smog, after many scientists and medical groups had concluded the current standard, set in 1997, was no longer safe. The decision means Houston and Dallas-Fort Worth, among hundreds of other communities, will need to do more to cut emissions that cause lung-scarring ozone. The new limit is 75 parts per billion, or 75 molecules of ozone out of every billion molecules of air. The current standard allows 84 ppb, which the EPA's scientists said does not provide enough protection against aggravated asthma, heart attacks and respiratory problems. EPA has estimated a price tag for meeting the new standard at **$8.5** billion annually. For more information please go to: http://www.chron.com/disp/story.mpl/headline/metro/5615201.html

Kingwood Park Spruced Up for Spring

East End Park, one of the newer parks in Kingwood, has been spruced up for spring. The Kingwood Service Association Parks Committee seeded two acres of the meadow with wildflowers in January. Boardwalks have been completed connecting Eagle Point and Overlook Trail, enhancing the outdoor appeal. Crushed granite has been added to improve the walking trails in the park. Ray Anderson, **Humble Area Chamber of Commerce,** stated that by using kiln dried wood for the Deer Ridge Park duck pond bridge, moisture won't seep into the decking causing the wood to warp.

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TRANSPORTATION

FM 2920 Access Management Study

There will be two public meetings held for this study: March 26, 2008 from 6:00 pm - 8:00 pm at Krimmel Intermediate School, 7070 FM 2920, Spring, TX 77389; and March 27, 2008 from 6:00 pm - 8:00 pm at Elmer L. Beckendorf Conference Center, LSC – Tomball, 3055 Tomball Parkway, Tomball, TX 77375. For more information, please contact Christy Willhite, Project Manager at 713-993-4543 or by email at Christy-willhite@h-gac.com.

I-69 Trans Texas Corridor Public Comment

Public input can shape the final decisions for the proposed I-69/Trans-Texas Corridor project. Between February 4 and March 4, the Texas Department of Transportation conducted 47 public hearings regarding the proposed project to receive comments. The public can still provide

chron.com | News, search and shopping from the HOUSTON CHRONICLE

Cy-Fair News

March 17, 2008, 12:08PM

Transportation planners outline solutions to FM 2920 congestion

Two meetings will let residents give feedback on ways to improve busy roadway

By KIM JACKSON
Chronicle Correspondent

Signal synchronization, intersection improvements and pedestrian-oriented planning are solutions transportation planners have mapped out during a six-month study of FM 2920.

Those proposed solutions, and a display of comments and suggestions collected during public meetings and a comment period in late 2007, will be at center stage at two community "open house" meetings, 6-8 p.m. Wednesday at Krimmel Intermediate School, 7070 FM 2920, and 6-8 p.m. March 27 at Lone Star College Tomball's Elmer Beckendorf Conference Center, 30555 Tomball Parkway.

"We want to gather feedback from the public on our proposed solutions," said Inas Aweidah, a consultant to the FM 2920 study project team. "We will review and incorporate those comments, and then ask agencies involved in the study to adopt our final report. It is not a done deal until we hear from the public."

Those agencies include the Texas Department of Transportation, Harris County, city of Tomball and city of Waller. They were partners in the $500,000 FM 2920 access management study along with the Houston-Galveston Area Council, North Houston Association, Houston Northwest Chamber of Commerce, and Greater Tomball Area Chamber of Commerce.

That final report will serve as a guideline for the agencies that plan and implement transportation projects, and that issue permits to developers, along the 35-mile stretch of road the project team studied from Interstate 45 to U.S. 290 in Waller County.

The Spring community is on the east end, the city of Tomball and Rosehill community are at mid-point and the city of Waller on the western end of the study.

The goal of the FM 2920 study, as with other access management studies that have been completed on stretches of FM 1960, Westheimer Road and FM 518, is to come up with short-, medium- and long-range traffic improvements that could be made on the road to improve safety and traffic flow. While some solutions are similar to all major roadways studied, the combination and location of the proposed improvements vary from roadway to roadway, Aweideh said.

"We tailor the solutions to fit the road," she said. "We are digging into a big toolbox and figuring out which tools we need to use."

Aweidah said four priorities emerged from comments and suggestions submitted by community leaders and residents who attended the two public meetings in November. The team built their solutions around those priorities: improved signal synchronization; updated intersections; the addition of a safe bicycle route; and changes to FM 2920 through downtown Tomball that would improve safety and mobility, but support businesses along that stretch of road.

Jan Belcher, Tomball city manager, said the Tomball mayor and city councilmembers are excited to see the FM 2920 study's solutions, so that proposed road improvements can be incorporated in to their downtown planning efforts.

Belcher said the council recently identified the implementation of the city's downtown Tomball revitalization project as the city's primary goal in the next five years.

Several businesses in downtown Tomball have parking spaces directly on FM 2920, and their doorsteps are only feet away from the busy roadway.

Belcher said the city put the revitalization project on hold last year after learning that the FM 2920 access management study was in the planning stages. She said there was no reason to spend city tax dollars on infrastructure improvements if there was a chance that the study could identify a state-funded project that could end up tearing out those improvements.

She said the city is applying for a $100,000 grant that would allow them to launch a study to identify what steps could be taken to make downtown more pedestrian-friendly while shifting parking off FM 2920 and on to easily accessible locations near shopping areas.

The community and results of the FM 2920 study would play a major role in the planning process.

Aweidah said another outcome of the FM 2920 study is a set of development guidelines that could help steer new development in the city of Tomball primarily west of the FM 2920/Texas 249 intersection and along other undeveloped sections of FM 2920.

Some of those guidelines include the avoidance of driveways near major intersections, which is a factor in congested traffic patterns at the FM 2920/Kuykendahl Road intersection, and adequate spacing between driveways that funnel traffic in and out of commercial developments.

"We are trying to balance the need for development and the need for a safe road with acceptable mobility," Aweideh said.

For more information on the FM 2920 access management study, go online to www.fm2920mobility.com.

consultant to the FM 2920 study project team

COMMENTS

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Add a comment

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Tomball/Magnolia News

March 19, 2008, 9:28AM

Transportation planners outline solutions to FM 2920 congestion

Two meetings will let residents give feedback on ways to improve busy roadway

By KIM JACKSON
Chronicle Correspondent

Signal synchronization, intersection improvements and pedestrian-oriented planning are solutions transportation planners have mapped out during a six-month study of FM 2920.

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"We are trying to balance the need for development and the need for a safe road with acceptable mobility," Aweideh said.

For more information on the FM 2920 access management study, go online to www.fm2920mobility.com.

COMMENTS

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Submit

Richard Zientek

From: Erin Knesek [eknesek@ci.tomball.tx.us]
Sent: Monday, March 24, 2008 1:44 PM
To: Christy Willhite; Richard Zientek; Inas Aweidah
Subject: FW: FM 2920 AM Study -Public Meeting Reminder

Thanks for the reminder Christy.

Also, Richard, I'd been meaning to let you know that we did a web posting for these meetings similar to the one we did last time. It is accessible from the main City page, as well as from our "Public Meetings" link on the Engineering & Planning page. It should've appeared on our website around February 20th.

Here's a direct link to the pdf:

http://www.ci.tomball.tx.us/meetings/Public%20Notice%20-%20March%202008.pdf

Thanks, and see you all Thursday,

Erin

From: Willhite, Christy [mailto:Christy.Willhite@h-gac.com]
Sent: Monday, March 24, 2008 1:20 PM
To: Willhite, Christy; Catherine McCreight; Erin Knesek; bruceh@tomballchamber.org; searcy.j@att.net; wgisler@eng.hctx.net; cdean@eng.hctx.net; SRODRI1@dot.state.tx.us; Gene Schmidt; Greg Ranft; Paula.Lenz@north-houston.com; Doug Stephens; Ann.Cates@north-houston.com; bbeyer@tomballchamber.org; barbarat@houstonnwchamber.org; procchi@hcp4.net; lsmith@eng.hctx.net
Cc: Inas Aweidah; Martin Gonzalez; Richard Zientek; Mandy Cecil; rgunda@gundacorp.com; dyazhari@gundacorp.com; Ryan Bricker; Bobo, Jerry; flentino@HNTB.com; kokyere@wilbursmith.com; Kaufman, Jeff; asayyed@HNTB.com; bbabineaux@wilbursmith.com
Subject: RE: FM 2920 AM Study -Public Meeting Reminder

Just wanted to remind you all that we have two public meetings this week for the FM 2920 Access Management Study:

Wednesday, March 26th
Krimmel Intermediate School
7070 FM 2920
Spring, Texas 77389
6:00 PM to 8:00 PM

Thursday, March 27th
Elmer L. Beckendorf Conference Center
Lone Star College in Tomball
30555 Tomball Parkway
Tomball, Texas 77375
6:00 PM to 8:00 PM

chron.com | News, search and shopping from the HOUSTON CHRONICLE

Cy-Fair News

March 27, 2008, 8:19AM

Residents review FM 2920 study

By KIM JACKSON
Chronicle Correspondent

A small but varied group of residents, landowners and community leaders recently analyzed changes transportation planners would like to make to a 34-mile stretch of FM 2920.

Though some of the solutions were met with mixed reviews, a proposed bicycle lane along the busy roadway was hailed by some and nixed by others, most of the suggestions outlined in the FM 2920 access management study were accepted by those who attended the first of two community meetings with a tweak here or there.

"I think that the solutions they (FM 2920 project team) have on the table are very effective with respect to improving traffic flow," said Richard Lindley, a Galleria-area resident who owns properties near the FM 2920/Interstate 45 and FM 2920/Spring-Cypress intersections. "I think the proposal to synchronize signals will be good for the development community."

The FM 2920 project team held two final public meetings, one Wednesday at Krimmel Intermediate and one Thursday at Lone Star College-Tomball, to gather a last round of comments and suggestions before preparing the final FM 2920 access management study report. That report will map out short-, medium- and long-range traffic improvements that could be made on the road to improve safety and traffic flow.

This summer, the report will be forwarded to the government and transportation agencies that contributed funding and support to the $500,000 study the Texas Department of Transportation, Harris County, city of Tomball, and city of Waller, Houston-Galveston Area Council, North Houston Association, Houston Northwest Chamber of Commerce and Greater Tomball Area Chamber of Commerce.

The solutions outlined in the report will serve as a guideline for the agencies that plan and implement transportation projects, and that issue permits to developers, along the stretch of road the project team studied from Lexington Road east Interstate 45 near Old Town Spring to U.S. 290 in Waller County.

The team built their solutions around four priorities identified by residents who submitted suggestions during a public comment period in November 2007: improved signal synchronization; updated intersections; the addition of a safe bicycle route; and changes to FM 2920 through downtown Tomball that would improve safety and mobility, but support businesses along that stretch of road.

"I think that sidewalks and bicycle paths are the most important part of this study," said Fred Grundmeyer, a Spring resident and member of the Houston Northwest Chamber of Commerce's transportation committee. ""I see people walking along the road and in the ditches all of the time anyway. And with gas prices continuing to rise, we need to look at pedestrian-oriented solutions because it will be too expensive soon to totally rely on our cars to get everywhere."

Other proposed solutions, which would be applied at different areas and in different combinations, along the 34-mile road, include: adding an westbound lane from Interstate 45 to the FM 2920/Spring-Cypress intersection; adding a continuous middle turn lane from Cypress-Rosehill Road west to U.S. 290; adding dedicated left-turn lanes at intersections; synchronizing traffic signals; adding raised medians in high-traffic areas; conducting traffic light warrant studies at intersections that do not presently have traffic lights; consolidating some driveways into commercial centers; and realigning some cross streets.

The study contains a separate package of solutions for a section of FM 2920 that runs through downtown Tomball from the railroad tracks near Elm Street to the Pine Street. Those include: the removal of approximately 75 on-street parking spaces in front of businesses on FM 2920 and the addition of several parking lots on properties located north and south of FM 2920 that could hold 250-plus parking spaces; the addition of a raised median with left-turn channels; construction of wider sidewalks in front of businesses and alternate bicycle paths on side streets; and improvements to parallel roads such as the extension of Medical Complex Drive from a section of FM 2920 east of Tomball to a section of FM 2920 on the west side of Tomball.

The city of Tomball has applied for a $100,000 grant that would fund a study to identify what steps could be taken to make downtown more pedestrian-friendly while shifting parking off FM 2920 and on to easily accessible locations near shopping areas.

City leaders put a downtown revitalization project on hold last year after learning that the FM 2920 access management study was in the planning stages. With the final study results in hand, they said they will move forward in their planning process.

Catherine McCreight, a senior transportation planner for TxDOT, said once the study is finalized and adopted by all agencies involved, TxDOT will apply for project funding. She said the FM 2920 project team members are finalizing those projections during this final stage of the study process.

Andrew Luther, a Windrose resident, said it is not necessary to spend millions to fix problems on FM 2920 when many could be solved by mandating trucks to the far-right lane of the roadway.

"I also don't think they should be in such a hurry to eliminate driveways into businesses," Luther said. "Traffic flows easier when there are multiple ways for it to disperse, like water moving toward a drain in a bathtub."

The FM 2920 project team will hold its final community meeting tonight from 6-8 p.m. at Lone Star College-Tomball's Elmer Beckendorf Conference Center, 30555 Tomball Parkway.

A public comment form is available at http://www.fm2920mobility.com. The forms should be e-mailed through the Web site, or sent to: FM 2920 Access Management Study; Attention: Christy (Durham) Willhite, AICP; C/O HOUSTON-GALVESTON AREA COUNCIL; P.O. Box 22777; Houston, Texas 77227-9972

COMMENTS

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NORTH HOUSTON ASSOCIATION

NHA UPDATE

MARCH 28, 2008

26 Years of Advocacy for North Houston

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NHA sincerely thanks Commissioner El Franco Lee for his presentation at our March Membership Luncheon regarding trends and projects in Harris County Precinct 1.

NHA Luncheon

Hosted By the Transportation Committee

Speaker:

Senator Glenn Hegar, Jr., District 18, and Vice Chairman of the Sunset Advisory Commission

COMMITTEE NEWS

(see Calendar at end of newsletter for times and locations)

April 2: **Transportation Committee Meeting** – 11:30 am – 1:00 pm. The guest speaker will be Peter Key, Deputy Director – HCTRA.

April 10: **Environment Committee Pontoon Boat Tour – No Seats Available** - **9:00 am -11:00 am Spring Creek, Jones State Park.

April 25: **Golf Committee Meeting** – 9:30 am – 11:00 am. Anyone interested in volunteering may attend but Rsvp is required to ann.cates@north-houston.com.

GENERAL NEWS (Articles)

- **Hines Buys Williams Tower**
- **Lone Star College System Will Hold Election Forums**

DEVELOPMENT BRIEFS (Articles)

- **New Development Taking Shape in Montgomery County**
- **$18.8 Million Administration Building for Montgomery County**

ENVIRONMENT BRIEFS (Articles)

- **Trash Bash 2008 on Greens Bayou**
- **Water Authorities Awarded Money**

TRANSPORTATION BRIEFS (Articles)

- **County Must Beef Up Transportation Education**
- **HCTRA Semi Annual Project Update**
- **H-GAC Public Meetings**
- **Residents Review FM 2920 Study**

GENERAL NEWS

Hines Buys Williams Tower

A subsidiary of Hines Real Estate Investment Trust Inc. is buying the Williams Tower for $271.5 million, according to a document filed with the U.S. Securities and Exchange Commission. The Class A building, formerly known as the Transco Tower, is being sold by Transco Tower Ltd. Hines REIT Properties LP has a contract to acquire the sixty-four-story in a deal expected to close on May 1. Hines originally developed the 1.5 million-square-foot building in 1982, but no longer holds an ownership stake in the structure. The acquisition deal includes a parking garage adjacent to Williams Tower, a 47.8 percent undivided interest in the nearby 2.8 acre park and waterwall, and 2.3 acres located across Post Oak from the building, according to the SEC filing.

Lone Star College System Will Hold Election Forums

Join us on
Thursday, April 17
1:30 a.m. – 1:00 p.m.
Wyndham
Greenspoint Hotel
(12400 Greenspoint Drive)

For Sponsorship Information or to sign up click here

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Save the Date

Tuesday, May 20
Annual Awards Luncheon
Speaker: **City of Houston Controller Annise Parker**

Monday, September 15
14th Annual Golf Tournament and Annual Meeting
For Sponsorship Information
Click Here

MEMBER NEWS

Donald L. Howell has joined Andrews Kurth's Houston office as counsel to the public law section.

Andrews Kurth LLP has formed a mixed disciplinary practice group in order to advise clients impacted by the subprime fallout. Leading the practice in Houston are Robert Godlewski, Chris Allen, and Tom Perich in Houston.

Thirty-two Texas were ranked among the United State's most admired, according to the annual listing released by Fortune Magazine. Houston is home to most of the Texas companies on this

A series of community forums will be hosted at each campus of the Lone Star College System for residents to discuss a proposed $420 million bond with Chancellor Richard Carpenter. The following are the dates and times of upcoming community forums:
LSC-Tomball: 6-7:30 p.m. March 31 at Beckendorf Conference Center
LSC-Cy-Fair: 6-7:30 p.m. April 2 at College Center, Rooms 152 and 153
LSC-Montgomery: 6-7:30 p.m. April 8 in Building B, Room 102
LSC-North Harris: 6-7:30 p.m. April 10 in Academic Building, Room 126
The bond provides funding for construction and renovations for the college system, including academic and administrative support facilities, parking and safety improvements, new performing arts facilities and a second University Center. More information about when and where the community forums will be held is available on the college system Web site at www.lonestar.edu .

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DEVELOPMENT

New Development Taking Shape in Montgomery County
A new master-planned community slated to house eighteen thousand residents is in the works in Montgomery County. Woodforest, a Three-thousand acre project of Houston-based Johnson Development Corp., is situated at nearly equal distances from The Woodlands and Conroe; four miles north of The Woodlands, four miles south of Conroe and seven miles west of Interstate 45. The community will contain six-thousand home sites as well as ninety acres of commercial and retail space, said Jim Wendt, director of planning for LJA Engineering and Surveying Inc. in The Woodlands. Plans for the project began about eighteen months ago and construction started on the first structure, the Woodforest Welcome Lodge, in February. The community will be a twelve-year project set to be annexed by Conroe in about thirty years.

Project managers have also designated more than thirteen-hundred acres for greenbelts, parks and open space. Small parks will be within walking distance of the thirty to forty neighborhoods of Woodforest. Wendt said because hiking and biking trails are becoming such a popular amenity to master-planned communities, Woodforest will be interconnected by twenty-three miles of hiking and biking trails.

$18.8 Million Administration Building for Montgomery County
Montgomery County Commissioners Court will soon have a new $18.8 million home, complete with a six-story garage. A contract for the new county administration building was recently approved. The new building, which will be named in honor of Montgomery County Judge Alan Sadler, will be located at 501 N. Thompson Street at the corner of W. Phillips. The new parking garage will be built across the street at 511 N. Thompson Street, and include about seven-hundred parking spaces. The new administrative facility will be four floors with an attic and include 120,000 square feet. In addition to Commissioners Court with seating for one-hundred-fifty people, the building will house the county judge, engineering, auditor's office, treasurer, infrastructure, environmental services, road and bridges, risk management and purchasing.

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ENVIRONMENT

Trash Bash 2008 on Greens Bayou
Volunteers are needed to clean up trash around The Greens Bayou – Greenwood Park on Saturday, March 29. The Park is located at 602 Beresford St. in Houston. Registration will begin at 8:30 am and at 9 am, clean up will begin. The day will end with lunch, door prizes, music and exhibits at 1:30 pm. Volunteers will be shuttled to various clean-up zones

year's list. Houston-based Continental Airlines, Inc. placed second in the Airlines category.

The chief financial officers of several Houston firms were ranked at the top of the number-crunching pecking order in a national survey by Institutional Investor magazine. Catherine Lesjak of Hewlett-Packard Co. ranked second in the information technology hardware sector.

Paul Ullman has joined Jacobs Carter Burgess as a GIS group manager in the building programs unit.

Bill Kallmeyer and Chris Rhine have been appointed senior vice presidents, and Keith Ackley has been appointed vice president of engineering at KBR.

Klotz Associates, Inc. has named Michael Collins, PE, PhD, PH, CFM and Manu Isaac, PE, as Associates of the consulting engineering firm.

Alex Baeza has been promoted to Marketing Department Manager at LJA Engineering & Surveying, Inc.

Crystal Carreon joined Montgomery & Associates as geographic information systems specialist.

Kelly Overbeck has joined the Woodlands Township and The Woodlands Convention & Visitors Bureau as event manager.

****

Melissa Robey, NHA Administrative Coordinator, represented NHA at a Tree Planting Event at the Little Cypress Creek Preserve, located along the banks of Greens Bayou and Greens Bayou Tributaries. Gloves and trash bags will be handed out during registration. For more information: visit www.TrashBash.org or call Herman Sanders at 713-270-3077.

Water Authorities Awarded Money

The Texas Water Development Board has awarded a total of $50 million to two Houston-area water authorities for water supply projects. The Coastal Water Authority received twenty-eight million dollars for a water conveyance system that will transfer up to 448,000 acre-feet per year of raw water from the Trinity River Basin to the San Jacinto River Basin in the Houston area to meet needs to year 2060. The Central Harris County Regional Water Authority received twenty-two-million dollars for the installation of a series of surface water transmission lines, to participate in a re-pump station to be constructed by the North Harris County Regional Water Authority, and for the construction of a secondary surface water transmission system to its member districts.

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RANSPOR ATION

County Must Beef Up Transportation Education

Harris County enjoy diversity, low cost of living and exceptional medical facilities, but must o rcome education and transportation deficiencies to attract more businesses and qualified workers, according to a study released March 24, 2008. The study shows that in some portions of east Harris County, more than half of residents between the ages of eighteen and twenty-five have not finished high school. In the western part of the county, the well-educated population is aging and isn't being replaced by younger workers, according to the study. And a lack of public transportation in some parts of east Harris County makes it hard for residents to get to jobs. The study will help the county focus efforts to strengthen areas where it is falling short, which includes economic development, social services and Harris County transit services.

HCTRA Semi-Annual Project Update

The Harris County Toll Road Authority (HCTRA) is hosting a Semi-Annual Project Update and Question and Answer Session for the Engineering Section. Lisa Castaneda, PE, and John C. Tyler, PE, assistant director, engineering future infrastructure, will provide information on upcoming projects. The event will be held on Tuesday, April 29, 2008, from 2:00 pm – 3:00 pm at the Westside Service Center: 2707 West Sam Houston Parkway North, Houston, TX 77043. **No rsvp to HCTRA is required in order to attend.**

H-GAC Public Meetings

The Houston-Galveston Area Council (H-GAC) Transportation Department is launching a quarterly outreach effort to engage the public in regional transportation issues. The goal of this effort is to begin a dialogue with the public and open the lines of communication. H-GAC wants to hear what the public has to say about ideas and projects in their area and to find out what transportation issues are most important. The first set of public meetings will focus on H-GAC's role in transportation planning and major products and studies produced, including access management, proposed TIP amendments, and subregional planning. The meetings will be held at the following locations:

April 9, 2008 - City of Tomball Community Center (221 Market Street, Tomball TX 77375), 6:00 p.m.- 8:00 p.m.; April 10, 2008 - Sugar Land Civic Center, Wedgewood South Room (226 Matlage Way, Sugar Land TX 77478), 10:00 a.m.- Noon; April 10, 2008 - Wolfe Elementary School

North Houston Association

16825 Northchase, Suite 160
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281-875-0660
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Melissa Robey
Administrative Coordinator
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CALENDAR OF UPCOMING EVENTS

April 2: **Transportation Committee Meeting** – 11:30 am – 1:00 pm at the LSC-Greenspoint Center, Rm. 306 (250 North Sam Houston Parkway East)

April 10: **Environment Committee Pontoon Boat Tour – No More Seats Available**- 9:00 am -11:00 am Spring Creek, Meet at the Nature Center in Jesse H. Jones Park, 20634 Kenswick Drive.

April 9 : **Board of Directors Meeting** – 7:30 am – 9:00 am at the Greenspoint Club

April 17: **NHA Luncheon** Hosted by Transportation Committee at Wyndham Greenspoint Hotel, 11:30 am – 1:00 pm.

April 25: **Golf Committee Meeting** – 9:30 am – 11:00 am in the Hines Conference Room (16825 Northchase Drive, Suite 120)

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Visit our website:
www.north-houston.com
•Rsvp required for all meetings to
Melissa.Robey@north-houston.com
~~~~~~~~~~~~~~~~~~~~

Harris County Parks Department Precinct 4. There were 400 trees planted that day in early March. Shown with Melissa is another event volunteer, Nicole Adibi.

Development Trends Tour: Federal Reserve Bank

Our thanks to the Federal Reserve Bank staff for a great tour! (left to right): Senior Vice President Bob Smith, Federal Reserve Bank, Jon Lindsay, NHA, with Federal Reserve tour guides James Colunga and Michelle Trevino-Aguilar.

(left to right): Senior Vice President Bob Smith, with Jon Lindsay and Houston City Council member Michael Sullivan.

Cafeteria (502 Addicks-Howell Road, Houston, TX 77079), 6:00 p.m.- 8:00 p.m.

Residents Review FM 2920 Study

The FM 2920 project team held two final public meetings to analyze changes transportation planners would like to make on the thirty-four mile stretch of FM 2920. The first meeting was held Wednesday at Krimmel Intermediate and the second Thursday at Lone Star College-Tomball, to gather a last round of comments and suggestions before preparing the final FM 2920 access management study report. The report will map out short, medium and long-range traffic improvements. This summer the report will be forwarded to the government and transportation agencies that contributed to funding and support to the $500,000 study: the Texas Department, Harris County, city of Tomball, City of Waller, Houston-Galveston Area Council, North Houston Association, Houston Northwest Chamber of Commerce and Greater Tomball Area Chamber of Commerce.

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Richard Zientek

From: Mandy Cecil
Sent: Tuesday, April 01, 2008 9:35 AM
To: Inas Aweidah; Martin Gonzalez; Richard Zientek
Subject: Emailing: www.tribunenews.com.htm

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Local News

March 31, 2008 Edition

FM 2920 mobility study offers solutions, lacks funding

By Brian Walzel
Editor

The second in a series of public meetings put on by the Houston-Galveston Area Council (HGAC) regarding transportation and mobility along FM 2920 was held last week at both Lone Star College-Tomball and Krimmel Intermediate School in Spring.

Tomball reviewing 'very st field' of police chief applic

By Brian Walzel
Editor

A month after former police chief Mic left the post to take the same position City of Kyle, the City of Tomball is har finding his replacement.

They have hired an independent consu Holifield of Strategic Government Resc review the applicants and help formul interview process to help find the best

Are zens study maps of FM 2920 during a public meeting March 26 at Krimmel Intermediate School.

The purpose of the meetings is to identify "transportation measures that will improve public safety and traffic flow, reduce motorist delay, enhance air quality, and improve pedestrian and bicycle access." The study encompasses 32 miles of FM 2920 from I-45 to US 290.

The first meetings were held in November and gave area residents a chance to make suggestions t on mobility needs in the area. with HNTB, lead engineers on the ect, reviewed those comments. At the last round of meeti gs, HNTB received 82 comments.

Those s, along with traffic studies of the c ped HNTB compile an initial mobility p at could eventually include improved intersections, synchronized signals, evaluation of intersection geometry and left and right turn

he most problematic areas identified by plan and citizens were the section between SH 249 290, through Downtown Tomball, between dahl and SH 249 and the Kuykendahl/Wal-Mart entrance.

The information HNTB provided also noted that the number of automobile accidents occurring within Tomball's city limits between 2004 and 2006 were more than 200 percent of the state average.

In addition, traffic along FM 2920 east and west of Tomball was identified as "congested," while traffic within Tomball was deemed "severely congested."

HNTB has identified a need for a center turn lane along Main Street in Tomball, but the width of the street, in most places just 60 feet, presents some problems, Christi Willhite, project manager, said.

While City Manager Jan Belcher did no many applications the city has receive position, she did say that they have "a field" of candidates.

According to Belcher, Holifield has be background research on each of the c and will give them rankings based on By the end of April, an assessment pa gather to interview the best candidate them in a variety of exercises to gaug qualifications.

That panel will be made up of a local b leader, a neighborhood representative chief from another city, two members Tomball Police Department, Tomball E Development Corp. Executive Director Reinbeck and Assistant City Manager

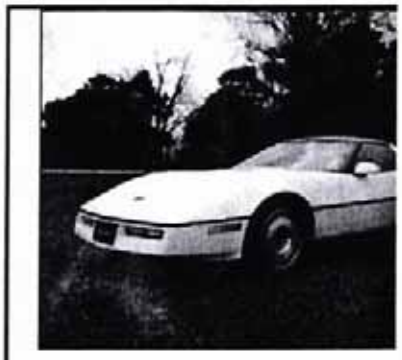
Belcher said the exercises would help candidate's problem solving and solut ability. Panel interviews, she said, "will questions structured around their thin

"We want to see them in a setting to s think, how they set up their work in a aspect," Belcher said.

The goal of the panel is to identify the two prospective chiefs and present a s to the city council for its approval.

"We've got to find the right fit for this community," Belcher said, "not take sc because they've been a police chief be

Since Blake's resignation, the city has Capt. Ricky Doerre to serve as the inte



The Tomball Rotary Club is currently tickets as part of its annual Fish Fry F for a chance to win this 1987 Chevrol

"You can't do a whole lot," she said. "You can put some medians there, you could narrow the lanes, but traffic doesn't get any smaller."

Another option would be to remove the parking spots along Main Street in order to add a turn lane.

"But if you take away parking, you have to provide parking," she said.

Project planners also found that seven traffic signals within Tomball would need improvements, including those at Cherry, Pine, Baker, Holderreith and Quinn.

Other suggestions made by those who commented on the project included adding block numbering to street signs at intersections and adding a continuous turn lane on two-lane roadway sections.

As part of the study, engineers meet with city planners and TxDOT representatives to evaluate the feasibility of portions of the project. "We want them to tell us, 'Yes that will work,' or 'No, that won't work,'" Willhite said. "And we will take those changes to TxDOT and the cities."

Willhite said the most common need voiced by citizens has been for a right turn lane in some of the more rural areas along the corridor.

"Part of the road is very rural and when someone stops to turn, a wreck occurs," she said.

The entirety of the FM 2920 corridor in the study is owned by TxDOT.

While the project identifies and offers feasible solutions to a number of mobility issues along the corridor, as has been typically the case with TxDOT, funding is an issue.

"We are still a little concerned about that," Willhite said.

The project has been slated as part of TxDOT's Transportation Improvement Program, but has not officially been green-lighted for funding. According to TxDOT's Catherine McCreigh, the project is "in the pipeline" to receive funding.

She also said that some of the project's shorter-term solutions, such as signal synchronizations, are part of Phase 1 and could be completed relatively soon. McCreigh cited a similar study conducted along the Westheimer corridor in which Phase 1 projects began just two years after

Donations to the club of $100 will pur
icket. This year's fish fry will be held
uergen's Park in Tomball. Tickets will
t the fish fry. The money raised will h
ocal charities and college scholarship
Photo by Brian Walzel

New University Center targ Tomball area as part of LS proposal

By Brian Walzel
Editor

Two years after voters turned down a $
bond proposal from what was then kn
North Harris Montgomery Community
District, the newly renamed Lone Star
System (LSC) is asking voters to now a
$420 million proposal.

LSC is hoping to utilize the money to b
instructional facilities and renovate cu
each of its five satellite campuses. But
jewel in this year's proposal is a new 7
square foot, $22.8 million University C
may be located along SH 249 near Ton

According to Vice Chancellor for Exter
Ray Laughter, many of the classrooms
programs at the current University Cer
in The Woodlands adjacent to the LSC-
Montgomery campus are either at or n
capacity. He also said The Woodlands
too far for students in the Cy-Fair and
to drive to attend a four-year school.

"There is clearly a need," he said. "We
students in The Woodlands and we're
maxed out."

Laughter cited a long time desire by lo
communities to open a four-year colle
Tomball area. Two years ago, the Univ
Houston considered opening a campus
SH 249, but those plans fell through.

Among the improvements and new pr
LSC-Tomball could see with the passa
bond would be a new 60,000 square-f
million Health Science Center to be loc
grounds of Tomball Regional Medical

Other plans call for the construction o
million Arts and Instructional building,

the initial engineering study.

Final public comments on the project are due by April 10. For more information and to submit comments, visit www.fm2920mobility.com.

Phase 1 of FM 1488 expansion to be completed by fall

By Melanie Smith
Tribune Staff

Residents and drivers alike are all too familiar with the construction on FM 1488. The scheduled completion date for the entire expansion is October 2010.

The project has been divided into three sections. Section 1(a)1 consists of the stretch of road between FM 2978 and SH 242. Construction has already begun on this section and is 68 days ahead of schedule, according to Pct. 2 County Commissioner Craig Doyal.

Doyal also said that construction on section 1(a)1 is scheduled to last 15 months and will be completed by September or October of this year.

"So far we haven't had any delays and things are going right on schedule for construction of section 1a1. We're moving very quickly," Doyal said.

Section 1(a)2 is the stretch of road between SH 242 East and I-45. Construction is scheduled to begin in September and will take approximately 15 months to complete, Doyal added.

The section of road between FM 2978 West and Mostyn Manor is known as section 1(b) of the project. Currently, right of way acquisition is being finalized for the road. Construction is scheduled to begin in October and will last approximately 24 months.

"There have been slight delays in right of way acquisition with environmental and drainage issues," Doyal said.

The expansion of FM 1488 began April 2 of last year and will cost an estimated $23 million.

square-foot addition to the Willow Ch. center, a 20,000 square-foot expansi Tech building and $1.4 million in exis building renovations.

According to LSC officials, the bond p would not raise taxes if it is passed.

"Financial advisors said LSC could sus proposal of this size without increasin rate," officials said.

According to LSC, the college system i college or university in the greater Ho and the third largest in Texas. The fall at all campuses was 49,267.

Early voting begins April 28 and runs 6. The general election will be held M

Waller head football coac Phillips leaving for AD po Greenville ISD

After 18 years of service, Waller Indep School District will lose athletic direct football coach Jim Phillips after he acc position as athletic director and head coach in Greenville ISD, northeast of D Worth.

After 18 years at the helm of the Waller Bulld team, Jim Phillips has resigned to take the po athletic director and head football coach at G

"I have had the pleasure to coach with with Jim for almost 20 years and he h

THE POTPOURRI

04/14/2008

Some FM 2920 changes sooner than later

By TANA ROSS
tross@hcnonline.com

Changes to FM 2920 in and around Tomball may soon be seen, according to Catherine McWright with Texas Department of Transportation, Houston Division.

McWright spoke to the Greater Tomball Area Chamber of Commerce Transportation Committee at an April 10 meeting following a presentation by Inas Awediah, project engineer with HNTB Corp., an environmental planning group responsible for a recent FM 2920 study.

"TxDOT will move forward with short-term recommendations, like raised medians and continuous right turn lanes where TxDOT owns the right-of-way," McWright said. "The final design will be done in-house. By the time it is approved by the Transportation Policy Council (a federal agency), it should be funded. "

Cathering McWright of the Texas Department of Transportation answered questions about FM 2920 at a small gathering of the Greater Tomball Area Chamber of Commerce Mobility and Transportation Committee at the Elmer L. Beckendorf Conference Center on April 10.

Last year, the Houston-Galveston Area Council, a metropolitan planning organization, formed an eight-member team to develop transportation improvement ideas along FM 2920. The farm to market road spans 32-miles between US 290 and Interstate 45.

The goal of the study is to identify transportation measures to improve public safety and traffic flow, reduce motorist delay, enhance air quality, and improve pedestrian and bicycle access. The study proposes short-term and long-term access improvements.

Awediah said the study has identified areas of the roadway which are failing; Tomball and the section from Interstate 45 to Kuykendahl Road fall into that category along with a portion west of Tomball, before US 290.

McWright said federal funding will be pursued.

"Certainly we need the federal funding to support the state funding," she said. "Most everyone knows we are in the middle of a funding crisis."

Awediah said if all recommendations are implemented the project would cost $35 million.

"Why so much," she asked. "Because of the shoulders and continuous right turn lanes that will have to be constructed.

Awediah said the draft plan — prepared after three public meetings for residents in Spring, Tomball and Waller were attended by a total of 92 were in November of last year — with public survey information will be reviewed and a final report will be completed in May or June. The next step is for the agencies involved to adopt the study and coordinate efforts to complete it.

"I don't want anyone to think just because we made the recommendation, it is set in stone," Awedia said.

McWright said TxDOT considers the FM 2920 project a short-term one.

"This is a short-term project. We are going to have better data and I anticipate funding will be in place when we go to bid in 2012," she said.

Bruce Hillegeist, president of the GTACC, said he is happy an area solution is being addressed with the study.

"A recent city survey revealed that citizens consider traffic and congestion to be a serious topic," he said. "Most people think it is the city's responsibility, but this is an area problem that involves the city, the county and the state."

For more information about the FM 2920 study visit, www.fm2920mobility.com.

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FM 2920 ACCESS MANAGEMENT STUDY

Public Meetings

March 26, 2008
March 27, 2008

FM 2920

Access Management Study

Public Meetings

March 26, 2008
6:00 – 8:00 p.m.
Krimmel Intermediate School
7070 FM 2920
Spring, Texas 77389

March 27, 2008
6:00 – 8:00 p.m.
Elmer L. Beckendorf Conference Center
Lone Star College Tomball
30555 Tomball Parkway
Tomball, Texas 77375

The Houston-Galveston Area Council in cooperation with the Texas Department of Transportation, Harris County, the City of Tomball, the City of Waller, the North Houston Association, the Houston Northwest Chamber of Commerce and the Greater Tomball Area Chamber of Commerce has commissioned an Access Management Study of the FM 2920 corridor from Hempstead (southwest of US 290) in Waller to Lexington Road (east of IH 45) in Spring. This segment of FM 2920 is approximately 32 miles in length.

The Access Management Study continues to focus on a myriad of solutions to improve mobility. The purpose of this meeting is to present the findings and recommended solutions from the first set of public meetings, such as signal synchronization, improving intersection geometry and addressing safety needs for all users along the corridor.

For more information, or for individuals requiring language interpretation or special communication needs, please contact Christy Willhite, Project Manager, at 713-993-4543 or email at christy.willhite@h-gac.com.

In compliance with the Americans with Disabilities Act, H-GAC will provide for reasonable accommodations for persons with disabilities attending H-GAC functions. Requests should be received by H-GAC 24 hours prior to the function. Contact Rosalind Hebert at (713) 993-2471 to make arrangements.

www.fm2920mobility.com

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Transportation Department
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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

Name: _____ Email: _____

Address: _____

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  ___ Business Property owner / Lessee ___ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ___ Satisfied ___ Not satisfied

If not satisfied, why? _____

_____

_____

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes ____ No

Additional comments regarding the proposed access management improvements:

_____

_____

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Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
You can also email your comments using the website: www.FM2920mobility.com

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FM 2920 Access Management Study

Attention: Christy (Durham) Willhite, AICP

C/O HOUSTON-GALVESTON AREA COUNCIL

P.O. Box 22777
Houston, Texas 77227-9972

ACCESS SPACING

Signal Spacing

Signals Per Mile	Increase in Travel Time (%)
2	-
3	9
4	16
5	23
6	29
7	34
8	39

Increasing the distance between traffic signals improves the flow of traffic on major arterials, reduces congestion, and improves air quality for heavily traveled corridors. The appropriate spacing between signals for a particular corridor depends greatly upon the speed and flow of traffic, but anything greater than two signals per mile has a significant impact on congestion and safety.

A major synthesis of research on access management found that each additional signal over two per mile (i.e., a one-half mile signal spacing) increased travel time by over six percent. [4] A study of an intersection in Cincinnati where a signal was added found a 20 percent increase in peak travel times. [11]

A demonstration project in Colorado revealed that half mile signal spacing and raised medians on a five-mile roadway segment reduced total hours of vehicle travel by 42 percent and total hours of delay by 59 percent, compared to quarter mile signal spacing. [1]

Signals Per Mile	Crashes Per Million VMT
Under 2	3.53
2 to 4	6.89
4 to 6	7.49
6 +	9.11

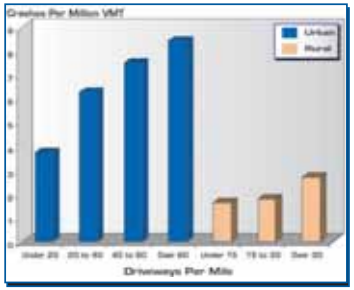
Improved speeds and travel times translate directly into environmental benefits. An ongoing study in Texas found that a ten mile four-lane arterial with one-half mile signal spacing reduced fuel consumption by 240,000 gallons from increased speed and 335,000 gallons from reduced delay, compared to quarter mile signal spacing. [14]

Increasing the distance between signals also reduces the incidence of crashes. A review of crash data from seven states demonstrated that the crash rate increased substantially with additional signals per mile. [4] This is partly related to access spacing, which is presented next.

Driveway Spacing

Appropriate driveway spacing presents another major access issue. Large numbers of driveways increase the potential conflicts on the road. Fewer driveways spaced further apart allow for more orderly merging of traffic and present fewer challenges to drivers.

The congestion impacts of reduced driveways are fairly clear. It is impossible for a major arterial or highway to maintain free flow speeds with numerous access points that add slow moving vehicles. A research synthesis found that roadway speeds were reduced an average of 2.5 miles per hour for every 10 access points per mile, up to a maximum of a 10 miles per hour reduction (at 40 access points per mile). [4] With higher numbers of access points, congestion will increase significantly.



An overabundance of driveways also increases the rate of car crashes. An examination of crash data in seven states indicated found a strong linear relationship between the number of crashes and the number of driveways. Rural areas had a similar, but less strong relationship. [4,7]

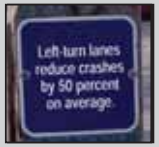
RELATED TECHNIQUES

Access management includes more techniques than can be discussed in a single brochure. Some of these techniques are newer and have been researched somewhat less. Frontage roads have been the subject of some debate in the literature, but there is no clear indication of their benefits. Other techniques, such as the relationship between highway interchange spacing and local traffic, are new topics that require more research.

Many cities and states develop access management programs to deal with existing issues of congestion and safety. An active access management program, however, would need to include changes to local land use policies that encourage the rational development of major roads. In newly developing areas, land use and zoning controls that limit the number of access points and leave space for median improvements can save money and effort as these areas develop.

TURNING LANES

Left Turns



Exclusive turning lanes for vehicles remove stopped vehicles from through traffic. Left-turn lanes at intersections substantially reduce rear-end crashes. A major synthesis of research on left-turn lanes demonstrated that exclusive turn lanes reduce crashes between 18 to 77 percent (50 percent average) and reduce rear-end collisions between 60 and 88 percent. [4]

Left-turn lanes also substantially increase the capacity of many roadways. A shared left-turn and through lane has about 40 to 60 percent the capacity of a standard through lane. [4]. A synthesis of research on this topic found a 25 percent increase in capacity, on average, for roadways that added a left-turn lane. [13]

Indirect Turns

Some of the biggest issues with managing access come at intersections where vehicles must cross traffic. Some states and cities have adopted indirect turns to reduce these conflicts. In New Jersey, the jug-handle left turn requires a right turn onto a feeder street, followed by a left onto a cross street. Detroit has extensively used an indirect U-turn that requires a U-turn past an intersection, followed by a right turn instead of a regular left turn.

Like dedicated left-turn lanes, indirect turns reduce crashes, improve congestion, and add capacity. Crashes decline by 20 percent on average, and 35 percent if the indirect turn intersection is signalized. Capacity typically shows a 15 to 20 percent gain. [4]

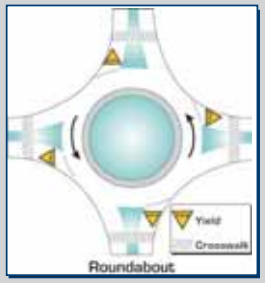
Right Turns

Right-Turning Vehicles Per Hour	Through Vehicles Impacted (%)
Under 30	2.4
31 to 61	7.5
61 to 90	12.2
90 and up	21.8

Right-turn lanes typically have a less substantial impact on crashes and roadway capacity than other types of turn strategies, because there are fewer limitations on right turns. Though there are fewer studies of these impacts, there is a clear relationship between the number of vehicles attempting a right turn in a through traffic lane and its delay to through traffic. This relationship is exponential – each additional car that must wait for a right turn will increase the delay more than the previous car. At intersections with substantial right-turn movements, a dedicated right-turn lane segregates these cars from through traffic and increases the capacity of the road.

Roundabouts

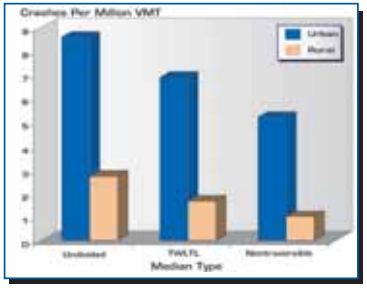
Roundabouts represent a potential solution for intersections with many conflict points. Though not appropriate for all situations, roundabouts reduce vehicle movements across traffic. Only a few studies have examined the safety benefits of roundabouts. One study of four intersections that were replaced with roundabouts in Maryland found a drop in crashes between 18 and 29 percent and a reduction in injury crashes between 63 and 88 percent. The cost of crashes at these locations – one measure of severity – was also reduced by 68 percent. Overall crashes on roundabouts were more minor than those at left turn locations. [9] Another study of roundabouts in several locations found a 51 percent reduction in crashes, including a 73 percent reduction in injury crashes and a 32 percent reduction in property-damage-only crashes for single-lane roundabouts. Multi-lane roundabouts only experienced a 29 percent reduction in crashes. [6]



MEDIAN TREATMENTS

Medians

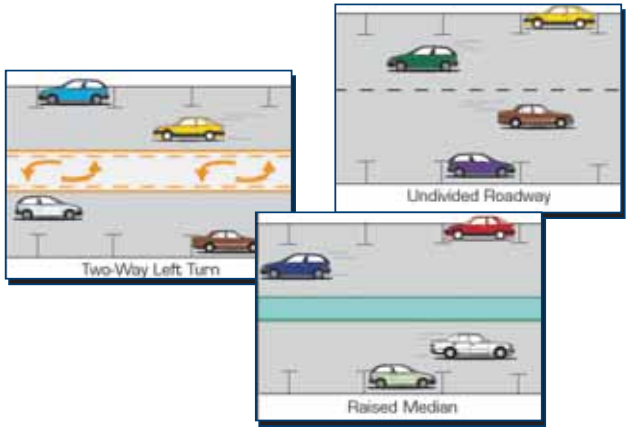
Median treatments for roadways represent one of the most effective means to regulate access, but are also the most controversial. The two major median treatments include two-way left turn lanes (TWLTL) and raised medians.



The safety benefits of median improvements have been the subject of numerous studies and syntheses. Studies of both particular corridors and comparative research on different types of median treatments indicate the significant safety benefits from access management techniques. According to an analysis of crash data in seven states, raised medians reduce crashes by over 40 percent in urban areas and over 60 percent in rural areas. [4]

A study of corridors in several cities in Iowa found that two-way left-turn lanes reduced crashes by as much as 70 percent, improved level of service by one full grade in some areas, and increased lane capacity by as much as 36 percent. [5]

Raised medians also provide extra protection for pedestrians. A study of median treatments in Georgia found that raised medians reduced pedestrian-involved crashes by 45 percent and fatalities by 78 percent, compared to two-way left-turn lanes. [12]



Business Concerns

Installing raised medians often raises serious concerns by the business community that local businesses that depend upon pass-by traffic (especially gas stations and fast-food restaurants [10]) will be adversely affected by medians. Though there are few studies of the actual impacts of medians on business sales, there are several surveys of business owner opinions. Surveys conducted in multiple corridors in Texas, Iowa, and Florida demonstrate that the vast majority of business owners believe there have been no declines in sales, with some believing there are actually improvements in business sales. [2,5,8] One study in Texas indicated that corridors with access control improvements experienced an 18 percent increase in property values after construction. [2]

Location	Owners Report No Decline in Business (%)
Texas (2)	93
Texas (3)	78 to 84
Iowa (5)	67 to 91

PURPOSE OF THE BROCHURE

This brochure serves as a guide to the major benefits of several access management techniques in use across the United States. The purpose of this brochure is to provide a comprehensive and succinct examination of the benefits of access management and address major concerns that are often raised about access management.

The benefits usually identified with access management include improved movement of through traffic, reduced crashes, and fewer vehicle conflicts. Most major concerns about access management relate to potential reductions in revenue to local businesses that depend on pass-by traffic.

This brochure does not describe the precise strategies that transportation departments should follow to implement an access management program, but rather provides an introduction to the key concepts. The brochure may also be a useful tool to distribute at public meetings for both general access management plans and specific applications of access management techniques.

This brochure describes the relevant benefits and issues with three key sets of access management techniques:

1. Access spacing, including spacing between signalized intersections and distance between driveways;
2. Turning lanes, including dedicated left- and right-turn lanes, as well as indirect left turns and U-turns, and roundabouts; and
3. Median treatments, including two-way left-turn lanes and raised medians.

WHAT IS ACCESS MANAGEMENT?

Access management is a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways. Access management includes several techniques that are designed to increase the capacity of these roads, manage congestion, and reduce crashes.

- Increasing spacing between signals and interchanges;
- Driveway location, spacing, and design;
- Use of exclusive turning lanes;
- Median treatments, including two-way left turn lanes (TWLTL) that allow turn movements in multiple directions from a center lane and raised medians that prevent movements across a roadway;
- Use of service and frontage roads; and
- Land use policies that limit right-of-way access to highways.

State, regional, and local governments across the United States use access management policies to preserve the functionality of their roadway systems. This is often done by designating an appropriate level of access control for each of a variety of facilities. Local residential roads are allowed full access, while major highways and freeways allow very little. In between are a series of road types that require standards to help ensure the free flow of traffic and minimize crashes, while still allowing access to major businesses and other land uses along a road,

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FOR MORE INFORMATION

http://www.accessmanagement.gov

FHWA Document Number FHWA-OP-03-066

Benefits of Access Management

ACCESS MANAGEMENT
Mobility
Access
AND MOBILITY
BALANCING ACCESS

U.S. Department of Transportation
Federal Highway Administration

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U.S. Department of Transportation
Federal Highway Administration
Office of Operations

400 Seventh Street, SW
Washington, DC 20590

www.ops.fhwa.dot.gov/access_mgmt
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SAFE ACCESS IS GOOD FOR BUSINESS

U.S. Department of Transportation
Federal Highway Administration

You may be reading this primer because your state transportation agency or local government has told you about plans that will affect access to your business. They may be planning to install a raised median on your roadway, to close a median opening, or to reconfigure your driveway. Perhaps your request for a driveway is under review or the regulating agency has imposed conditions on its approval. Or, maybe the state or local agency is planning a new access policy and you have questions or concerns about the economic effects of these changes.

Whatever the reason, it is important for you to understand the basis for these changes and how they might affect your business. This primer will address questions you may have about access management and its effect on business activity and the local economy. It focuses on economic concerns that may arise in response to proposed access changes or policies, including potential impacts on business activity, freight and deliveries, parking for customers, and property or resale value of affected property.

Why is my access being changed or reviewed?

The access changes being proposed for your business or road are part of a growing effort by government agencies to improve how major transportation corridors are managed. These efforts, known as access management, involve the careful planning of the location and spacing of driveways, street connections, median openings and traffic signals. Access management can also involve using medians to channel left-turns to safe locations, and providing dedicated turn lanes at intersections and access points to remove turning vehicles from through lanes. The combined purpose of these strategies is to reduce crashes and traffic delay.

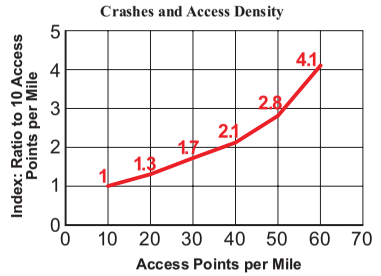
To understand access management, it is important to know that roads have different primary functions; either to provide access or move traffic.

- The main function of ***minor roads***, like neighborhood collectors and local streets, is to provide access. Minor roads must operate at slower speeds so people can enter and exit homes and businesses safely and conveniently.
- The main function of ***major roads***, like interstate freeways and regional highways, is to move traffic over long distances at higher speeds. Access to these roads must be carefully managed so requests for new access to development do not contribute to unsafe or congested conditions.

How exactly does this improve the situation on my road?

One reason managing access on major roads is so important is that driver safety is reduced when access is not properly located and designed. Imagine, for example, a driveway on an interstate freeway – it would certainly cause serious safety concerns. These same safety problems occur with improperly designed access to major arterial roads.

> "In the four years I have lived here we at times have seen a lot of rear end collisions here, and we haven't seen one now for a long time."
>
> **— E. Stanley Tripp of Tripp's Auto Sales in Spencer, Iowa, commenting on a median project in his area.**



Transportation Research Board, Access Management Manual 2003

Managing access on your road can result in better traffic flow, fewer crashes, and a better shopping experience for you and your neighboring businesses. Consider the effects of adding more access points to a highway. A national study in the late 1990s looked at nearly 40,000 crashes and data from previous studies to determine the crash rate associated with adding access points to major roads. It found that an increase from 10 to 20 access points per mile on major arterial roads increases the crash rate by about 30% *(1)*. The crash rate continues to rise as more access is permitted. This is why **studies consistently show that well-managed arterials are often 40 to 50 percent safer than poorly managed routes** *(2)*.

How can I have a say in the access management project on my road?

Get involved! All government agencies are required to involve the public in transportation policy and project decisions. Most state transportation agencies offer open house meetings during transportation project planning and design, and both state and local government agencies conduct public meetings and hearings when making important policy or regulatory changes that involve access management. Prospective business owners can also review area master plans to research potential changes.

It is important for you as a stakeholder in an access management project to attend public meetings and hearings and to voice your ideas and concerns.

These meetings are opportunities for you to hear more about an access management project or plan and to make the planners and engineers aware of how it impacts your business. This might involve issues related to internal traffic circulation and parking, deliveries, plans for expansion, etc. Knowing this information early in project planning or design allows them to make better project decisions and can result in changes that reduce or avoid adverse impacts on your business.

For example, many businesses depend on trucks for deliveries and other functions. Larger trucks are not typically able to make certain movements (such as U-turns). It is important to work with agency staff to develop a plan that will accommodate truck access to your business in a manner as convenient as possible. Sometimes this will require that trucks follow a slightly different route to arrive at the property. Project planners can work with you to assure that trucks will be able to access your business. This is just one of many ways your input is important.

Where can I go to learn more about access management?

Hopefully this primer has answered some of the questions that you, as a business or property owner, may have. Your state or local transportation agency or your state's Federal Highway Division office (on larger projects) are other excellent resources to point you to the right project manager, or to answer your general questions concerning access changes. These transportation agencies need and value your input as they strive to provide a safe and efficient highway system.

For the latest information on access management or to order the latest Access Management Library CD/DVD collection, go to **www.accessmanagement.gov**. Other important sources for information on the economic effects of access management include the TRB Access Management Manual, and NCHRP Report 420: Impacts of Access Management Techniques, which are both available from the Transportation Research Board at **www.trb.org**.

What can be done to keep my business going during construction?

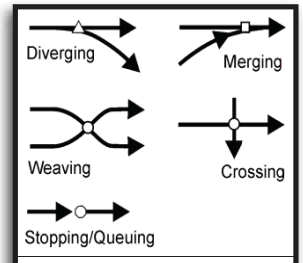
There's no doubt about it, road construction can disrupt customers and drivers, but there are ways adverse impacts can be minimized. **Two key issues during construction are maintaining open access to businesses for customers and deliveries, and having sufficient sign visibility so your customers know you are open, and know how to enter and exit your site during this period.** When your road is scheduled for reconstruction, your transportation agency will initially notify you about what to expect in terms of traffic, duration of construction, any foreseeable disruptions, and so on. It is important for you to respond to them about your special needs and concerns. Below are some of the things that you can ask of the agency:

- Provide clear signs from the roadway to business entrances;
- Provide temporary and/or secondary business access points, where feasible;
- Schedule construction for after business hours or to occur during times of low usage for seasonally-oriented businesses;
- Provide alternative parking, if possible and avoid taking or blocking parking spaces;
- Stagger construction along a corridor so impacts are localized and staged;
- Expedite construction through incentive/disincentive programs;
- Avoid blocking business entrances with construction equipment or construction barriers;
- Establish a single point of contact in the agency about the construction project to communicate with property and business owners and help address issues that may arise;
- Provide regular project progress reports to business and property owners.

Business owners certainly may see drops in gross revenues during construction. But these are not unlike drops you may routinely experience during expansions, remodeling, seasonal variations, or other self-initiated management. Experience has shown that "construction" drops are temporary too, and that retail sales typically return to pre-construction levels or greater. Research findings from corridors in Texas indicate that businesses did not change employment levels during construction periods. This finding indicates that retailers understand that construction projects are a temporary and perhaps even an inevitable disruption to business, and that loyal patrons will return to stable businesses. The same research found that gross revenues typically either returned to pre-construction levels or were higher after construction was complete *(7)*.

Example of Crash Involving Left-Turn Movement from Driveway

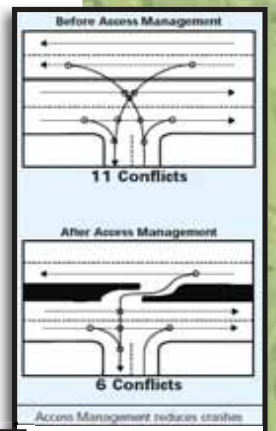
How does access management improve safety?



Types of Traffic Conflicts

Each access point creates potential conflicts between through traffic and traffic using that access. Each conflict is a potential crash. **Access management improves safety by separating access points so that turning and crossing movements occur at fewer locations.** This allows drivers passing through an area to predict where other drivers will turn and cross, and also provides space to add turn lanes.

The figure to the right shows how basic changes in access design, such as incorporating a median or changing a full median opening to a directional opening, can reduce traffic conflicts and the potential for crashes.



Using Medians to Reduce Potential Crashes

If crashes and congestion become frequent on your roadway, people will seek out other routes. Bear in mind that a single crash can tie up traffic and potential customers for hours.

What about congestion and the effect it has on my market area?

Access management not only improves roadway safety, it also helps reduce the growing problem of traffic congestion. Frequent access and closely spaced signals increase congestion on major roads. **As congestion increases, so does delay, which is bad for the economy and frustrating to your customers.** Well-managed arterials can operate at speeds well above poorly managed roadways – up to 15 to 20 miles per hour faster. **This means more traffic past your door and better exposure for your business. It also means a more convenient shopping experience for your customers.**

How will a change in access affect the success of my business?

To address this question, it's important to first determine the type of business that you own – drive-by or destination.

- **"Destination businesses"** are businesses that customers plan to visit in advance of the trip. Examples include electronics stores, doctor or dentist offices (in fact most offices), major retailers, insurance agencies, sit down restaurants, etc.

- **"Drive-by businesses"** are those that customers frequent more on impulse or while driving by, such as convenience stores, gas stations, or fast food restaurants.

If you own a drive-by business, your clients will expect to get in and out easily from the highway. For you, the critical issues are *visibility*, *signage*, and *convenient access*. If your site is relatively small, a driveway connecting to the highway may not be your best option. A driveway on a highway service road or a private circulation lane serving several properties can increase the convenience of your access and the volume of customers you can accommodate. Convenient access can be provided by periodic connections between the service road and the highway, or through the shared private access points. Short driveways or open frontages not only cause safety hazards for pedestrians and traffic, but have less capacity than local roads or long driveways.

Access management has no impact on the demand for goods and services.

"Our business has increased about 20% in customer count."

— C. Randy Rosenburger of City Looks in Ankeny Iowa.

If you are the owner of a destination business, your customers are planning their trips in advance. A driveway on a congested highway or a highway that is perceived as unsafe may actually intimidate customers from making the trip. Most small destination businesses or specialty stores benefit more from access to a lower speed minor road, such as a neighborhood collector road. The greater exposure that a major road provides is an advantage for larger destination businesses, but it's a good idea to have access from more than one roadway. Allowing customers to enter and exit from different directions will increase safety and convenience.

So what's the bottom line on access management?

Efforts by government agencies to manage access in site development and road projects can help businesses, even those operating on older highway corridors, in a variety of ways. Here are some specific benefits to you and your customers:

- **Fewer roadway delays and better traffic flow will result, which will preserve and possibly even enhance the market reach of businesses in your corridor;**
- Safer approaches to businesses result from installation of medians, which can also be landscaped to improve the image of the area;
- Properly designed entrances shared by multiple businesses allow more site area for parking, more customer options to access your site, and improved landscaping or other site amenities;
- Service roads along the highway allow customers to enter and exit businesses conveniently and safely, away from faster moving through-traffic;
- Internal connections between businesses allow customers to circulate easily, without reentering a busy road; and/or
- Driveways and service road entrances farther away from signalized intersections allow easy access for customers, even during times of peak congestion.

"It has been a very positive thing all the way around, from the economic, and the community sides. We have improved our tax base, we have improved our traffic problem, and plus we have improved our business community."

— Chuck Fisher, Supt. Public Works Ankeny, Iowa

In brief, minimizing the number of curb cuts, consolidating driveways, constructing landscaped medians, and coordinating internal site circulation and parking among several businesses results in a visually pleasing and more functional corridor. That protects your investment in your business, the public investment in the roadway, and can even help attract new investment into the area.

"There are a lot of beautification projects going on, tree plantings and what have you. I think the landscaping in the medians has very much added to the very nice decorum of Ankeny. It will make a nice impression for those visiting Ankeny, or living here."

— Andy Kasper, Iowa Realty, Ankeny, Iowa

What are the other issues with frontage or service roads?

- **Service roads that run behind highway properties are often less disruptive to existing businesses than frontage roads, less costly for an agency, and more functional than a frontage road.**
- Rear service roads can provide access to businesses on each side and can operate safely from both directions. Frontage roads provide access only to businesses fronting on the highway and are much safer when designed for one-way traffic.
- Additional right-of-way will be needed for the frontage or service road and for connecting a service road back to the highway or side street. If your site will be impacted, it is important to work with the agency on how to reduce adverse effects. For example, if your site becomes nonconforming under local zoning regulations because of a smaller setback or other change, ask the local agency if they will waive that status, given that it was caused by a government right-of-way taking.

What are other commonly used access management techniques?

Regulate minimum spacing of median openings and access connections (driveways and street connections).	Limit the number of access points per property, or consolidating access points and encouraging shared driveways.	Establish standards for driveway width, driveway throat length and internal drive aisles to move traffic smoothly off of the adjacent street.
Move access points away from signalized intersections and freeway ramps.	Incorporate right- and left-turn lanes into roadways.	Close or replace a full median opening with a directional opening.
Provide a service road or parallel collector roads and side streets for site access along an arterial roadway.	Promote interconnection of parking lots and unified on-site circulation systems.	Install a median on an undivided roadway or replace a continuous two-way left-turn lane with a median.

How important is access to the success of my business?

Location and access are factors, but not the most important factors that determine whether businesses succeed or fail. The main reason that businesses fail is lack of management expertise *(3)*. The main reasons that businesses succeed include *(4)*:

- the experience of management,
- how well customers are served,
- the quality of the product or service provided,
- adequate financing and investment,
- well-trained employees,
- the level and nature of competition, and
- keeping costs competitive.

Given that access is not the primary reason that businesses survive or fail, it follows that a change in access will not be the primary cause of whether a business will survive or fail. In fact, access is one of the lesser factors that customers will consider when weighed against price, service, product, and store amenities.

This is not to say that good access is not important to your business. **Whether your business is large or small, it is important that you can handle customer traffic demand.** If you operate or develop major retail centers, factories, or campuses, proper location and design of access is essential to customers and employees. For shopping centers, the Urban Land Institute's Shopping Center Development Handbook states "poorly designed entrances and exits not only present a traffic hazard, but also cause congestion that can create a negative image of the center *(5)*."This is also true for small businesses, especially those on the intersection of busy roads. If your business is difficult or unsafe to enter or exit, then customers may be dissuaded from visiting.

Just think about the roads in your community where access has been carefully planned and compare them to those having lots of driveways, open frontages, and no median. Which roads do you prefer to travel on and which corridors have the most vibrant businesses?

Small corner properties are more difficult to access.

This queue is blocking street traffic and additional customers

Is this a sign of a store doing great business, or one that is telling customers to try the next guy down the street?

What has been the impact to businesses where this type of thing has been done?

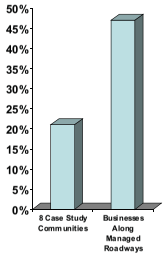
Studies of the business impacts of access management projects in Florida, Iowa, Minnesota, Kansas and Texas have consistently found that most businesses continue to do well when the project is completed. These results are particularly true for destination businesses. However, most drive-by oriented businesses are not unduly affected either. Drive-by businesses have been adversely affected by reconstruction projects that reduce their visibility from the major road or cause them to have highly circuitous or inconvenient access. However, these are not typical impacts of access management projects and where they do occur, it is not uncommon for transportation agencies to compensate business owners for losses.

Business activity: Access management projects alone do not appear to increase or decrease business failure rates *(6)*. This makes sense considering that many factors other than highway access can affect business success. **"Before and after" studies of businesses in Florida, Iowa, Minnesota, and Texas along highways where access has been managed found that the vast majority of businesses do as well or better after the access management projects are completed.** The turnover rate (the proportion of businesses that close or move out each year) of businesses in Iowa and Minnesota was studied along newly access-managed corridors and was similar to or lower than that of the surrounding area. For example:

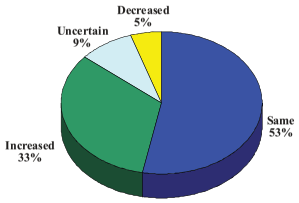
Businesses affected by access management projects in Iowa tended to do at least as well in terms of growth in retail sales, but usually better than those in surrounding communities, after the projects were completed. Most of these Iowa business proprietors said that sales were similar or greater following the completion of the projects. Only five percent reported a sales decrease *(6)*.

Impact of Access Management on Retail Sales Growth

- In the 1990s, retail businesses along eight recently access managed roadways in Iowa were compared to their surrounding communities.
- The businesses along the managed corridors experienced much higher retail sales growth during the decade than those businesses in other locations in these eight communities.



Business Proprietors' Reported Sales Comparisons

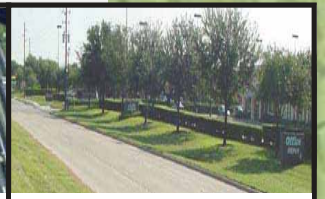


FRONTAGE or SERVICE ROADS

A *frontage road* is a type of service road that parallels a major road or freeway and is located between the road and building sites abutting the road. *Service roads* can also run behind businesses.

The purpose of these roads is to provide lower-speed access to commercial sites along a major roadway and to separate business traffic from higher-speed through traffic. Connections of frontage or service roads to side streets or onto the highway must be well away from signalized intersections, so entering and exiting traffic doesn't conflict with traffic queuing at signals.

Rear service roads providing access to highway commercial properties.



A frontage road.

How will I get access while I'm waiting for a frontage or service road to be finished?

Some sites may need to be given temporary access to the major roadway until the service road system is complete. This is typically needed when a service road is being constructed in segments through the development process, rather than built by a transportation agency as part of a road construction project. Most agencies will require you to remove your temporary driveway and build a driveway to the frontage or service road at a later time, so it's important to design your site access and circulation to accommodate that change.

How will people know how to get to my business from the highway?

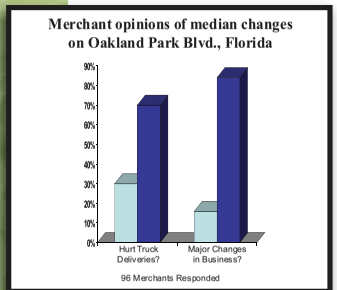
Frontage roads maintain good visibility for businesses along a major road and typically it is apparent how to enter and exit the road to get to a business. Points of entry can be signed to identify businesses that can be accessed from that entrance, if it is not already apparent. **It's a good idea to provide signs where a service road or frontage road connects at a side street, so customers know they can obtain access** to businesses that may not be visible from the side street.

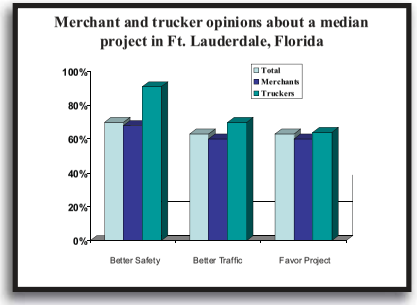
Why not just signalize all median openings and high volume driveways?

The decision on whether or not to signalize a median opening or access point depends on many factors, including the volume of traffic using the access, the proximity of other traffic signals, and the potential impact on public safety and traffic congestion. Most signal warrants are related to traffic volumes, but some consider school crossings, crash history, pedestrian crossings, "factory" peaks, and other situations. Unwarranted signals cause undue delays as motorists wait at a red light while little or no cross traffic exists. Worse, unwarranted signals may eventually be disobeyed or ignored by frustrated motorists who are only one reckless incident away from causing an accident or emerging as a casualty themselves. For these reasons, median openings and driveways should not be signalized where they do not meet the requirements of a traffic signal study.

What about impacts on truck deliveries?

The limited number of before-and-after studies have found that truck deliveries may be inconvenienced, at worst, but may in fact benefit from improved opportunities resulting from a change in access. And while the actual studies may be few, the anecdotal comments are many and favorable.





What are the other issues with medians and median opening closures?

- Alternative access through side streets, service roads, or internal connections with neighboring developments helps increase accessibility on busy or median separated roads – especially if the result allows several properties access to a signal.
- Minor roadway improvements, such as additional pavement on the shoulder, may be needed to accommodate U-turning traffic.
- Some trucks and large vehicles may need to take alternate routes as U-turns can be difficult to negotiate.
- Medians can be landscaped to enhance the image of an area and help attract investment and customers.

Business owners report that the actual impacts to their businesses were much less than they anticipated. Most adverse impacts were due to construction and not to access changes.

"If anything, our business has increased, which very much surprised me."

— D. Stanley Tripp of Tripp's Auto Sales in Spencer, Iowa

Property values: Most property owners surveyed following an access management project do not report any adverse effect of the project on property values. Often, such projects can have a positive effect by cleaning up the patchwork of driveways and curb cuts. For example:

A study of property values on **Texas** corridors with access management projects found that land values stayed the same or increased, with very few exceptions *(7)*.	More than 70% of the businesses impacted by a project in **Florida** involving several median opening closures reported no change in property value, while 13% reported some increase in value *(8)*.
A 2005 study of commercial property values along a major access management project in **Minnesota** found that property values depend more on the strength of the local economy and the general location of the property in the metropolitan area; changes in access seemed to have little or no effect on the value of parcels *(9)*.	A study of **Kansas** properties impacted by access changes found that the majority were suitable for the same types of commercial uses after the access management project was completed. This was true even for businesses that had direct access before the project and access only via frontage roads after project completion *(10)*.

Customers and deliveries: The majority of customers and truck drivers surveyed in before-and-after studies have reacted positively to access management projects as improving both safety and traffic flow. Business customers surveyed about access management projects in Iowa, Texas and Florida overwhelmingly supported the projects because their drive became quicker, easier and safer *(6)*.

What are some common types of access management projects and what are the impacts?

There are many access management techniques, each with a specific purpose and different type of impact. One common type of access change is the building of a **median** on a road or closing existing median openings. Another common type of project is providing a **frontage road** or a rear service road along a highway for access to businesses. Below is an overview of these strategies, the types of issues or impacts associated with these projects, and how you can work with the agency to adjust to these changes.

MEDIANS and MEDIAN OPENINGS

A *median* is a grass or raised divider in the center of a road that separates opposing traffic and discourages or prevents vehicles from crossing the divider.

Openings in the median provide for different turning or crossing maneuvers, depending on how they are designed.

- A ***directional median opening*** only allows certain movements, usually a left-turn in or U-turn.
- A ***full median opening*** allows all turning and crossing movements and is often signalized.

Where too many full median openings exist, agencies may reconstruct the median and close the excess median openings.

Turn lanes at median openings provide a safe haven for turning vehicles.

Why use a median and not a two-way left turn lane?

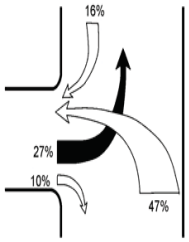
Conflicts and potential crashes associated with continuous two-way left turn lanes

Medians can have a profound effect on driver safety compared to two-way left-turn lanes. Adding a median to a road that previously had a continuous two-way left turn lane can reduce the crash rate about 37% and the injury rate about 48% *(11)*. **For example, when a continuous two-way left turn lane was replaced with a median on Atlanta's Memorial Drive, the crash rate was cut in half *(12)*.**

One reason a two-way left turn lane is less safe than a median is that a driver who is turning left must be able to ensure that the traffic is clear from two directions in multiple lanes. When this is not quite possible, drivers will sometimes use a two-way left-turn lane in the middle of the road while attempting to merge into traffic. Such maneuvers can lead to serious crashes and become more frequent as traffic volumes increase.

Won't I lose customers if they can't turn left into my business anymore?

The number of your customers making left turns into your business is likely already very low during peak travel periods or if you are on a congested roadway. This is because left turns into any business become increasingly difficult as traffic volumes in the opposing lanes increase.



Percentage of crashes by driveway movement.

Perhaps today your customers wait with apprehension to turn left as cars queue behind them, or must shoot across a busy road to complete a left turn out. A turn lane at a median opening or signalized intersection will allow them to wait safely to complete a U-turn when traffic clears, and that is truly a safer option on a busy road. **In fact, the left-turn into and out of a driveway is less safe than a U-turn and comprises the majority of driveway crashes.** Studies have shown that making a U-turn at a median opening to get to the opposite side of a busy highway is about 25% safer than a direct left turn from a side street or other access point *(13)*.

Surveys show that a majority of drivers have no problem making U-turns at median openings to get to businesses on the opposite side of the road. Where direct left-turns are prohibited, studies show that motorists will change their driving or shopping patterns to continue patronizing specific establishments. In fact, most drivers are reporting that access management improvements made the roads safer and that they approve of the changes, despite minor inconveniences associated with U-turns.

Some owners of drive-by businesses have reported a loss of customers following a median project or other change that has eliminated the left-turn-in opportunity (and less often left-turn-out), although the majority do not. For example, a before-and-after study of a median reconstruction project in Florida involving numerous median-opening closures found that **the majority of surveyed merchants, 68% of the 96 respondents, reported little or no economic impact to their businesses, although 27% reported some type of loss *(14)*.** Generally, businesses that feel they were adversely impacted also have competition nearby or may have experienced reduced visibility of signage.

> "Because of the design of the roads, the timing of the traffic signals, and the way the traffic is broken up, it has become very convenient for people to pull into a safe haven, or storage lane within the raised median, take their time and make a safe and convenient u-turn to access properties that were concerned about that problem."
>
> **— Kurt Easton, Executive Director of Merritt Island Redevelopment Agency, Florida**

WELCOME TO THE FM 2920 ACCESS MANAGEMENT STUDY PUBLIC MEETING

HOSTED BY:

Houston-Galveston Area Council
In partnership with:
City of Tomball
City of Waller
Harris County
Houston Northwest Chamber of Commerce
North Houston Association
Texas Department of Transportation
Greater Tomball Area Chamber of Commerce

CONSULTANT TEAM:

HNTB CORPORATION
In professional association with:
Wilbur Smith & Associates
Gunda Corporation

FM 2920 ACCESS MANAGEMENT STUDY

Why are you here today?

WE NEED TO HEAR
FROM YOU!

We need your input into the
FM 2920 Access
Management Study
planning process.

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Project Facts

Study Limits:	Hempstead (Southwest of US 290) to Lexington Rd. (East of IH 45)
Study Length:	32 miles
Facility Type:	Farm-to-market road (FM)
No. of Lanes:	Varies from 2 to 5 lanes
ROW Width:	120 feet usual, 100 and 60 feet in some areas
Ownership:	Texas Department of Transportation (TxDOT)

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FM 2920: First Series of Public Meetings – November 2007

- Number of attendees:
  - At Krimmel Intermediate School 39
  - At Lone Star College Tomball 40
  - Meeting in Tomball 13
  - ***Total*** ***92***
- Comments received:
  - Questionnaire 70
  - E-mails 10
- Media:
  - Houston Chronicle
  - Tomball Magnolia Tribune

FM 2920 ACCESS MANAGEMENT STUDY

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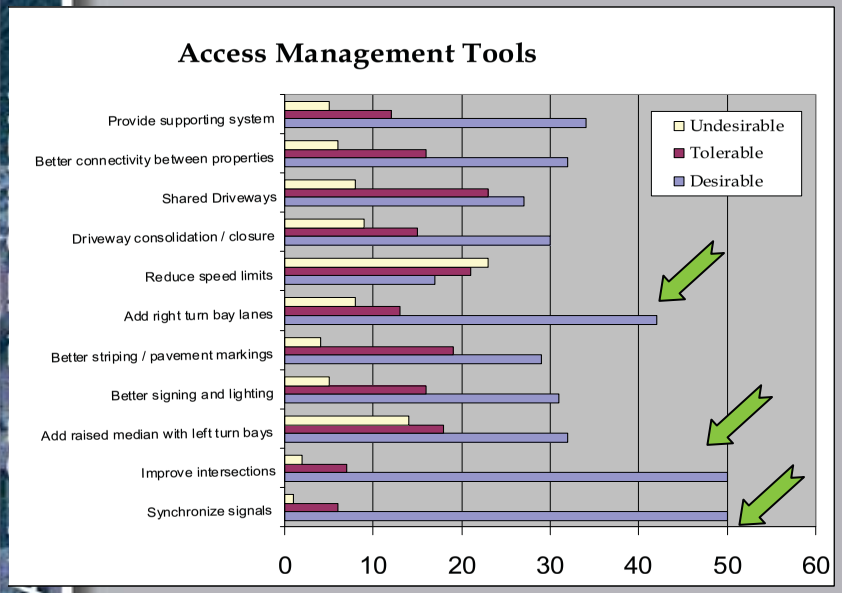
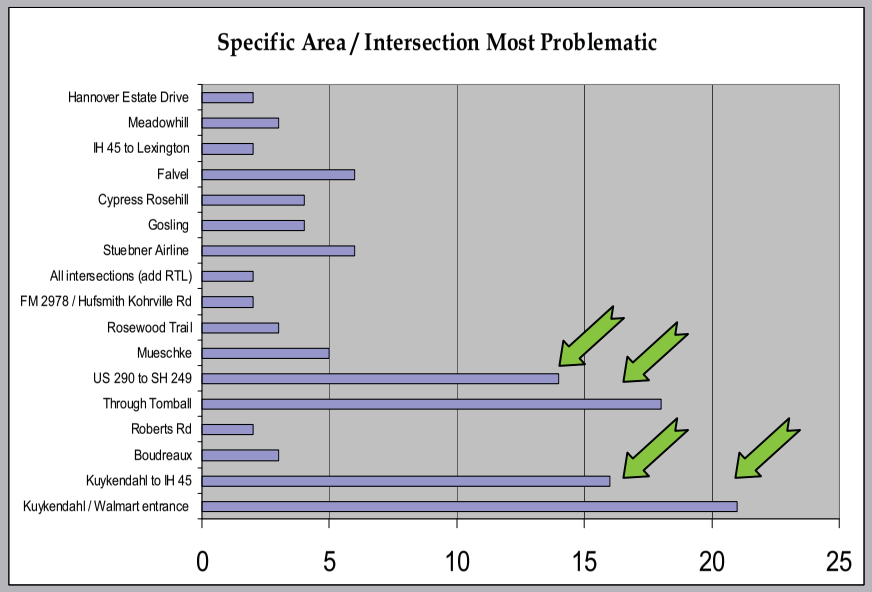
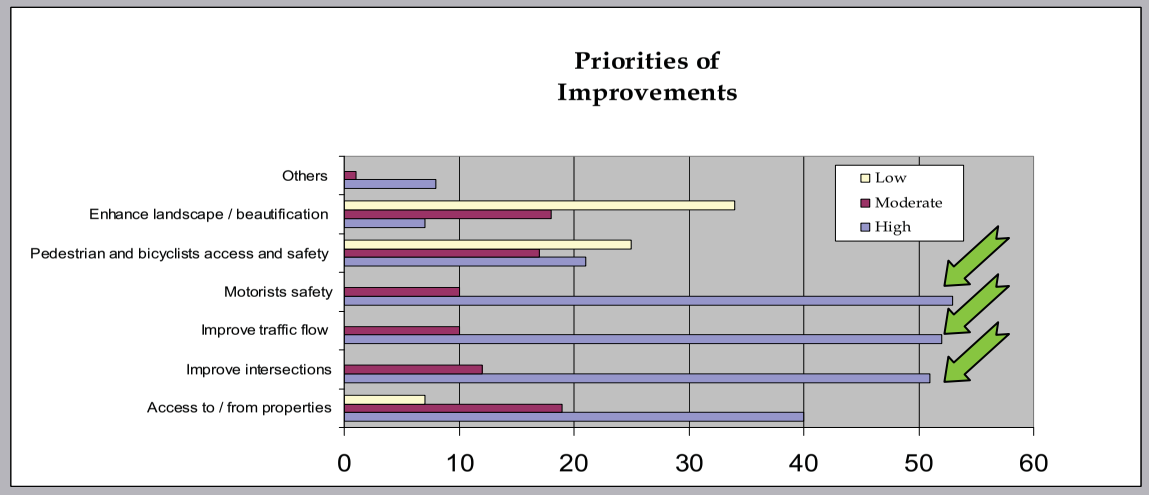
Results of Public Meeting Survey







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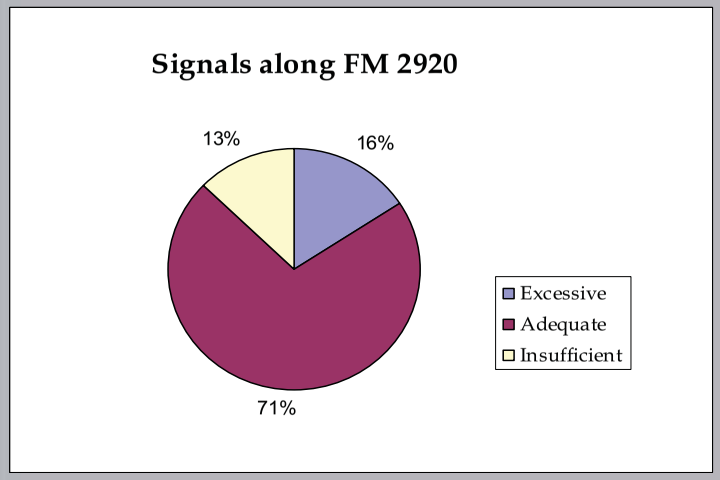
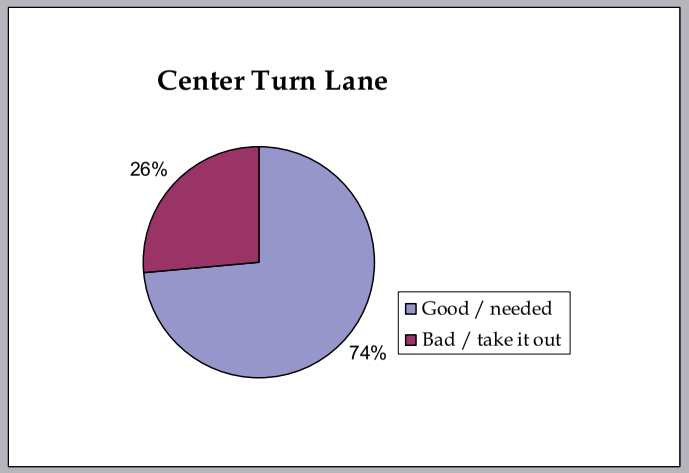
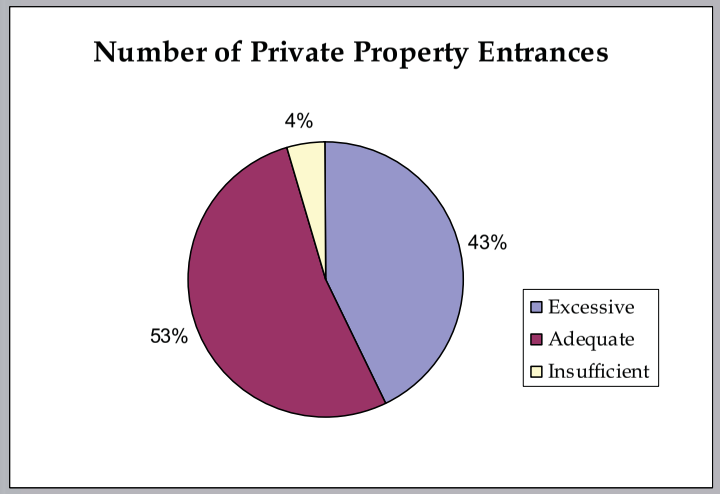
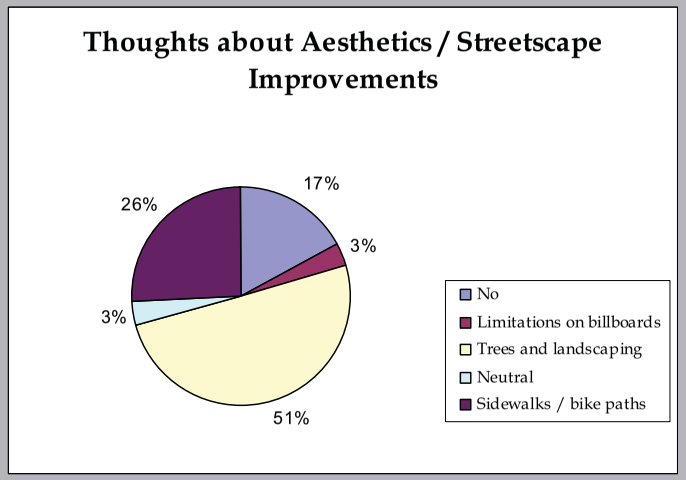
Results of Public Meeting Survey









FM 2920 ACCESS MANAGEMENT STUDY

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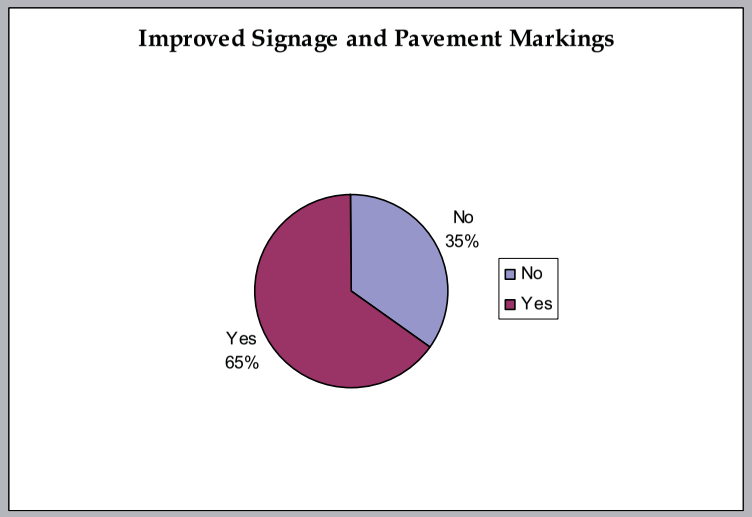
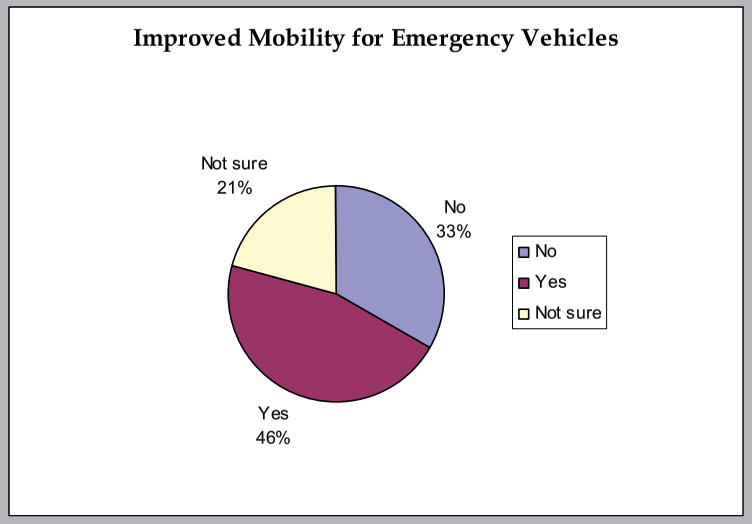
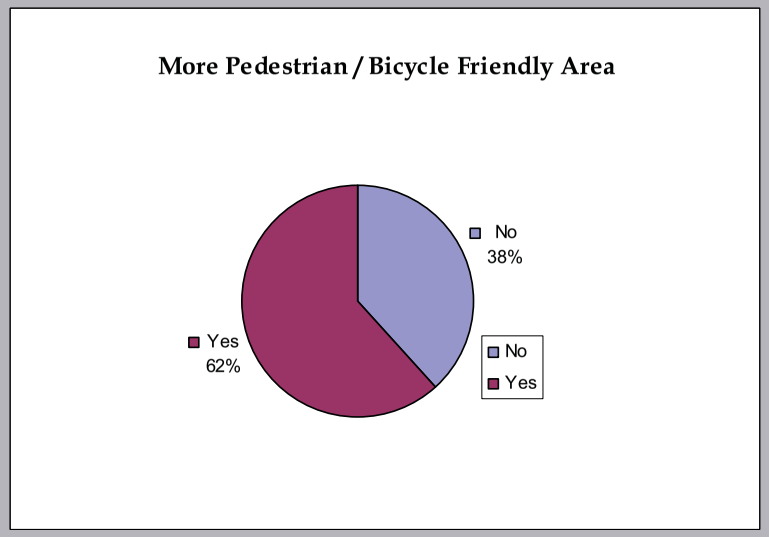
Results of Public Meeting Survey







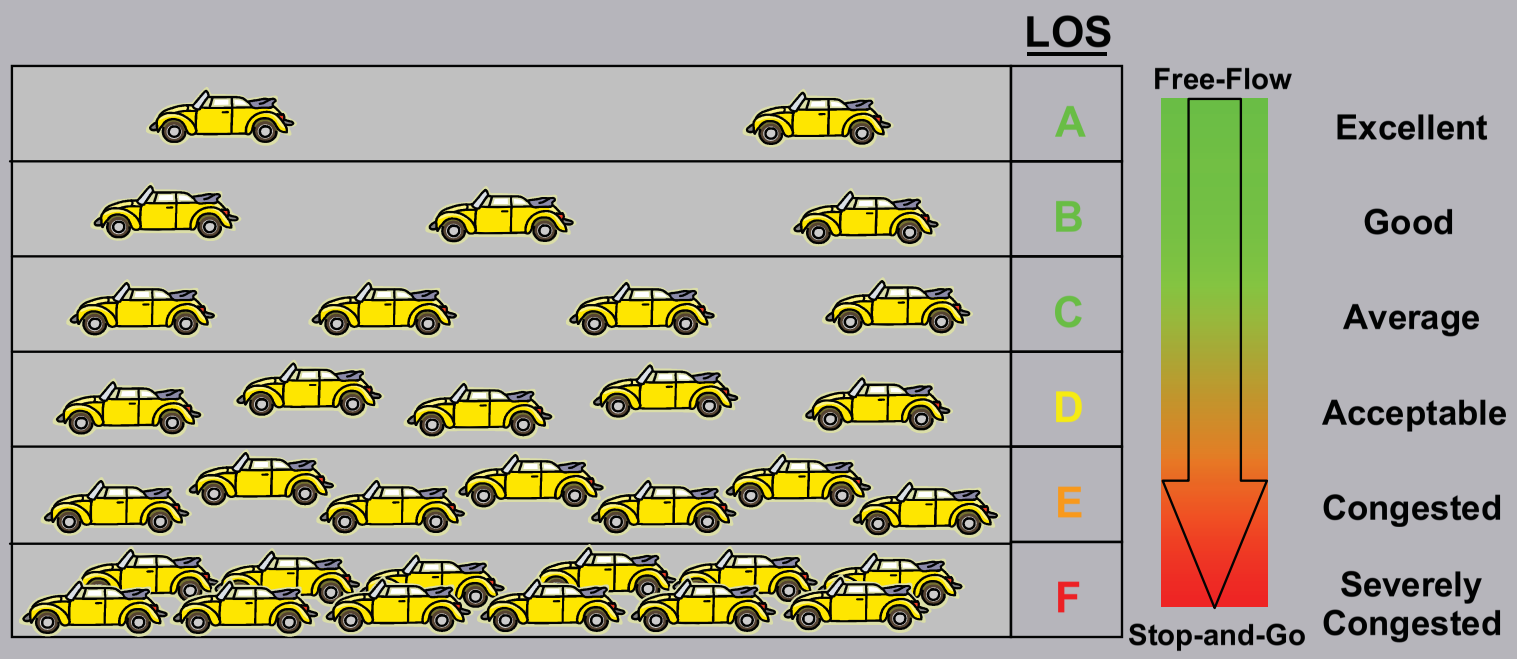
FM 2920 ACCESS MANAGEMENT STUDY

Summary of Public Priorities

- ✓ Signal synchronization
- ✓ Evaluate intersection geometry
- ✓ Develop reasonable solutions through Tomball and provide adequate parking to support businesses
- ✓ Maintain a safe bicycle route along the corridor

FM 2920 ACCESS MANAGEMENT STUDY

Level-of-service Illustration



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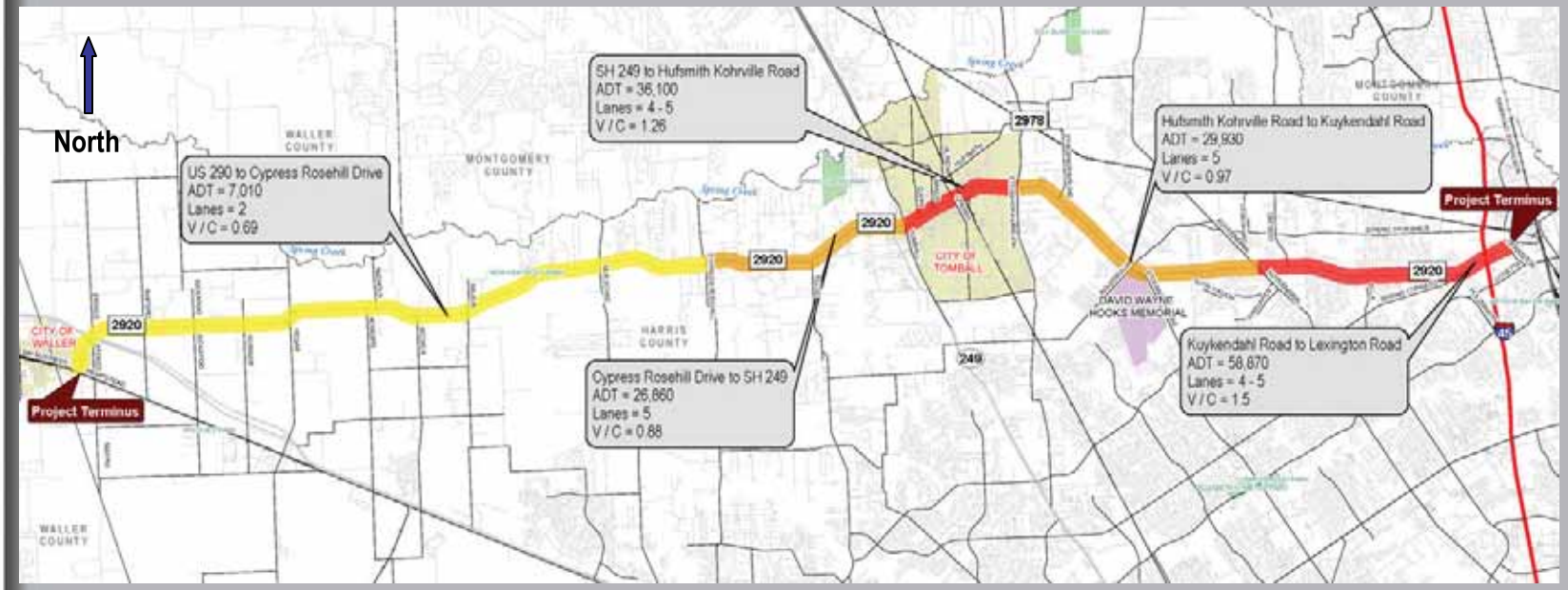
FM 2920 Existing Traffic Volumes & Level-of-Service



Level-of-Service (LOS)

- LOS A - C
- LOS D
- LOS E
- LOS F

XX — Year 2007 Average Daily Traffic (vehicles per day)

V/C — Traffic Volume to Roadway Capacity Ratio

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FM 2920 ACCESS MANAGEMENT STUDY

FM 2920 ACCESS MANAGEMENT STUDY

Summary of Crash Data

FM 2920 Crash Rates (1999 to 2001 H-GAC)

FM 2920 Crash Rates (2004 to 2006 TxDOT)

FM 2920 Crash Rates (2006 – Harris County Data)

FM 2920 Crash Rates (2004 to 2006 –City of Tomball Data)

Crash Rates

- Up to 50% of statewide average
- 50% to 100% of statewide average
- 100% to 200% of statewide average
- More than 200% of statewide average

Notes:

- *Crash Rate=Annual rate of traffic crashes per 100 million vehicle miles traveled;*
- *Most current available Statewide Average is 123.7 for 2001;*
- *Crash data available for 2004-2006 is preliminary.*

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Proposed Access Management Improvements: Signalized Intersections

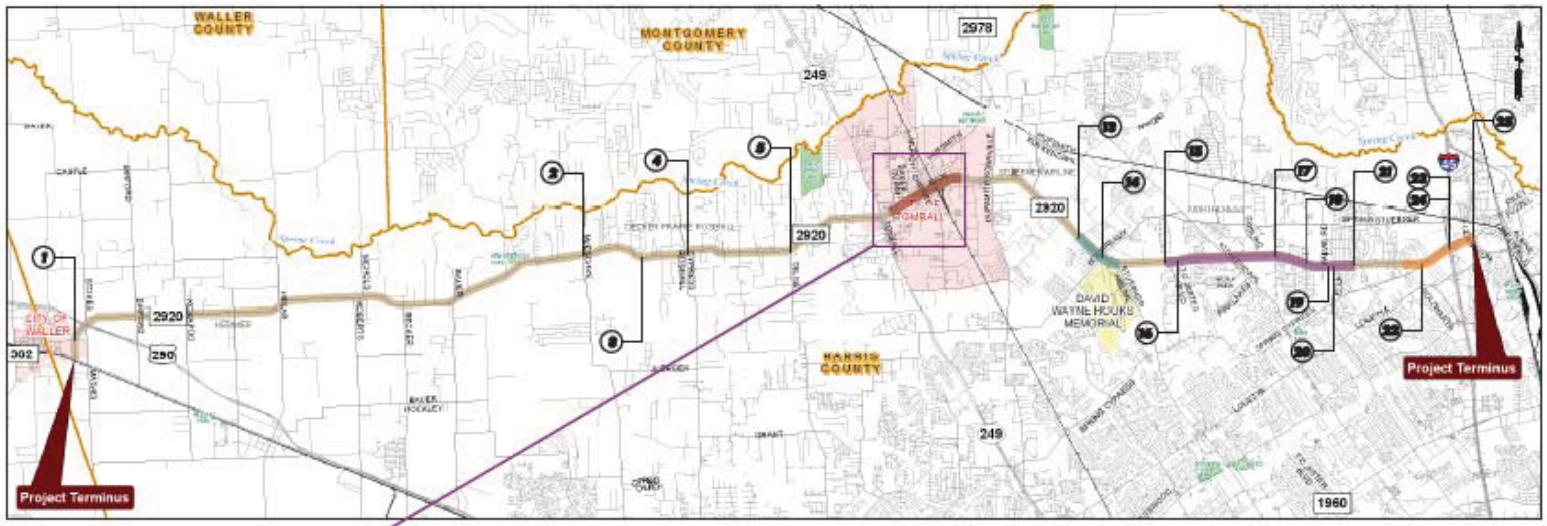
❑ Traffic Signals

- ❑ ***Signal timing*** and synchronization
- ❑ ***Back plates*** on all east-west signal heads (25% reduction in red light running and 32% in crash reduction)
- ❑ ***Dedicated left turn signals*** (97% reduction in left turn crashes)
- ❑ ***Switch to all 12" signal heads*** on FM 2920 (33% to 47% reduction in crashes)
- ❑ ***Advance warning signs*** at high crash rural intersections (reduces crashes 29% to 67%)
- ❑ ***Update traffic signal controllers*** as necessary
- ❑ ***Provide fiber optic connections*** along the corridor

❑ Geometry

- ❑ ***Add turning lanes*** (left turn lane (LTL) reduces crashes by 28% and 48%, and right turn lane (RTL) reduces crashes by 14% and 26% on one or both intersecting roadways respectively)
- ❑ ***Recommend driveway modifications*** near intersection to create an acceptable functional area
- ❑ ***Add raised median*** at high traffic volume intersections
- ❑ Improve turning radii

FM 2920 : Proposed Traffic Signal Improvements



FM 2920 Recommended Traffic Signal Improvements

Street No.	Street Name	Upgrade Controller	Reconstruct Signal	Back Plates	Add Detection	Add Left Turn Lane Head	Pedestrian Improvements
1	Waller Tomball Road	●			●	●	
2	Sanders Cemetry Road/Muschke Road		●				
3	Rosewood Trail		●				
4	Cypress Rose Hill Road		●				
5	Telge Road	●		●			
6	SH 249 Old	●		●			
7	Joe B Street/ Buvinghausen Street		●				
8	Quinn Road/ Ella Street	●			●		
9	Holderrieth Boulevard	●		●	●	●	
10	Vernon Avenue		●			●	●
11	Pine Street		●			●	●
12	Cherry Street	●	●	●	●	●	●
13	Dowdell Road				●		

FM 2920 Recommended Traffic Signal Improvements (cont'd)

Street No.	Street Name	Upgrade Controller	Reconstruct Signal	Back Plates	Add Detection	Add Left Turn Lane Head	Pedestrian Improvements
14	Boudreaux Road			●		●	
15	Alvin A Klein Boulevard	●				●	
16	Kimmel School New Intersection						●
17	Rhodes Road					●	
18	Bridgestone Lane	●		●			
19	Fire Station # 75	●	●	●			
20	Falvel Road/Ella Boulevard					●	
21	Meadow Hill Drive	●		●			
22	Springwest Drive	●		●			
23	IH 45 Southbound Frontage Road	●		●			
24	IH 45 Northbound Frontage Road	●		●			
25	Lexington Road	●		●	●		●

Synchronization Subsystems

Subsystem	Limits
D	Joe B Street/ Buvinghausen Street to Concordiant/N. Willow Street
C	Dowdell Road to Stuebner Airline Road - East
B	Alvin A Klein Boulevard to Meadow Hill Drive
A	Hanover Woods Drive to Lexington Road

FM 2920 ACCESS MANAGEMENT STUDY

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Proposed Access Management Improvements: Non-Signalized Intersections

- **Signal Warrants**
  - ***Conduct signal warrant studies*** as needed due to development
- **Geometry**
  - ***Add turning lanes*** (LTL reduces crashes by 28% and 48%, and RTL reduces crashes by 14% and 26% on one or both intersecting roadways respectively)
  - ***Recommend driveway modifications*** near intersection to create an acceptable functional area
- **Other Treatments**
  - ***Install advance warning signs*** at rural intersections (reduces fatalities by 39% and injuries by 15%)

Proposed Access Management Improvements: Roadway Sections

- *Provide 8 ft shoulders* along FM 2920 where existing ROW is 100 -120 feet (sign roadway as bike route)
- *Add a continuous left turn lane (CLTL)* on the 2 lane roadway section
- *Realign cross streets* to eliminate offset intersections
- *Innovative roadway markings* (left turn lane markings, pedestrian crosswalks, bicycle route, school zones, RR crossings) cited a 60% reduction in rear end crashes
- *Improve safety control measures at railroad crossings*
- *Install rumble strips across traffic lanes* in advance of intersection (50% reduction in rear end and stop violation crashes)
- *Add block numbering* on street signs at intersections
- *Recommend speed study* for the corridor and revise speed limits as necessary

FM 2920 ACCESS MANAGEMENT STUDY

Proposed Access Management Improvements: Tomball Area

- *Remove on street parking* and provide as needed off street parking with adequate signage
- *Add a wayfinding map for businesses* in the downtown area at kiosks in the off street parking lots
- *Introduce a raised median* with pedestrian refuge
- *Provide channelized left turn lanes* at selected locations
- *Consolidate driveways*
- *Provide wider sidewalks*
- *Provide alternate bike route* along parallel roadways
- *Update and synchronize traffic signals*
- *Improve street signing* and provide block numbering
- *Realign cross streets* to eliminate offset intersection
- *Innovative pavement markings* for pedestrian and RR crossings
- *Recommend improvements to parallel east-west facilities* including extending Medical Complex from FM 2920 east to FM 2920 west including grade separations at SH 249 and the railroad track

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Downtown Tomball Area Proposed Parking

Note: Proposed parking layout for study purpose only - subject to change pending citizen input, future downtown development plan and feasibility of property acquisition.

FM 2920 ACCESS MANAGEMENT STUDY

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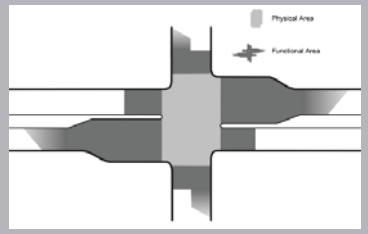
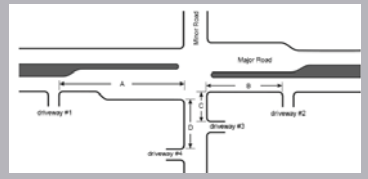
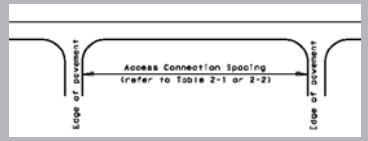
Proposed Access Management Improvements: Future Development & Redevelopment

- *Establish access management guidelines for new development and redevelopment* along FM 2920 using TxDOT's Access Management Manual:
  - *Driveways at functional areas near intersections*
  - *Driveway spacing*
  - *Driveway geometry*
- *Require Traffic Impact Study* for certain development types along the corridor to assess and remedy any adverse impacts on FM 2920
- *Require local jurisdictions follow TxDOT Access Management Guidelines in review of platting and permitting* for development along FM 2920







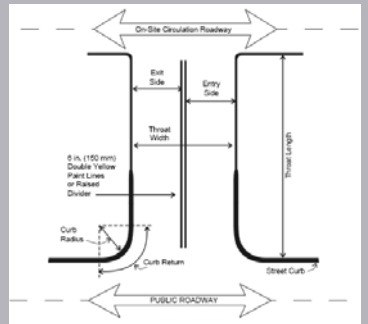
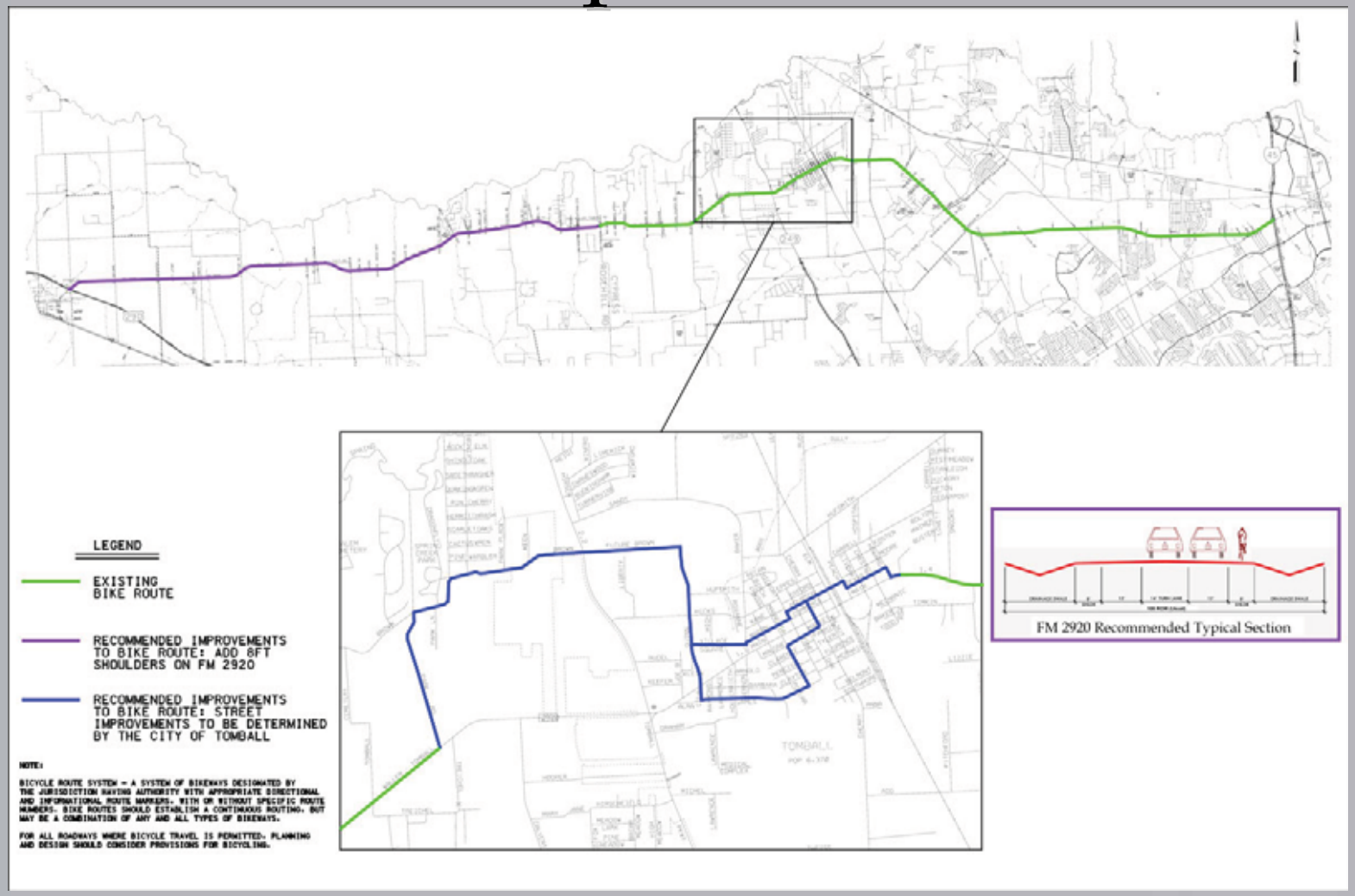


FIGURE 10-9 Driveway elements (3).

HNTB

FM 2920: Proposed Bike Route Improvements



FM 2920 ACCESS MANAGEMENT STUDY

FM 2920 ACCESS MANAGEMENT STUDY

Next Step

- ***Review and incorporate your comments*** (April 2008)
- ***Prepare final report*** (May-June 2008)
- ***Agencies adopt study recommendations*** (June-July 2008)
- ***Agencies continue coordinating efforts*** regarding access management along the corridor

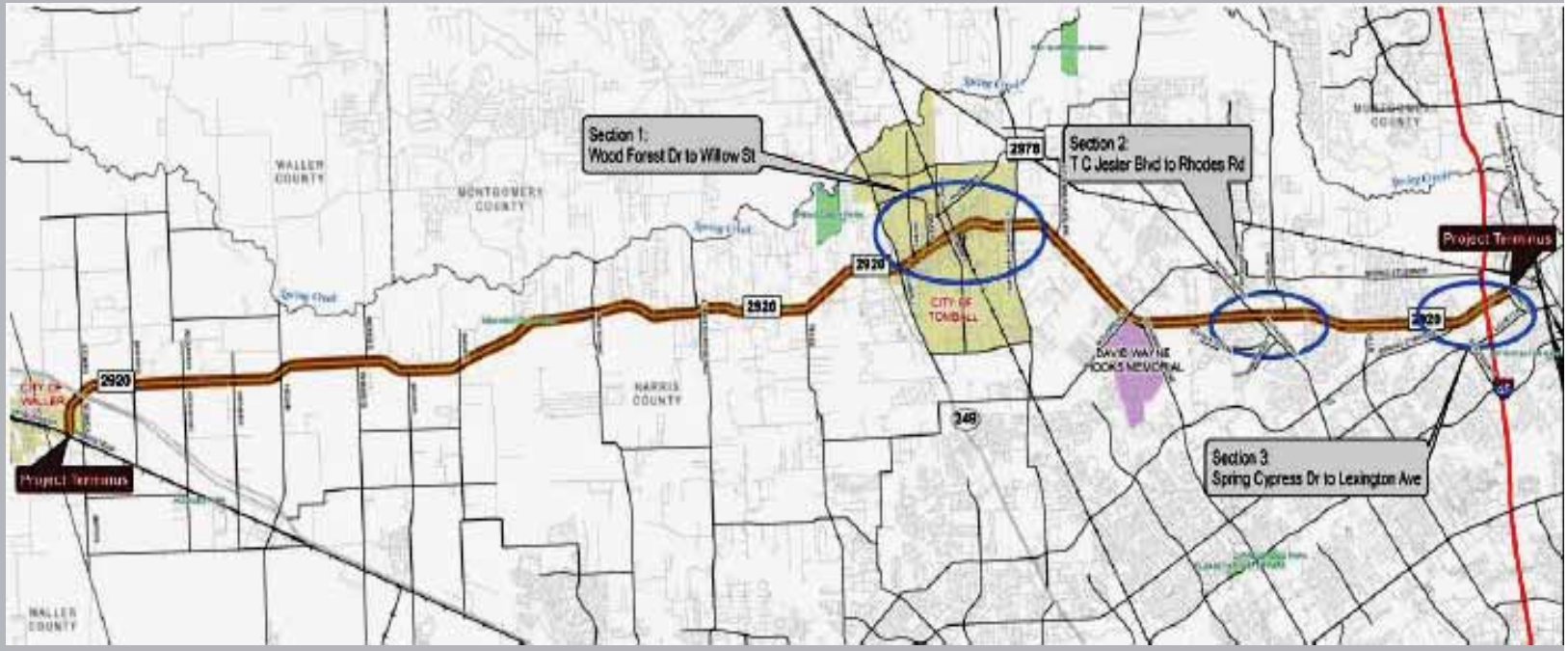
Thank you for your participation

Information presented tonight and project updates are available on the following website:

www.FM2920Mobility.com

HNTB

FM 2920 : Sections Modeled in VISSIM



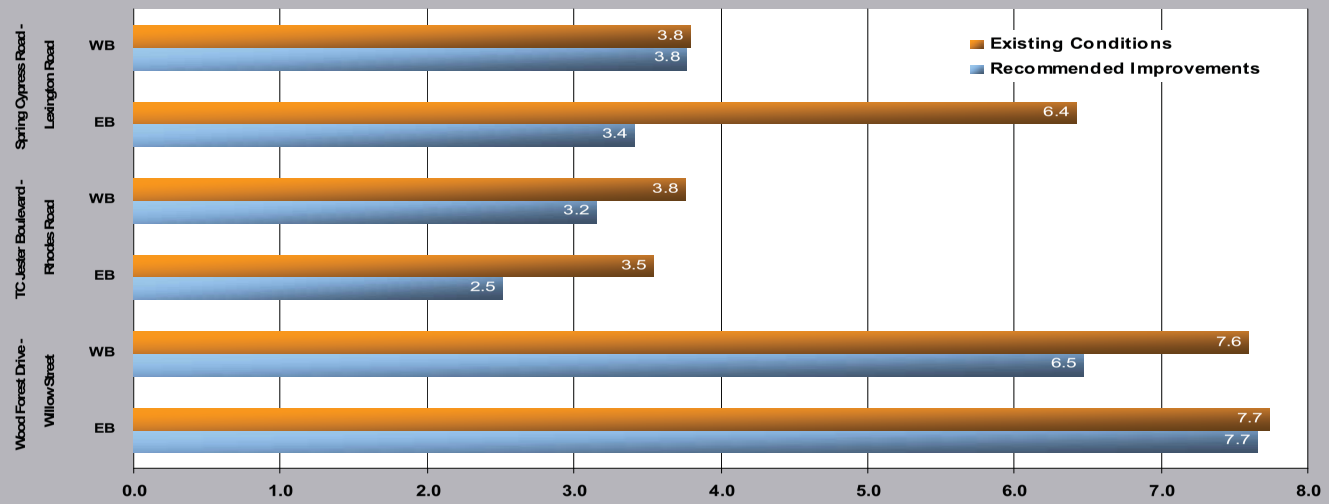
The model investigates:

- **Average travel speed and delays**
- **Level of service for AM and PM peak hours**
- **Average queues at intersection**

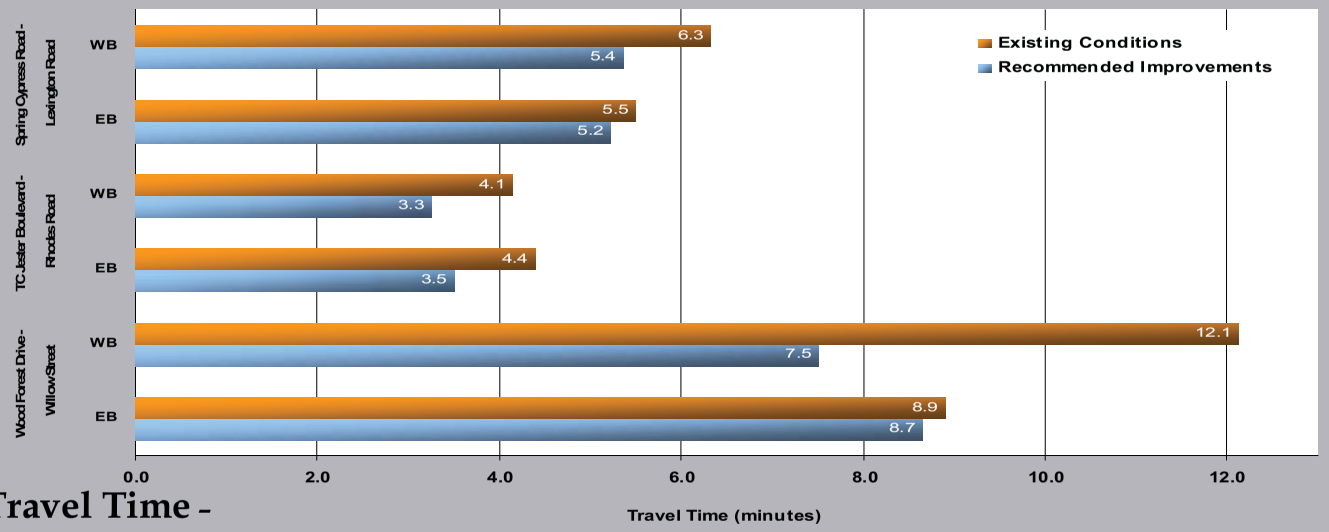
FM 2920 ACCESS MANAGEMENT STUDY

HNTB

Measures of Effectiveness: Travel Time in Minutes



AM Traffic



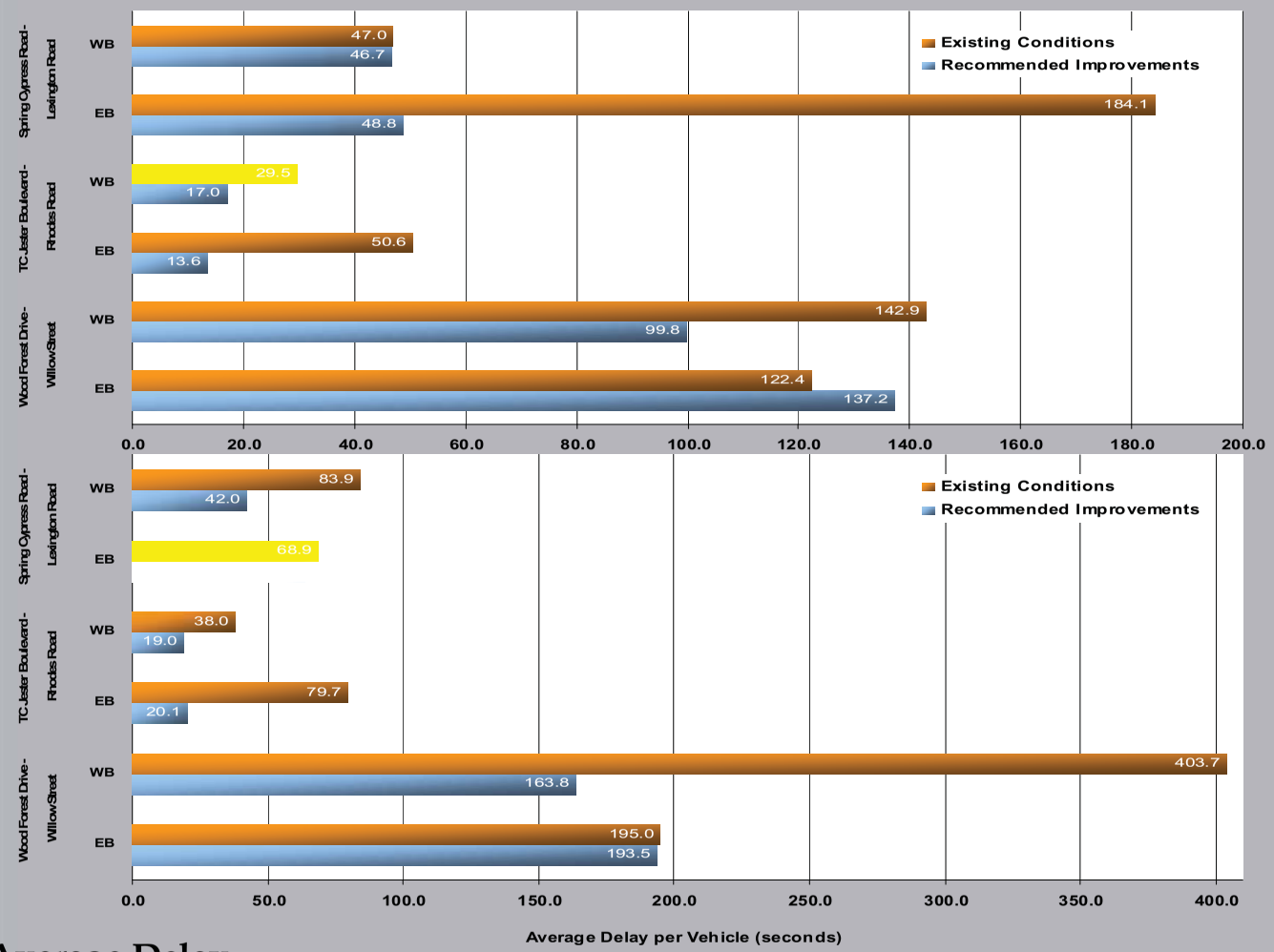
PM Traffic

Travel Time -
Is the average travel time, in seconds, for vehicles to traverse the section modeled, under the given roadway geometric, traffic volume and traffic control conditions.

FM 2920 ACCESS MANAGEMENT STUDY

HNTB

Measures of Effectiveness: Average Delay Per Vehicle (Seconds)



AM Traffic

PM Traffic

Average Delay –

Is the difference in seconds between ideal travel time for the section and the actual travel time under the given roadway geometric, traffic volume and traffic control conditions.

FM 2920 ACCESS MANAGEMENT STUDY

LEGEND

- Residential
- Commercial
- Industrial
- Religious
- Day Care Center
- School
- Police or Fire Station
- Post Office
- Recreational / Health
- Vacant Land / Railroad
- County Boundary
- City Boundary

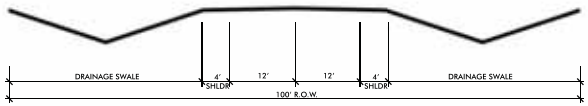
IMPROVEMENT LEGEND

County
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

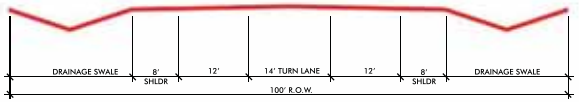
TxDOT
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

City
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

- Existing Signal



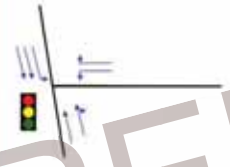
Existing Typical Cross-Section



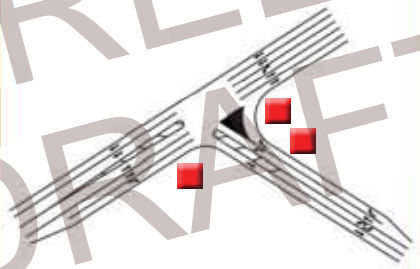
Proposed Typical Cross-Section

INTERSECTION OF FM 2920 AND HEMPSTEAD RD.

Existing Intersection



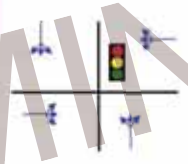
Recommended Intersection Improvements



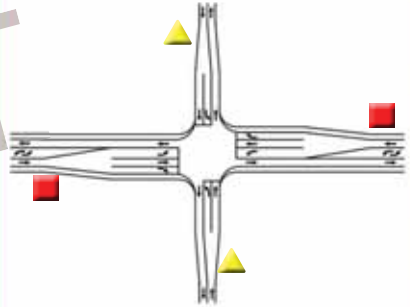
- Addition of right turn lane on West bound lane
- Addition of right turn lane on South bound lane
- Raised triangular median

INTERSECTION OF FM 2920 AND WALLER TOMBALL RD.

Existing Intersection

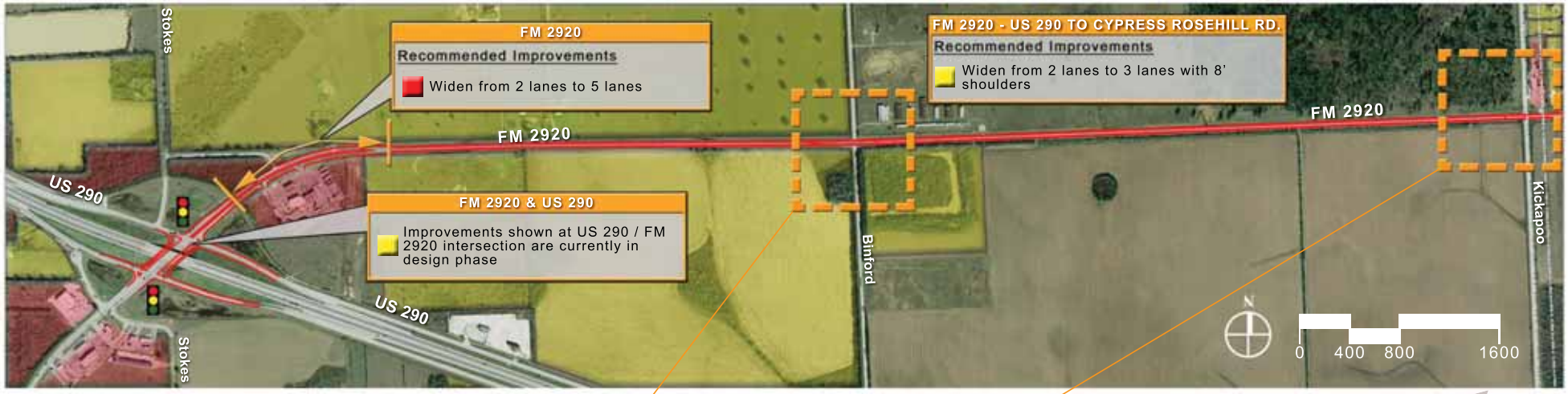


Recommended Intersection Improvements



- Addition of right and left turn lanes to North and South Bound Lanes
- Addition of left turn lane to East and West bound lanes

PRELIMINARY DRAFT



LEGEND

- Residential
- Commercial
- Industrial
- Religious
- Day Care Center
- School
- Police or Fire Station
- Post Office
- Recreational / Health
- Vacant Land / Railroad
- County Boundary
- City Boundary

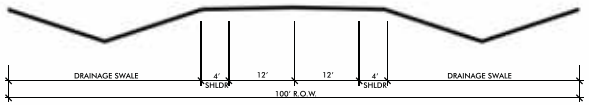
IMPROVEMENT LEGEND

County
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

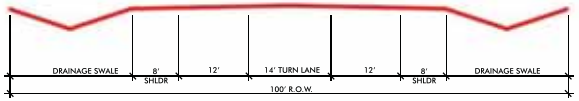
TxDOT
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

City
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

- Existing Signal



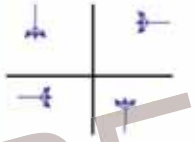
Existing Typical Cross-Section



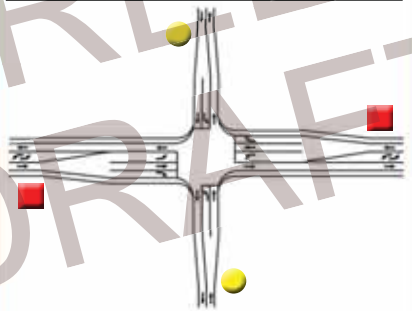
Proposed Typical Cross-Section

INTERSECTION OF FM 2920 AND BINFORD RD.

Existing Intersection



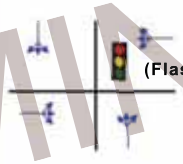
Recommended Intersection Improvements



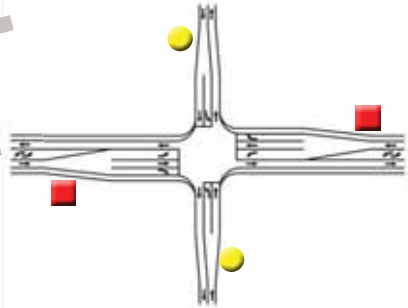
- Addition of left and right turn lanes to East and West bound lanes
- Addition of left turn lane to North and South bound lanes

INTERSECTION OF FM 2920 AND KICKAPOO RD.

Existing Intersection



Recommended Intersection Improvements



- Addition of left and right turn lanes to East and West bound lanes
- Addition of left turn lane to North and South bound lanes

PRELIMINARY DRAFT

LEGEND

- Residential
- Commercial
- Industrial
- Religious
- Day Care Center
- School
- Police or Fire Station
- Post Office
- Recreational / Health
- Vacant Land / Railroad
- County Boundary
- City Boundary

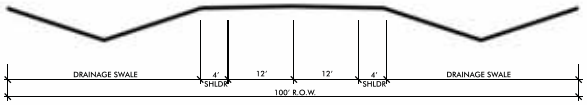
IMPROVEMENT LEGEND

County
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

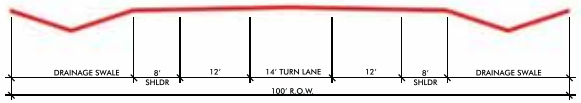
TxDOT
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

City
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

- Existing Signal



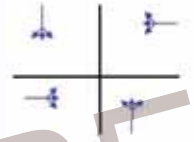
Existing Typical Cross-Section



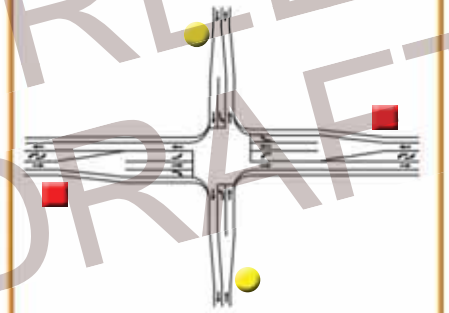
Proposed Typical Cross-Section

INTERSECTION OF FM 2920 AND KERMIER ROAD

Existing Intersection



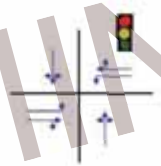
Recommended Intersection Improvements



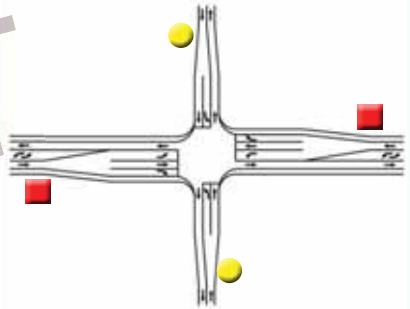
- Addition of left and right turn lanes to East and West bound lanes
- Addition of left turn lane to North and South bound lanes

INTERSECTION OF FM 2920 AND HEGAR ROAD

Existing Intersection



Recommended Intersection Improvements



- Addition of right turn lane to East and West bound lanes
- Addition of left turn lane to North and South bound lanes

PRELIMINARY DRAFT

LEGEND

- Residential
- Commercial
- Industrial
- Religious
- Day Care Center
- School
- Police or Fire Station
- Post Office
- Recreational / Health
- Vacant Land / Railroad
- County Boundary
- City Boundary

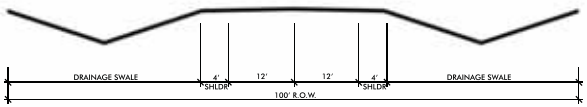
IMPROVEMENT LEGEND

County
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

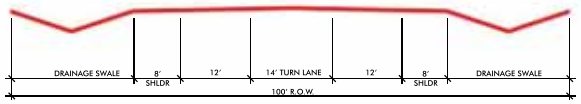
TxDOT
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

City
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

- Existing Signal



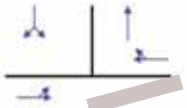
Existing Typical Cross-Section



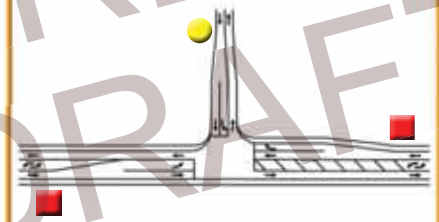
Proposed Typical Cross-Section

INTERSECTION OF FM 2920 AND NICHOLS RD.

Existing Intersection



Recommended Intersection Improvements

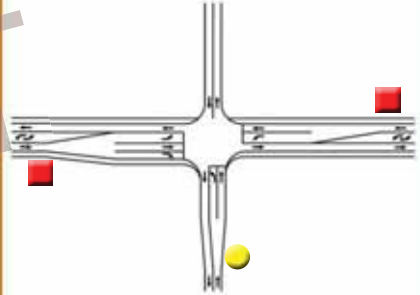


- Addition of left turn lane to East bound lane and right turn lane to West bound lane
- Addition of left turn lane to South bound lane

INTERSECTION OF FM 2920 AND BECKER RD.

Existing Intersection

Recommended Intersection Improvements



- Addition of left and right turn lane to East bound lane, left turn lane to West bound lane
- Addition of left turn lane to North bound lane

PRELIMINARY DRAFT

LEGEND

- Residential
- Commercial
- Industrial
- Religious
- Day Care Center
- School
- Police or Fire Station
- Post Office
- Recreational / Health
- Vacant Land / Railroad
- County Boundary
- City Boundary

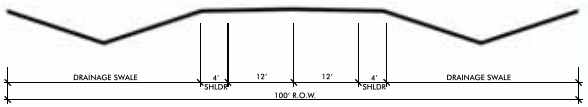
IMPROVEMENT LEGEND

County
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

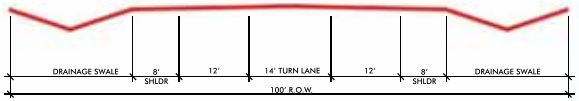
TxDOT
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

City
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

- Existing Signal



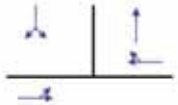
Existing Typical Cross-Section



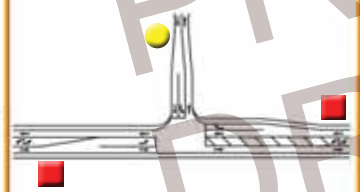
Proposed Typical Cross-Section

INTERSECTION OF FM 2920 AND HUNTERS CREEK WAY

Existing Intersection



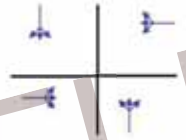
Recommended Intersection Improvements



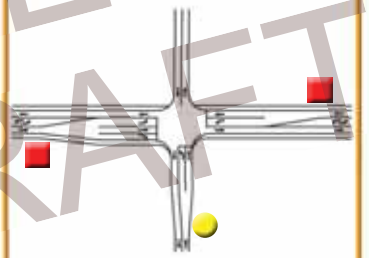
- Addition of left turn lane to East bound lane and right turn lane to West bound lane
- Addition of left turn lane to South bound lane

INTERSECTION OF FM 2920 AND BAUER RD.

Existing Intersection



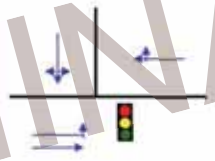
Recommended Intersection Improvements



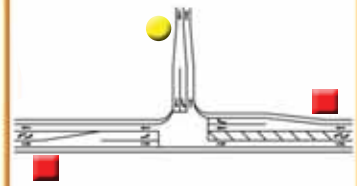
- Addition of left and right turn lane to East bound lane, left turn lane to West bound lane
- Addition of left turn lane to North bound lane

INTERSECTION OF FM 2920 AND ROBERTS CEMETARY RD.

Existing Intersection



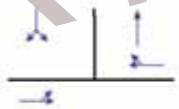
Recommended Intersection Improvements



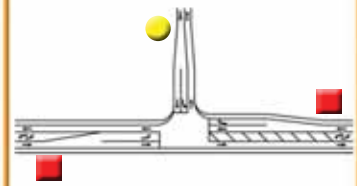
- Addition of left turn lane to East bound lane and right turn lane to West bound lane
- Addition of left turn lane to South bound lane

INTERSECTION OF FM 2920 AND NEW KENTUCKY VILLAGE

Existing Intersection



Recommended Intersection Improvements



- Addition of left turn lane to East bound lane and right turn lane to West bound lane
- Addition of left turn lane to South bound lane

PRELIMINARY DRAFT

LEGEND

- Residential
- Commercial
- Industrial
- Religious
- Day Care Center
- School
- Police or Fire Station
- Post Office
- Recreational / Health
- Vacant Land / Railroad
- County Boundary
- City Boundary

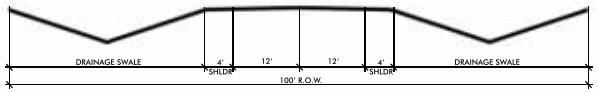
IMPROVEMENT LEGEND

County
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

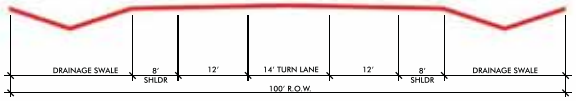
TxDOT
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

City
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

- Existing Signal



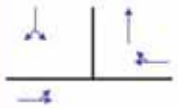
Existing Typical Cross-Section



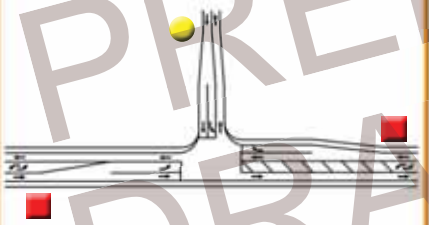
Proposed Typical Cross-Section

INTERSECTION OF FM 2920 AND THREE PINES DR.

Existing Intersection



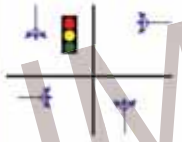
Recommended Intersection Improvements



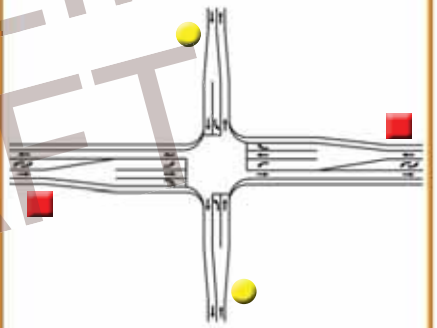
- Addition of left turn lane to East bound lane, right turn lane to West bound lane
- Addition of left turn lane to South bound lane

INTERSECTION OF FM 2920 AND MUESCHKE RD.

Existing Intersection



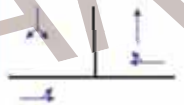
Recommended Intersection Improvements



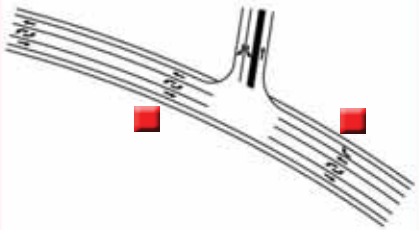
- Addition of left and right turn lanes to East and West bound lanes
- Addition of left turn lanes to North and South bound lanes

INTERSECTION OF FM 2920 AND LOBLOLLY RD.

Existing Intersection



Recommended Intersection Improvements



- Addition of left turn lane to East bound lane and right turn lane to West bound lane
- Improved turning radius on West Bound Lane

PRELIMINARY DRAFT

LEGEND

- Residential
- Commercial
- Industrial
- Religious
- Day Care Center
- School
- Police or Fire Station
- Post Office
- Recreational / Health
- Vacant Land / Railroad
- County Boundary
- City Boundary

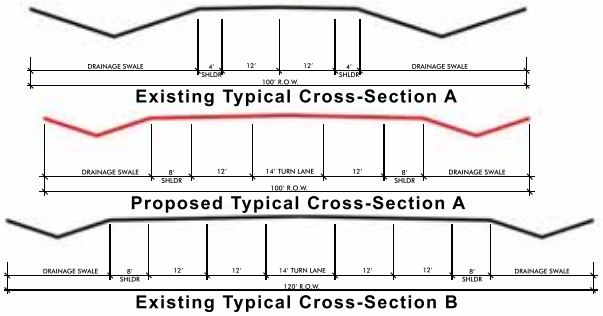
IMPROVEMENT LEGEND

County
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

TxDOT
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

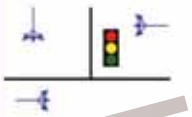
City
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

- Existing Signal

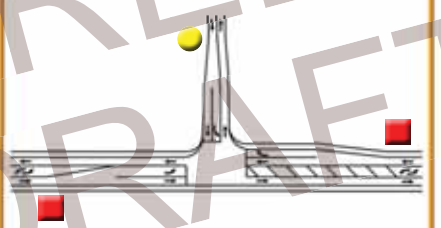


INTERSECTION OF FM 2920 AND ROSEWOOD TR.

Existing Intersection



Recommended Intersection Improvements

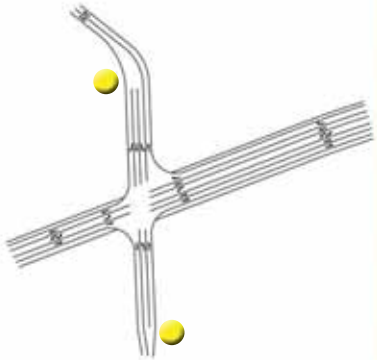


- Addition of left turn lane to East bound lane and right turn lane to West bound lane
- Addition of left turn lane to South bound lane

INTERSECTION OF FM 2920 AND CYPRESS ROSEHILL RD.

Existing Intersection

Recommended Intersection Improvements



- Addition of left turn lanes to North and South bound lanes and right turn lane to South bound lane

PRELIMINARY DRAFT

LEGEND

- Residential
- Commercial
- Industrial
- Religious
- Day Care Center
- School
- Police or Fire Station
- Post Office
- Recreational / Health
- Vacant Land / Railroad
- County Boundary
- City Boundary

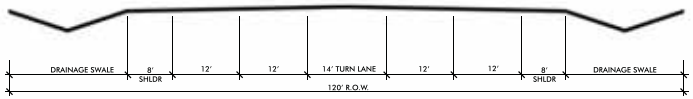
IMPROVEMENT LEGEND

County
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

TxDOT
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

City
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

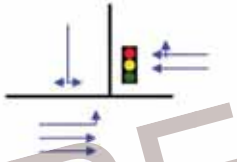
- Existing Signal



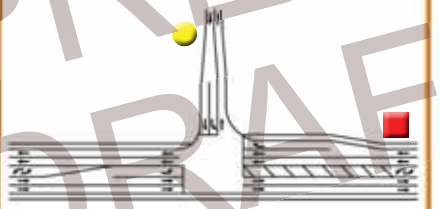
Existing Typical Cross-Section

INTERSECTION OF FM 2920 AND LUTHERAN CHURCH RD.

Existing Intersection



Recommended Intersection Improvements

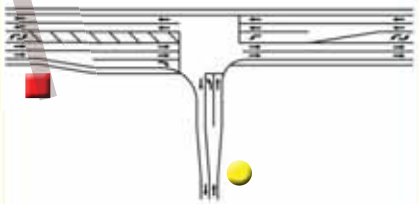


- Addition of right turn lane to West bound lane
- Addition of left turn lane to South bound lane

INTERSECTION OF FM 2920 AND TELGE RD.

Existing Intersection

Recommended Intersection Improvements



- Addition of right turn lane to East bound lane
- Addition of left turn lane to North bound lane

PRELIMINARY DRAFT

PRELIMINARY DRAFT

LEGEND

- Residential
- Commercial
- Industrial
- Religious
- Day Care Center
- School
- Police or Fire Station
- Post Office
- Recreational / Health
- Vacant Land / Railroad
- County Boundary
- City Boundary

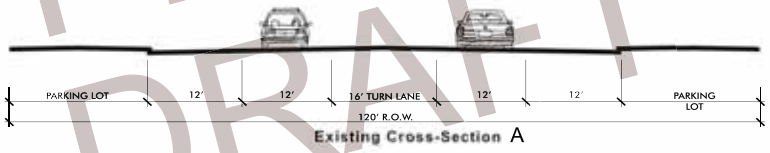
IMPROVEMENT LEGEND

County
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

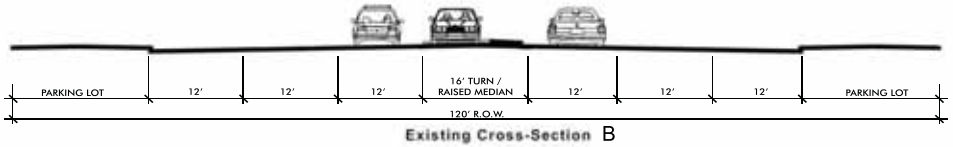
TxDOT
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

City
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

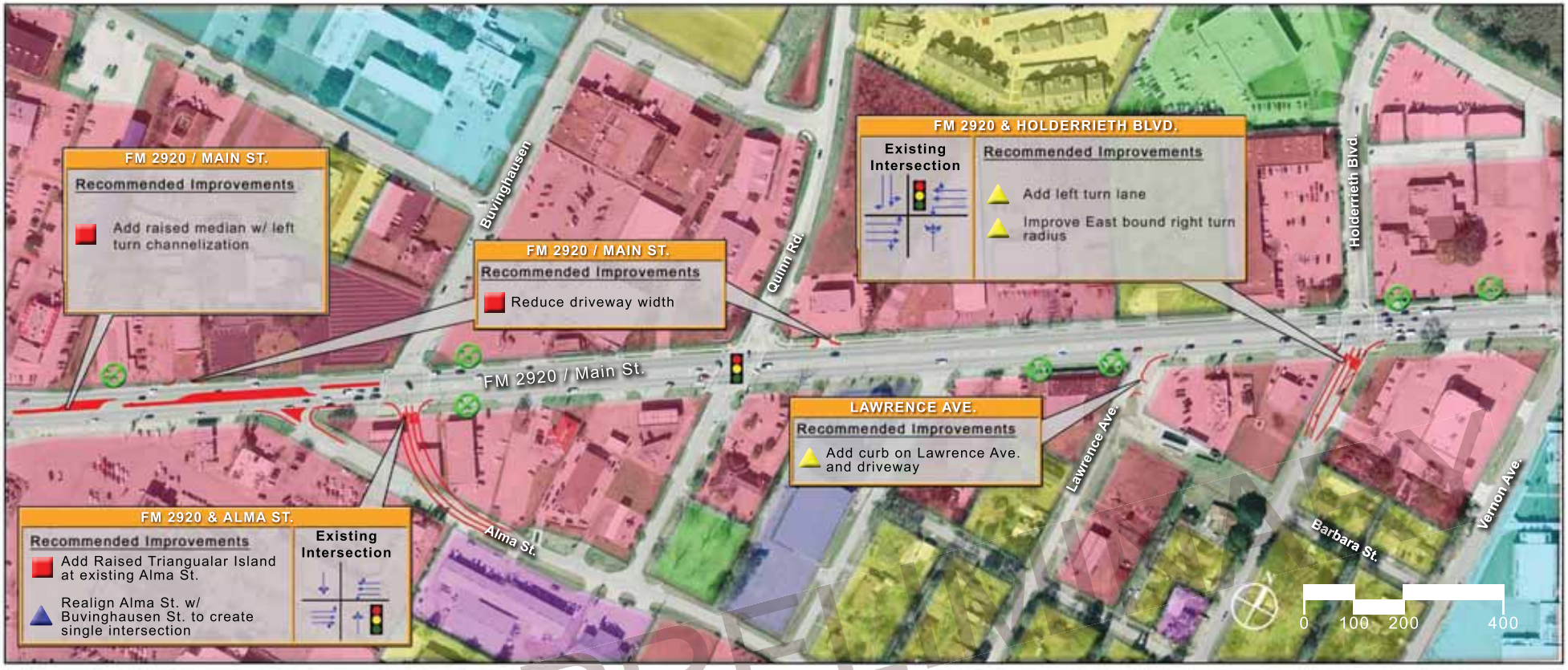
- Existing Signal
- Driveway Closure



Existing Cross-Section A



Existing Cross-Section B



LEGEND

- Residential
- Commercial
- Industrial
- Religious
- Day Care Center
- School
- Police or Fire Station
- Post Office
- Recreational / Health
- Vacant Land / Railroad
- County Boundary
- City Boundary

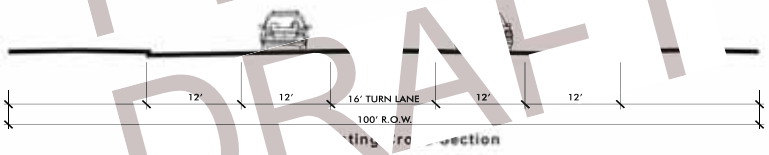
IMPROVEMENT LEGEND

County
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

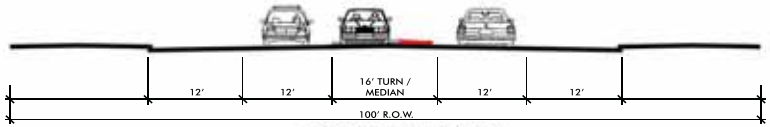
TxDOT
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

City
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

- Existing Signal
- Driveway Closure

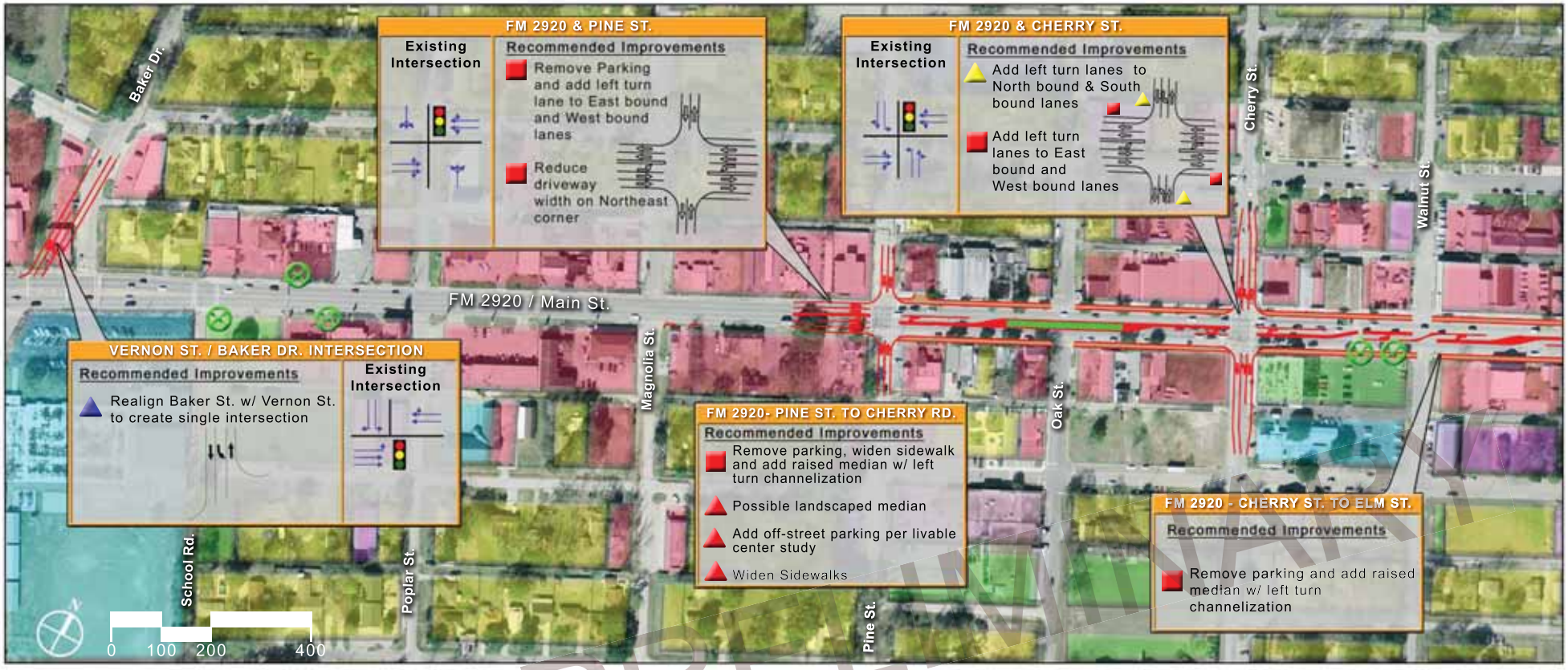


Existing Cross-Section



Proposed Cross-Section

PRELIMINARY DRAFT



PRELIMINARY DRAFT

LEGEND

- Residential
- Commercial
- Industrial
- Religious
- Day Care Center
- School
- Police or Fire Station
- Post Office
- Recreational / Health
- Vacant Land / Railroad
- County Boundary
- City Boundary

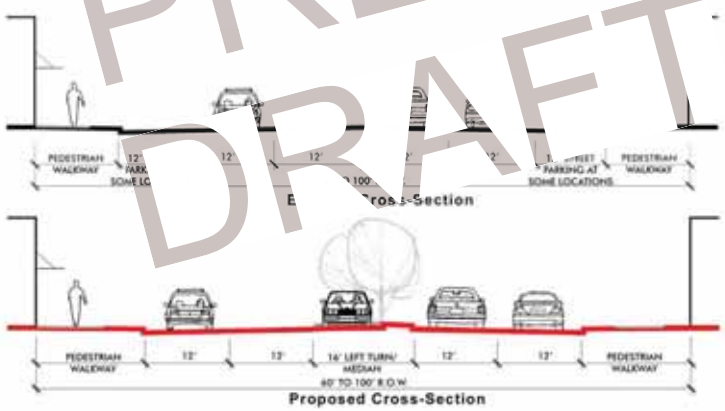
IMPROVEMENT LEGEND

County
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

TxDOT
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

City
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

- Existing Signal
- Driveway Closure



PRELIMINARY DRAFT

LEGEND

- Residential
- Commercial
- Industrial
- Religious
- Day Care Center
- School
- Police or Fire Station
- Post Office
- Recreational / Health
- Vacant Land / Railroad
- County Boundary
- City Boundary

IMPROVEMENT LEGEND

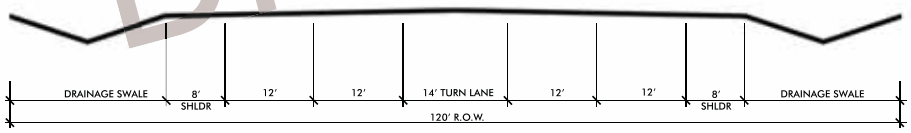
County
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

TxDOT
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

City
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

- Existing Signal
- Driveway Closure

Existing Typical Cross-Section A



Existing Typical Cross-Section B

PRELIMINARY DRAFT

LEGEND

- Residential
- Commercial
- Industrial
- Religious
- Day Care Center
- School
- Police or Fire Station
- Post Office
- Recreational / Health
- Vacant Land / Railroad
- County Boundary
- City Boundary

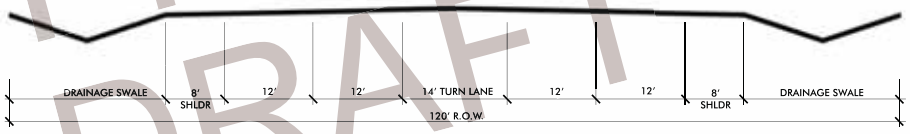
IMPROVEMENT LEGEND

County
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

TxDOT
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

City
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

- Existing Signal
- Driveway Closure



Existing Typical Cross-Section

PRELIMINARY DRAFT

LEGEND

- Residential
- Commercial
- Industrial
- Religious
- Day Care Center
- School
- Police or Fire Station
- Post Office
- Recreational / Health
- Vacant Land / Railroad
- County Boundary
- City Boundary

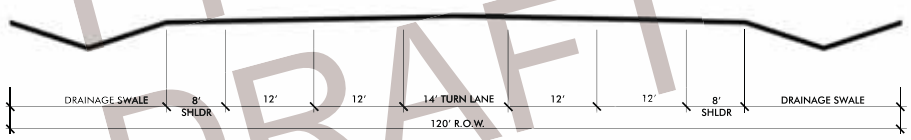
IMPROVEMENT LEGEND

County
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

TxDOT
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

City
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

- Existing Signal
- Driveway Closure



Existing Typical Cross-Section

LEGEND

- Residential
- Commercial
- Industrial
- Religious
- Day Care Center
- School
- Police or Fire Station
- Post Office
- Recreational / Health
- Vacant Land / Railroad
- County Boundary
- City Boundary

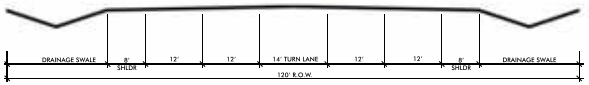
IMPROVEMENT LEGEND

County
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

TxDOT
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

City
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

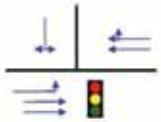
- Existing Signal
- Driveway Closure



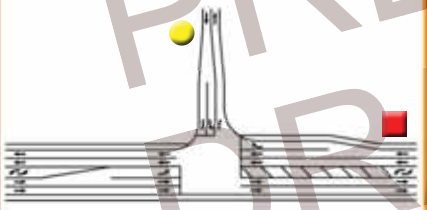
Existing Typical Cross-Section

INTERSECTION OF FM 2920 AND DOWDELL RD.

Existing Intersection



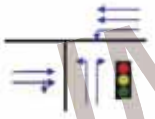
Recommended Intersection Improvements



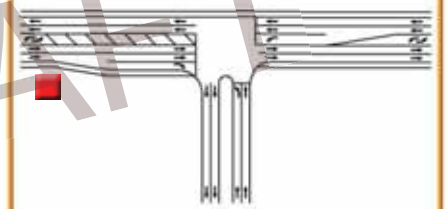
- Addition of right turn lane to West bound lanes
- Addition of left turn lane to South bound lanes

INTERSECTION OF FM 2920 AND INVERNESS CROSSING BLVD.

Existing Intersection



Recommended Intersection Improvements



- Addition of right turn lane to East bound lanes

PRELIMINARY DRAFT

LEGEND

- Residential
- Commercial
- Industrial
- Religious
- Day Care Center
- School
- Police or Fire Station
- Post Office
- Recreational / Health
- Vacant Land / Railroad
- County Boundary
- City Boundary

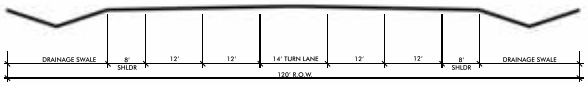
IMPROVEMENT LEGEND

County
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

TxDOT
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

City
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

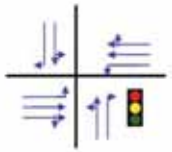
- Existing Signal



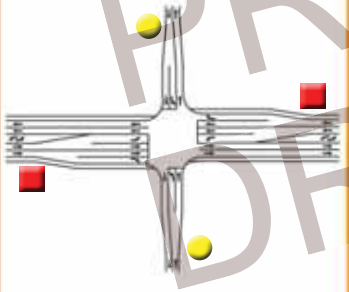
Existing Typical Cross-Section

INTERSECTION OF FM 2920 AND BOUDREAUX RD.

Existing Intersection



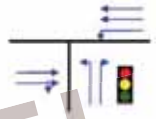
Recommended Intersection Improvements



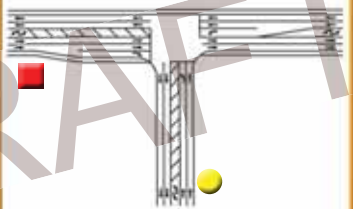
- Addition of right turn lanes to East and West bound lanes
- Addition of left turn lanes to North and South bound lanes

INTERSECTION OF FM 2920 AND STUEBNER AIRLINE RD.

Existing Intersection



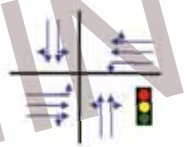
Recommended Intersection Improvements



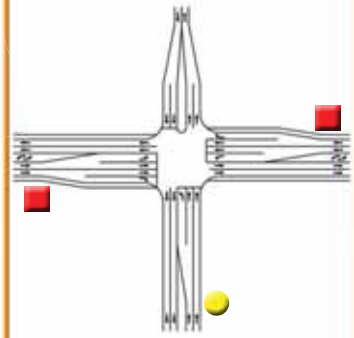
- Addition of right turn lane to East bound lanes
- Widen from 3 lanes to 5 lanes, currently under design

INTERSECTION OF FM 2920 AND ALVIN A. KLEIN DR.

Existing Intersection



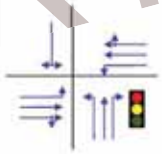
Recommended Intersection Improvements



- Addition of right turn lanes to West and East bound lanes
- Addition of left turn lane to North bound lane

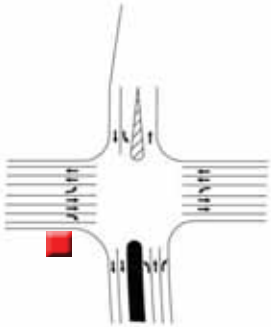
INTERSECTION OF FM 2920 AND TC JESTER BLVD.

Existing Intersection



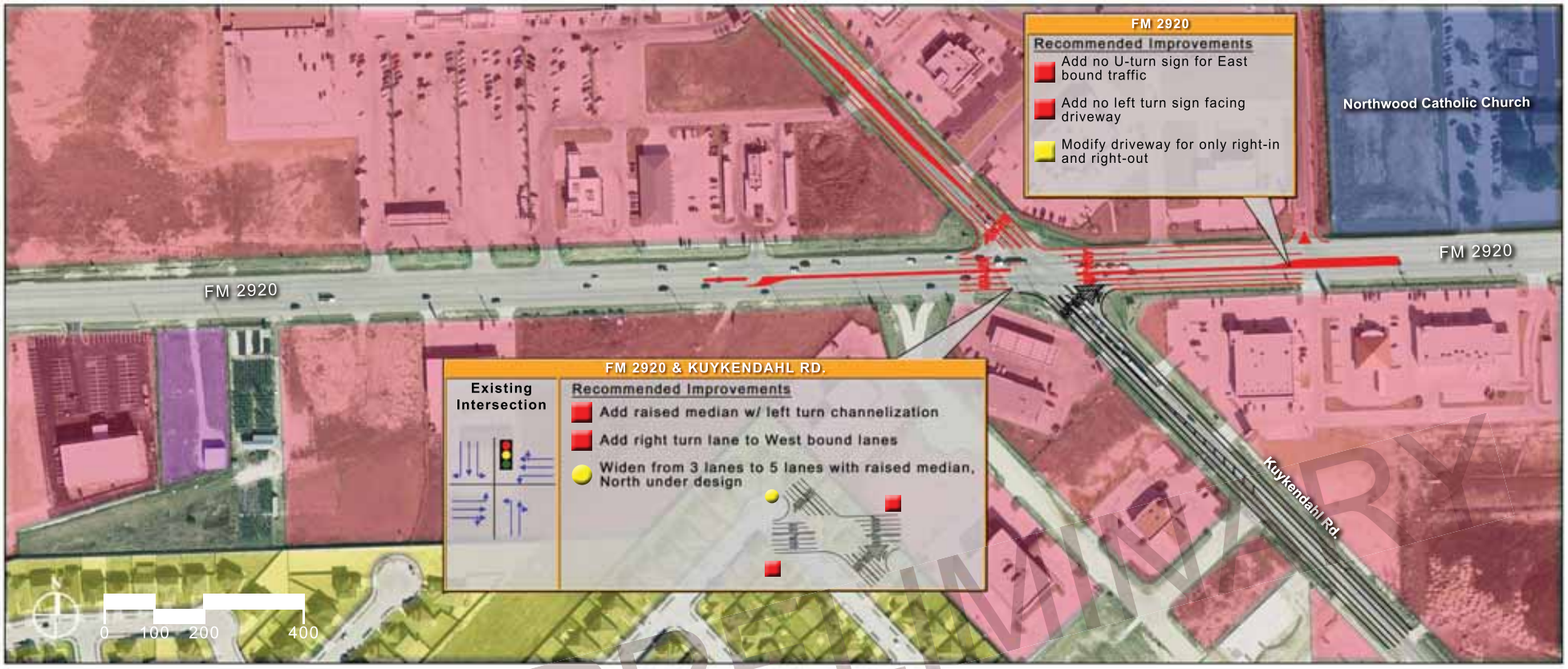
*Construction recently completed

Recommended Intersection Improvements



- Addition of right turn lane to East bound lanes

PRELIMINARY DRAFT



PRELIMINARY DRAFT

LEGEND

- Residential
- Commercial
- Industrial
- Religious
- Day Care Center
- School
- Police or Fire Station
- Post Office
- Recreational / Health
- Vacant Land / Railroad
- County Boundary
- City Boundary

IMPROVEMENT LEGEND

County
- Short Term Improvement
- Medium Term Improvement
- Long Term Improvement

TxDOT
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City
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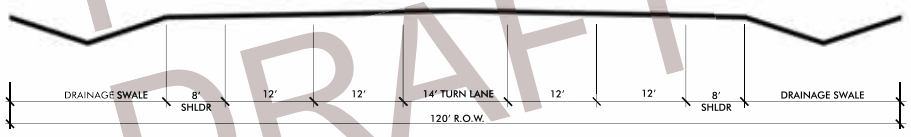
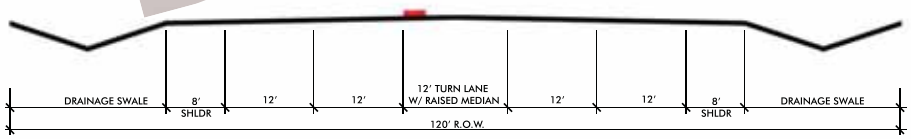
- Existing Signal



Existing Typical Cross-Section



Proposed Typical Cross-Section

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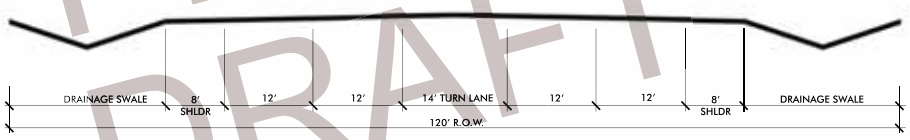

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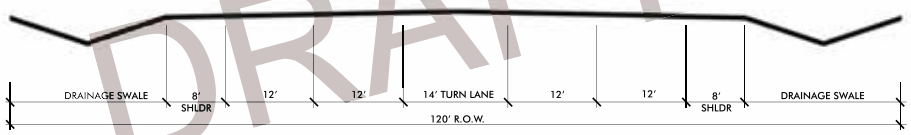

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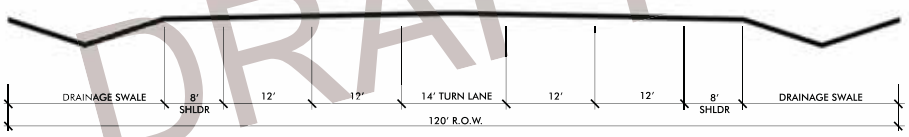

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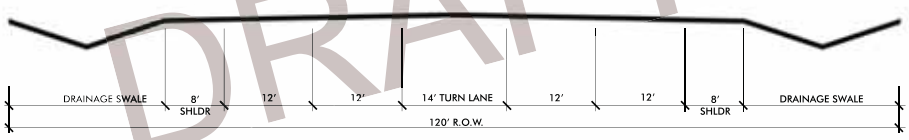

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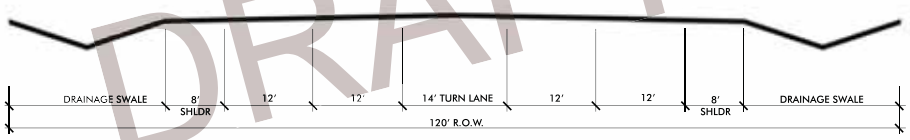

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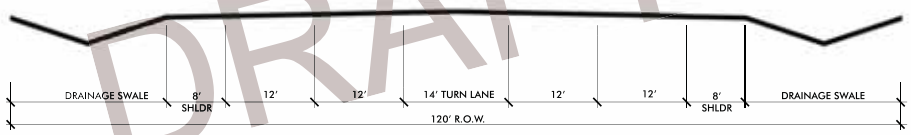

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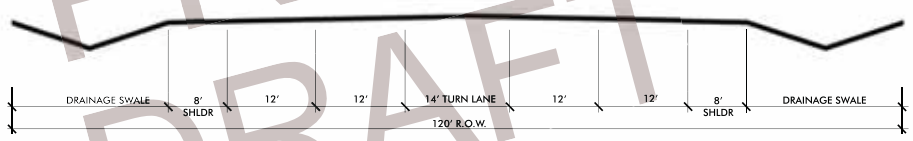

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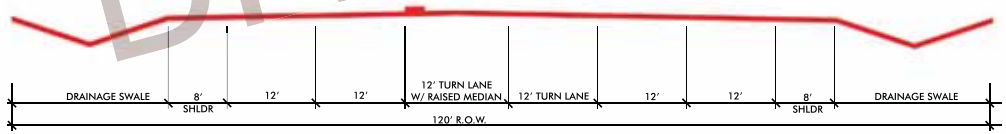

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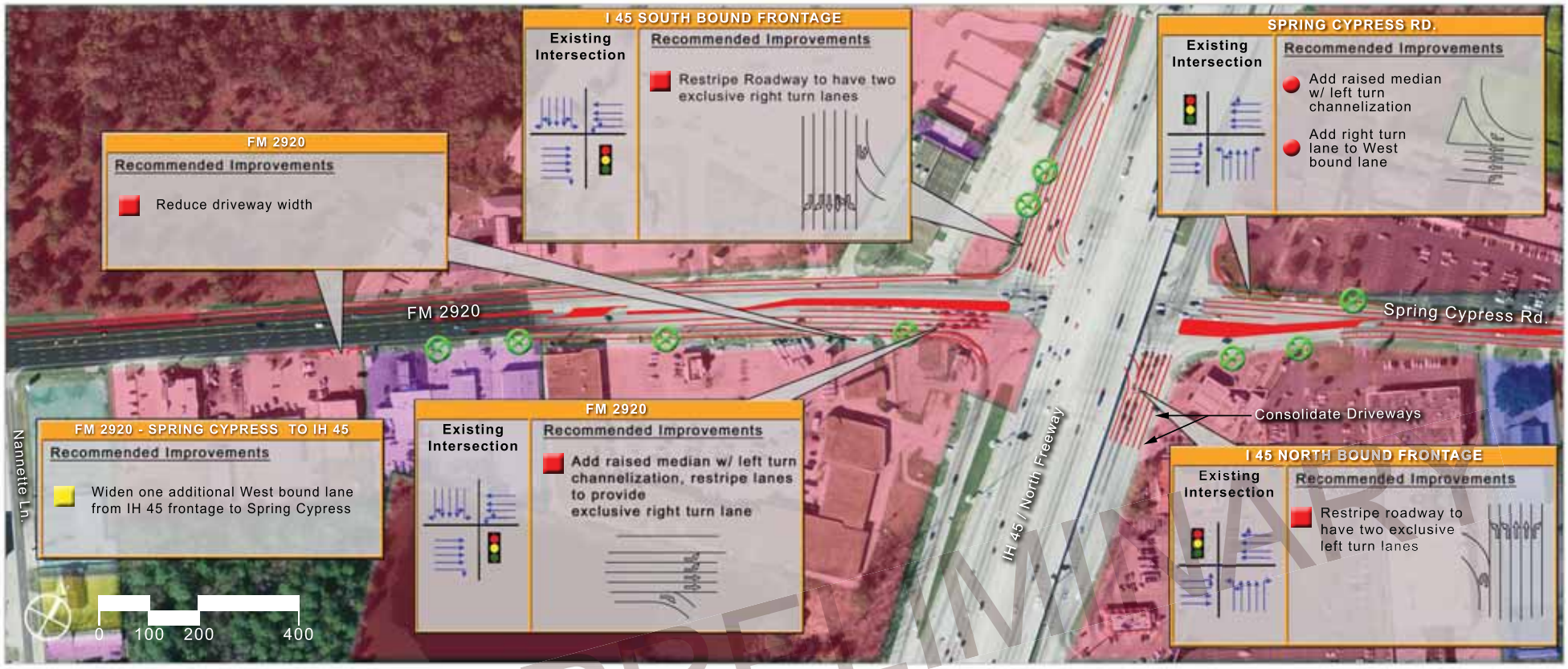

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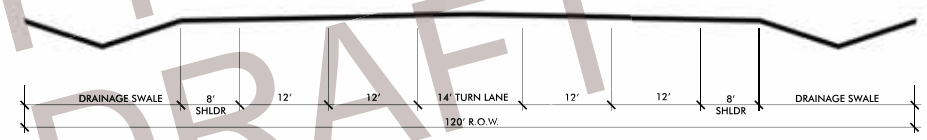

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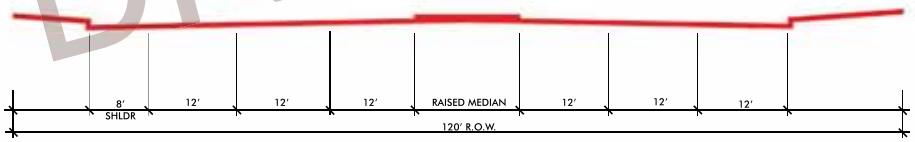

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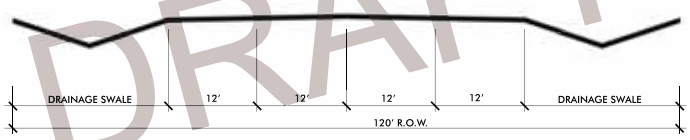

Existing Typical Cross-Section

FM 2920 Access Management Study
March 26-27, 2008

FM 2920 Access Management Study
March 26-27, 2008

FM 2920 Access Management Study
March 26-27, 2008

FM 2920 Access Management Study (US 290 to IH 45)
Public Meeting #2 Locations

PUBLIC MEETING DATES:	**Wednesday, March 26, 2008; 6:00 to 8:00 PM**
	Thursday, March 27, 2008; 6:00 to 8:00 PM
STAKEHOLDERS MEETING DATES:	**Thursday, April 10, 2008; 8:00 to 10:00 AM**
	Tuesday, April 22, 2008; 6:00 to 8:00 PM
	Thursday May 8, 2008; 2:00 to 4:00 PM
MEETING LOCATIONS:	**Krimmel Intermediate School** **7070 FM 2920** **Spring, Texas 77389**
	Elmer L. Beckendorf Conference Center (2 events) **Lone Star College-Tomball** **30555 Tomball Parkway** **Tomball, Texas 77375**
	Tomball Community Center **221 Market Street** **Tomball, Texas 77375**
	Waller ISD **2214 Waller St.** **Waller, Texas 77484**

FM 2920: ACCESS MANAGEMENT MEETING
March 26, 2008
KRIMMEL INTERMEDIATE SCHOOL
7070 FM 2920
SPRING, TEXAS 77389

TEAM SIGN IN SHEET – PLEASE PRINT

NAME	ADDRESS	CITY/ ZIP CODE	ORGANIZATION	PHONE	EMAIL
Stephanie Lee	3555 Timmons Lane Suite 120	Houston 77027	H-GAC	713.993.4581	stephanie.lee@h-gac.com
Christy Winnett	" "	" "	" "	713.993.4543	christy.winnett@h-gac.com
Jack Searcy	17307 Vintage Wood Dr	77379	HNWCC	281.376.5538	searcyj@attnet
Richard Zientek	2 Northpoint Drive Ste 650	Houston, TX 77060	HNTB Corporation	281.931.2700	RAZIENTEK@HNTB.COM
Catherine McCreight	P.O. Box 1386	77251	TxDOT	7 802 5812	cmccreight@dot.state.tx.us
Martin Gonzalez	2 Northpoint Dr #650	77060	HNTB	281-931-2700	mgonzalez@hntb.com
Anthony M. Khalil	9523 Lexington Dr. in Houston, Tx	77083	H-GAC	713-454-6697	anthony.khalil@h-gac
Mandy Cecil	2 Northpoint Dr. #650	77060	HNTB	281-931-2753	mcecil@hntb.com
Sergio Rodriguez	7600 Washington	77007	TxDOT	713-802-5853	
Yolanda Rodriguez	P.O. Box 3032 Spring, TX	77383	Home owner	—	—
Barbara Thomason	14511 Falling Creek ste 205	Houston 77014	Houston Northwest Chamber of Commerce	281-440-4160	BarbaraT@HoustonNWChamber.org
Inas Aweidah	2 Northpoint Dr. #650	77060	HNTB	281.931.2754	iAweidah@HNTB.com
Joel Salinas	2 Northpoint Dr #650	77060	HNTB	281-931-2700	jsalinas@hntb.com
Darrin Willer	2 Northpoint Dr Ste 650	77060	HNTB	281-931-2700	dwiller@hntb.com
Bruce Hillegeist	P.O. Box 516	Tomball, TX 77377-0516	Tomball Chamber	281-351-7222	bruce@tomballchamber.org

FM 2920: ACCESS MANAGEMENT MEETING
March 26, 2008
KRIMMEL INTERMEDIATE SCHOOL
7070 FM 2920
SPRING, TEXAS 77389

ELECTED OFFICIALS SIGN IN SHEET – PLEASE PRINT

NAME	ADDRESS	CITY/ ZIP CODE	ORGANIZATION	PHONE	EMAIL
MIKE DENNY	22540 ALDINE WESTFIELD RD.	SPRING, TX 77373	Harris Co. Pct. 4 Commissioner JERRY EVERSOLE	(281) 353-8424	LDENNY@HCP4.NET
Jo & Haskell Böring (citizen)	21717 Inverness Forest, 1501	Houston, Tx 77073	Northfield Real Estate	281-821-1051	boringh@sbcglobal.net
PAMELA ROCCHI	22540 ALDINE WESTFIELD	SPRING 77373	HC PCT 4, COMMISSIONER EVERSOLE	(281) 353-8100	procchi@hcp4.net

FM 2920: ACCESS MANAGEMENT MEETING
March 26, 2008
KRIMMEL INTERMEDIATE
7070 FM 2920
SPRING, TEXAS 77389

~~AGENCY~~ Media SIGN IN SHEET – PLEASE PRINT

NAME	ADDRESS	CITY/ ZIP CODE	ORGANIZATION	PHONE	EMAIL
Brian Walzel			Tomball-Magnolia Tribune		editor@tribunenews.com
Valerie Jones			Sun Newspaper (HCN)		vjones@hcnonline.com
Kim Jackson			Houston Chronicle		Kjack1967@comcast.net

FM 2920: ACCESS MANAGEMENT MEETING
March 26, 2008
KRIMMEL INTERMEDIATE SCHOOL
7070 FM 2920
SPRING, TEXAS 77389

PUBLIC SIGN IN SHEET – PLEASE PRINT

NAME	ADDRESS	CITY/ ZIP CODE	ORGANIZATION	PHONE	EMAIL
DOLLY & CHARLES CRIDER	4321 GREENLEAF DR	SPRING 77389			
Marie Heffernan	415 W. Main St	Tomball 77375			
MATTHEW HEFFERNAN	415 W MAIN ST	TOMBALL TX 77375			
RAY & LOUANN WHITWORTH	20818 Windy Briar-Lane	Spring 77379			
Keith Romaguera	20931 Auburn Ridge LN	Spring 77379			KROMAGUERA@MSN.COM
LANE GOURLEY	25027 Knob Pines CT	Spring 77389			
Genevieve Gourley	5226 Glenmarch	Spring 77379			
Robert Gourley	"	"			
DAVID AND LEANNE NAPOLILLO	24607 SKYHAVEN CT	SPRING 77379			

FM 2920: ACCESS MANAGEMENT MEETING
March 26, 2008
KRIMMEL INTERMEDIATE SCHOOL
7070 FM 2920
SPRING, TEXAS 77389

PUBLIC SIGN IN SHEET – PLEASE PRINT

NAME	ADDRESS	CITY/ ZIP CODE	ORGANIZATION	PHONE	EMAIL
Andrew K Scott	6327 Arbor Rose Ln	77379	Windrose CA	281-251-4815	akscott1@gmail.com
Angela Hardy	21102 Dusty Glen Ln	77379			
Hilland Hardy	same as above	✓			
Connie Roebuck	1900 Main	77002	NW Chamber	7.739.4896	croebuck@ridemetro.org
Andrew Luther	6003 Windrose Hollow	77379		832-754-2000	Aluther@moneyctr.net
Delores Tobola	22115 Fields Ln	77389		281-350-2773	
Edward Tobola	22115 Fields Ln	77389		281-350-2773	
Pat Wilbur	20631 Forest Canyon Ct	77379		281-251-1386	PATWILBUR@SBCGLOBAL.NET
Mike Williams	20111 Stormy Pine	77379		281-320-2885	
Scott & Susan Brodie	5910 Woodglen Pl	77379	Windrose		sjbrodie@mindspring.com
Lt Ronnie Glaze	6831 Cypresswood	77379	Pct 4 Constable Office	281-401-6200	RONNIE_GLAZE@CO4.HCTX.NET
Judith Williams	21715 Meadowhill	77388		281-288-0201	
Arlene Yax	6119 Windrose Hollow Ln	77379		281-370-8681	MYAX@comcast.NET
Rene Leger	17407 Wild Rose Trail	CYPRESS 77429		281-304-1549	rleger@con-dive.com
Rob Maxwell	8406 Barnet Spring	77389	Klein United Methodist Ch.	281 357 7927	
Robb Fishman	2618 Woodsboro Dr.	77388		281-651-185	rfishman@mbakercorp.com
Christy Lambright	8410 Lantern Point	77054	Harris Co Comm Ser. Dept	713-578-2000	

FM 2920: ACCESS MANAGEMENT MEETING
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NAME	ADDRESS	CITY/ ZIP CODE	ORGANIZATION	PHONE	EMAIL
L.K. Christie	4011 Juniper Lane	77389			
Danny Moore	20602 Rosespring Ln	77379			
Pam & Terry Armand	10411 FM 2920	77375			
Victoria Williams	21715 Meadowhill Dr	77388			teach6101@swbell.net
Charles Gavin	7200 Spring Cypress	77375	Klein ISD		
Ev Shackelford	9917 Klepper Tomball	77375	Jones & Carter	281-363-4039	
Norma Herndon	3239 Creekridge Dr.	77388			[illegible]
Robert Jackson	5815 Capella Pk Dr.	77379			
Tom Kikis	20323 Evergreen Springs	77379	Houston N/W Chamber	281-580-6150	tom@kikiscpa.com
Imad Haj-Ismail	6627 Springfield Garden	77379	METRO		
Lloyd Smith	1310 Prairie #300	77002	Harris County Traffic	713 755 4451	
Leo Baloni	22610 Mossy Oaks Rd	77389			
Fred Grundmeyer	2464 FM 1960 W	77068	FG Investment	281 440 8974	
Lisa Townsend	30618 Wm. Jurgens Tomball	77375			
Derek Townsend	30618 Wm. Jurgens Tomball	77375			dstown@sbcglobal.net
Thomas Singletary	6619 Knollbridge Ln Spring	77379		281-379-6100	
Richard J. Lindley	5005 Riveway, Ste. 140 Houston	77056	Lindley & Co.	713-627-2211	

FM 2920: ACCESS MANAGEMENT MEETING
March 27, 2008
ELMER L. BECKENDORF CONFERENCE CENTER
TOMBALL COLLEGE
30555 TOMBALL PARKWAY
TOMBALL, TEXAS 77375

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NAME	ADDRESS	CITY/ ZIP CODE	ORGANIZATION	PHONE	EMAIL
Richard Zientek	2 Northpoint Drive - Ste 650 Houston, TX	77060	HNTB Corp	281-931-2700	RAZIENTEK@HNTB.com
Inas Aneidah, P.E.	" "	" "	" "	" "	ianeidah@hntb.com
Martin Gonzalez, P.E.	" "	" "	" "	" "	mgonzalez@hntb.com
Mandy Cecil	" "	" "	" "	" "	mcecil@hntb.com
Ryan Bricker					rbricker@hntb.com
Christy D. Willhite	3555 Timmons, Suite 120	77027	H-GAC	713 993 4543	christy.willhite@h-gac.com
Sergio Rodriguez	7600 Washington	77007	TxDOT	713-802-5853	
Charles Dean	1001 Preston, 5th Floor	77002	Harris County	713-755-5345	cdean@pid.hcty.net
Mike Zientek	2950 N. Loop West	77092	HNTB/ US 290 Program	713-357-2061	mzientek@hntb.com
Ashish Loney	9800 Richmond Ave, Houston ~~TX 77042~~	77042	WSA	713 785 0080	ALONEY@WILBUR.SMITH

Elected Officials or Representatives

FM 2920: ACCESS MANAGEMENT MEETING
March 27, 2008
ELMER L. BECKENDORF CONFERENCE CENTER
TOMBALL COLLEGE
30555 TOMBALL PARKWAY
TOMBALL, TEXAS 77375

ELECTED OFFICIAL SIGN IN SHEET – PLEASE PRINT

NAME	ADDRESS	CITY/ ZIP CODE	ORGANIZATION	PHONE	EMAIL
Patricia Harness	6605 Cypresswood dr. #240	Spring 77379	State Rep Dist. 126	281-376-4114	
Colleen Gilbert for Congressman Michael McCaul	1550 Fountain Dr #1200	Houston 77084	Congressional District 10	202-341-5866	CGGilbert@mail.house.gov
Robert Pepiere for Senator Dan Patrick	1145 Katy Fwy Suite 209	77079	Senator Dan Patrick	713-464-0282	
Gretchen Fagan	1314 Pine Brook Tomball	77375	City of Tomball Mayor		gfagan@tomball.state.tx.us
Nicole Friedel	PO Box 278 Hockley	77447	Sen. Hegar's Off	281-923-0200	nfriedel@hotmail.com
ALLEN FLETCHER	31847 SH 249 Pinehurst	77362	SR. DIST 130	713-252-9911	afletcher@rpmadvantage.com

FM 2920: ACCESS MANAGEMENT MEETING
March 27, 2008
ELMER L. BECKENDORF CONFERENCE CENTER
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PUBLIC SIGN IN SHEET – PLEASE PRINT

NAME	ADDRESS	CITY/ ZIP CODE	ORGANIZATION	PHONE	EMAIL
Rock Demarais	20323 Sequoia Trace, Spring	Spring 77379			rldemarais@sbcglobal.net
Scott Barker	5757 Woodway	77057	TCB	713 267.3157	scottbarker@tcb-aecom.com
Phyllis Oustifine	9948 N. Lake View Montgomery, TX	77316	Hawes Hill Calderon	936-449-6927	poustifine@hhcllp.com
Barbara Tague	PO Box 20 Tomball	77377	DTA	7138510737	4tague@sbcglobal.net
MIKE STEINER	29843 KEEN RD. TOMBALL	77377			
Melissa McDonough	11107 McCracken Cir. Suite B Cypress, TX 77429	77429	Locations Realty	832-912-1500	Melissa@locationsrealtytexas.com
Charles Lenert	21744 FM 2920	77447		281 255 9004	lenert@flash.net

FM 2920: ACCESS MANAGEMENT MEETING
March 27, 2008
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NAME	ADDRESS	CITY/ ZIP CODE	ORGANIZATION	PHONE	EMAIL
Lucille & Gary Thaeman	18935 FM2920	Tomball 77377			
Pat Bailey	1319 DOVE TRAILS	77375			
Rosalie & John Dillon	14166 Turnervine	Tomball 77375			
T.G. HARRINGTON	619 N. MAGNOLIA St	Tomball 77375			
Mark A. McClure Director of Engineering	City of Tomball 501 James Street	77375			
David Kauffman, DPW	City of Tomball 501 James ST.	77375			
Jan Belcher	City of Tomball				
ERIN KRUSEK	" "	77375			
Joel Schramm	Binkley Barfield Houston, 7x7 1710 Seamist	77008	Binkley Barfield	832-258-3761	jls@binkleybarfield.com
Brad MARNITZ	1900 West Loop So #500	77027			
Chip Taylor	15118 Windsorring Lane	77429	LAN		
Kelly Violette	City of Tomball 501 James Street	77375	City of Tomball	281-290-1491	
Bob Phillips	P.O. Box 60508	77205	TCRI	713-825-5413	tcrirjp@att.net
David Tague (DAVID TAGUE)	P.O. Box 20	77377		713-677-1665	
Debbie Riddle			State Rep. Dist 150	(281) 537-5252	
SCOTT BEARD	11935 CANYON TIMBERS DR	77377		281-374-4755	

FM 2920: ACCESS MANAGEMENT MEETING
APRIL 10, 2008
ELMER L. BECKENDORF CONFERENCE CENTER
TOMBALL COLLEGE
30555 TOMBALL PARKWAY
TOMBALL, TEXAS 77375

PUBLIC SIGN IN SHEET – PLEASE PRINT

NAME	ADDRESS	CITY/ ZIP CODE	ORGANIZATION	PHONE	EMAIL
John Fisher	30555 Tomball Parkway	Tomball 77375	Lone Star College - Tomball	281-357-3747	John.D.Fisher@lonestar.edu
Candy Ferrer	13210 Clipper Dr.	Tomball 77375	Keller Williams	281-455-3443	candy.ferrer@yahoo.com
Roy Lackey	31530 Capella Circle	Tomball 77375	Advanced Electrical Solution	281-642-2563	Roy@AESTexas.net
HUGH CLARKSON	7600 W TIDWELL, STE 400	Hou. 77044	CLR	713 462-0993	HCLARKSON@CLRI.com
Kelly Violetti	501 James Street	Tomball, TX 77375	City of Tomball	281-290-1491	Kvioletti@ci.tomball.tx.us
Gloria Tobias	5060 N Gessner	Houston, TX 77041	MICO Group, Ltd.	713 460 8172	GATOBIASSMITH@AOL.com
Barbara Tague	PO Box 20	Tomball 77377	Downtown Tomball	7138510737	btague@sbcglobal.net
Erin Krusek	501 James St	Tomball, TX 77375	COT	281.290.1466	EKrusek@ci.tomball.tx.us
Mike Allison	23510 Powder Mill Drive	77377	CCG Ventures	281-290-8381	mallison@ccgvp.com
DENTON BRYANT	30542 COUNTRY MEADOWS DR.	TOMBALL TX 77375	LONESTAR COLLEGE - TOMBALL	281-516-1678	dentonbryant@SBCGLOBAL.NET
Jan Belcher	City of Tomball			281-290-1086	jbelcher@ci.tomball.tx.us
Tina Rose	The Pedowitz			281 357-0892	tross@hcnonline.com

FM 2920: ACCESS MANAGEMENT MEETING
APRIL 22, 2008
TOMBALL COMMUNITY CENTER
221 MARKET ST.
TOMBALL, TEXAS 77375

PUBLIC SIGN IN SHEET – PLEASE PRINT

NAME	ADDRESS	CITY/ ZIP CODE	ORGANIZATION	PHONE	EMAIL
Tracy & Curtis Morris	PO Box 1255	77377	South Tx Coffee		cmorrisrun@sbcglobal.net
Mary Harvey	201 Market	77375	Grannys Korner	281 358 9903	grannyskornertomball@hotmail.com
Bryan Hutson	2400 McCue Rd 225	77056	Hutson Enterprises	713 201 9620	b.hutson@hutsonlaw.com
Derek Townsend	30618 Wm. Jurgens Dr	77375		281-610-2183	dstown@sbcglobal.net
Erin Knesek	501 James	77375	COT	281.290.1466	Eknesek@ci.tomball.tx.us
Betty Palmer	314 E. Main	77375	Nanny's Attic	281-516-0520	BPALMER0558@YAHOO.COM
Danny Farley	102 W. Main St	77375	Elite Antiques & Books	281-255-2919	daglst@yahoo.com
Cheryl Hitchcock	417 W. Main St.	77375	Joe's Barber Shop	281-255-6920	
Ernest Grandinetti	23203 Petrick	77	Agency Signs	281 351 4161	
Linda Huntley	416 N. Main Tomball	77375	Windows To The Past	281 3575160	W2TP@SBCglobal.net
Bennie Higgs	418 West Main	77375	Just Passin Thru	281-255-2999	
Darlene Sarbeck	418 W. Main	77375	Just Passin Thru	281-255-2999	
Roxy Heffernan	415 W Main	77375	Global & Co. Real Estate	281 2909700	roxy@mattheffernan.com
Jon McEwen	315 W Main	77375	Davinci	281 516 9595 ~~281 376 3586~~	JonMcEwen@comcast.net
Terri Davis	111 W. Main	77375	Main Street Crossing	281-290-0431	terridavis@ccgvp.com
Josh W. Gosnell	616 W. Main	77375	Americas Family Dental	281-290 8000	

FM 2920: ACCESS MANAGEMENT MEETING
APRIL 22, 2008
TOMBALL COMMUNITY CENTER
221 MARKET ST.
TOMBALL, TEXAS 77375

PUBLIC SIGN IN SHEET – PLEASE PRINT

NAME	ADDRESS	CITY/ ZIP CODE	ORGANIZATION	PHONE	EMAIL
Carl Reppin	410 W. Main	77375	Otto's Emporium	2813519394	
William Hunter	212 W. Main	77375	Enigmas Collectables	872.495.9084	rvefio@hotmail.com
Mike Ott	308 W Main	77375	LogoCity TX	281-357-5284	mik@logocity.com
Patsy Morris	425 W Main	77375	South Texas Coffee Co.	281-2909664	
Larry & Teresa Brock	311 W. Main St	77375	Scrubs Store	281-255-6325	bubbafamily2@sbcglobal
Susan Clayton	309 Market St	77375	Susie's Tearoom	281-516-4521	KROEPT1265@aol.com
Rodney Hutson	9431 Rosa Ln Suite 100	77354	DTA	281-356-4305	
Matthew Heffernan	415 W Main	77375	DTA/Global & Company	281-290-9700	matt@globalandcompany.com
Lisa Townsend	30618 Wm. Juergens	77375	resident	281-357-1561	lrstown@sbcglobal.net
Kelly Violette	501 James St.	77375	City of Tomball	281-290-1491	kviolette@ci.tomball.tx.us
Dahlia Garza	120 W. Main	77375	City of Tomball	281-357-8448	dahlia@onlig.net G mail
Roy Lazenby	31507 Helen	77375	City Councilman	281-255-2901	
Warren Driver	31115 Lost Creek Ct.	77375	City Council	281-255-6238	
Roy R. Cavazos	1327 W. Main	77375	Farmers Insurance	281-255-2610	cavazoinc@aol.com
Richard Clark	416 W. Main	77375	Windows to the Past	(281) 357-5160	
Marie Heffernan	415 W. Main	77375	Global & Co Real Estate	281-290-9700	marie@global[illegible]
Nancy Holcak	920 Lawrence St #611	77375	Self	281-516-0792	nholchak@aol.com

FM 2920: ACCESS MANAGEMENT MEETING
APRIL 22, 2008
TOMBALL COMMUNITY CENTER
221 MARKET ST.
TOMBALL, TEXAS 77375

PUBLIC SIGN IN SHEET – PLEASE PRINT

NAME	ADDRESS	CITY/ ZIP CODE	ORGANIZATION	PHONE	EMAIL
Boyd Montgomery	29230 SH 249	77375	Midas	281-516-0335	Boyd@midashouston.com

5/8/08
Mtg with Waller ISD

Name	Phone	
Inas Aweidah	281.931.2754	HNTB
JEANINE SLAUGHTER	936.931.0398	WISD
Edwin L GARNER Director of TRANSPORTATION	936-372-2116	WISD
MIKE MARCUS ASST. SUPERINTENDENT	936-931-0314	WISD
Danny Twardowski Asst. Superintendent for Administration	936-931-3685	WISD
Richard McReary Superintendent Waller ISD	936-931-3685	
Christy Wilkite	713.933.4543	HGAC
Catherine McCreight	713.802.5000	TxDOT

(1)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

Name: Victoria Williams Email: teach6101@swbell.net

Address: _____

- Please check the appropriate item: ✓ Residential Property Owner/ Renter
  ___ Business Property owner / Lessee ___ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ✓ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  Yes ✓ No - scheduling conflict

Additional comments regarding the proposed access management improvements: - west bound the center lanes for turning between Spring Cypress & Kuykendahl - Are often Misused - people use it as A 3rd lane to cut Around Backed up traffic & Posing A danger to those who Are moving into the center lane to MAKE A left turn -
~~These~~ These Are TRAFFIC fatalities WAITING TO HAPPEN
Make it A real Divided Road -

Decisons to widen other east-west roads & north-south roads & their Access to I-45 would Also ~~[illegible]~~ Alleviate traffic issues - light A fire under our County commissioners

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
You can also email your comments using the website: www.FM2920mobility.com

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

(2)

Name: Andrew Luther Email: Aluther@moneydr.net

Address: 6003 Windrose Hollow Ln, Spring TX 77379

- Please check the appropriate item: X Residential Property Owner/ Renter
  ___ Business Property owner / Lessee X Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied X Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes X No

Additional comments regarding the proposed access management improvements:

☆ Not so many "raised medians"
Widen Sp Cypress entrance off of 2920
Signal synchronizations
H.O.V. / Straight through lane for through TRAFFIC!
☆ No trucks Left Lane Rule!
Signs that state "slow traffic Right Lane"

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

(3)

Name: Lisa Townsend Email: _____

Address: 30618 Wm. Juergens Dr. Tomball TX 77375

- Please check the appropriate item: ✓ Residential Property Owner/ Renter
  ___ Business Property owner / Lessee ✓ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ✓ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes ✓ No

Additional comments regarding the proposed access management improvements:

In Tomball, I would suggest using Turn signals that allow a protective permissive left turn - turning red only when all lights turn red going the same way.

Also, I would suggest doing away with parking on FM 2920 only when adequate parking can be made available so that local business are not negatively affected. Also, pedestrian signals are needed often enough to allow safe crossing of FM 2920 by the public.

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(4)

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

Name: THOMAS SINGLETARY Email: _____

Address: 6619 KNOLLBRIDGE LN SPRING 77379

- Please check the appropriate item: ✓ Residential Property Owner/ Renter
  ✓ Business Property owner / Lessee ___ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ✓ Satisfied ___ Not satisfied

If not satisfied, why? SEEMS AS THOUGH THERE SHOULD BE SOME SERIOUS COORDINATION W/ COUNTY | TXDOT RE: GRAND PKWY - CAN'T TALK ABOUT MOBILITY UNLESS YOU THINK ABOUT THE TIME IT TAKES TO GET B/T I-45 & US 290

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes ✓ No

Additional comments regarding the proposed access management improvements:

- STOP LIGHTS AREN'T THE ANSWER UNLESS THERE IS SUNCHRONIZATION
- AT SOME POINT, THE COUNTY OR STATE WILL HAVE TO TELL PEOPLE & BUSINESSES TO GIVE A LITTLE TO GET PEOPLE MOVING! IF YOU CAN'T GET IN & OUT OF BUSINESSES, PEOPLE AREN'T GOING TO COME. FOR INDIVIDUALS, TEMPORARY PAIN WILL YIELD LONG-TERM RESULTS
- WE NEED TO CHANGE TEXAS PROPERTY LAWS — THESE PROBLEMS WILL NEVER GO AWAY UNLESS THERE IS AN ALLOWANCE & AUTHORITY OF THE COUNTY & STATE TO DO PLANNING, PREVENT & PLAN DEVELOPMENT & COORDINATE DEVELOPMENT & MOBILITY

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
You can also email your comments using the website: www.FM2920mobility.com

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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

Name: Edward + Delores Tibola Email: _____

Address: 22115 Fields Spring, Tx 77389

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  ___ Business Property owner / Lessee ✓ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ✓ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes ✓ No

Additional comments regarding the proposed access management improvements:

TxDot needs to put a left turn signal at Mueschke Rd now on 2920.
Put a right turn lane at Rhodes Rd + 2920

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

(6)

Name: HILLAND HARDY Email: hillandhardy@Gmail

Address: 21102 Dusty Glen Ln

- Please check the appropriate item: ✓ Residential Property Owner/ Renter
  ___ Business Property owner / Lessee ✓ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ✓ Very satisfied ___ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes ✓ No

Additional comments regarding the proposed access management improvements:

Recommend Rt turn lanes at heavy intersections, Ex: 2920 E at I45, be made longer so that backed up traffic can exit sooner.

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

7

Name: Rock Demarais Email: rldemarais@sbcglobal.net

Address: 20323 Sequoia Trace, Spring TX 77379

- Please check the appropriate item: X Residential Property Owner/ Renter
  ___ Business Property owner / Lessee X Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  X Very satisfied ___ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes X No

Additional comments regarding the proposed access management improvements:

The crash statistics do not seem to support the idea that the Kuykendahl ~~/2920~~ to I45 intersection is most critical but your meeting survey feedback seems to. I believe managing the traffic from I45 to Kuykendahl (especially toward Kuykendahl) should be the absolute highest priority.

I was impressed with the openness & knowledge of the study firms personnel.

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

(8)

Name: Bob Phillips Email: tcrirjp@att.net
Address: P.O. Box 60508, Houston, Tx 77205

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  ___ Business Property owner / Lessee X Roadway User ___ Other RE Broker Developer
- Please identify your level of satisfaction with the study recommendations:

  X Very satisfied ___ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes X No

Additional comments regarding the proposed access management improvements:

Lets Address Speed (maintenance) and Safety —
More Lanes - Widen FM 2920 — Signalized
Left Turn Lanes are Key —
Light's must be Synched —

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
You can also email your comments using the website: www.FM2920mobility.com

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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

Name: Robert Papierz Email: _____

Address: _____

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  ___ Business Property owner / Lessee ___ Roadway User X Other Rep. for Senator Dan Patrick
- Please identify your level of satisfaction with the study recommendations:
  ✓ Very satisfied ___ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes ✓ No

Additional comments regarding the proposed access management improvements:

Visuals very informative.
will share info from website w/ the senator & his office

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

(10)

Name: Andrew Scott Email: akscott1@gmail.com

Address: 6327 Arbor Rose Ln., Spring 77379-7982

- Please check the appropriate item: ✓ Residential Property Owner/ Renter
  ___ Business Property owner / Lessee ___ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ✓ Very satisfied Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  Yes ✓ No

Additional comments regarding the proposed access management improvements:

I believe you have assembled an excellent list of proposals. My order of priority would be:

- Synchronize traffic lights to improve flow
- Add right turn lanes
- Improve intersections in general
- Limit driveways
- Add landscaping, trees - general beautification
- Add Street Lights

Unfortunately, the implementation of this study depends on county and state road funds, which are limited at this time. The FM1960 study was prepared over 10 years ago and action is just getting started. I'm afraid I'll be dead before the FM 2920 study is reality (I'm 70.)

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

(11)

Name: _____ Email: _____

Address: _____

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  ___ Business Property owner / Lessee ✓ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ✓ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ✓ Yes ____ No

Additional comments regarding the proposed access management improvements:

I would like to recomomend the study of bike ways in Tomball not on Main but on the side streets with the addition of bike racks at intersection of Main + Oak ; Main + Cherry so people can access shops on Main but be safe.

Love the Medians w/ Landscaping in Tomball.

Re-align Baker + Vernon! Great idea.

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

(12)

Name: Pat Wilbur Email: patwilbur@SBCglobal.net

Address: 20631 Forest Canyon Ct, Spring 77379

- Please check the appropriate item: ✓ Residential Property Owner/ Renter
  ___ Business Property owner / Lessee ___ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ___ Satisfied ___ Not satisfied

If not satisfied, why? Stop studing + start acting! we need it now!

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes ✓ No

Additional comments regarding the proposed access management improvements:

how about posting signs for large trucks to stay in RIGHT Lane.

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

(13)

Name: Norma Herndon Email: _____

Address: 3239 Crestbridge Ln Spring TX 77388

Please check the appropriate item: ✓ Residential Property Owner/ Renter
___ Business Property owner / Lessee ✓ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

___ Very satisfied ✓ Satisfied ___ Not satisfied

If not satisfied, why? _____

Did you attend the first series of public meetings for this project held in November 2007?
___ Yes ____ No

Additional comments regarding the proposed access management improvements:

leave street parking in Tomball (adds to flavor of Town)

* 2920, 1960, Louetta need medians painted with reflective paint for easier visability at night creating safer driving conditions

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

(14)

Name: Scott Brodie Email: sjbrodie@windspring.com

Address: WINDROSE

- Please check the appropriate item: ✓ Residential Property Owner/ Renter
  ___ Business Property owner / Lessee ✓ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ✓ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes ✓ No

Additional comments regarding the proposed access management improvements:

- please do A quick fix and put in smarter signals to help Traffic Flow
- widen Flavel to help get rid of 2920 Back up
- Better Design of 2920 - Spring cypress Traffic Area.

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

(15)

Name: YOLANDA RODRIGUEZ Email: yogmeister@sbcglobal.net
Address: 3210 CROSSFELL RD. SPRING, TX 77388

- Please check the appropriate item: ✓ Residential Property Owner/ Renter
  ___ Business Property owner / Lessee ___ Roadway User Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ___ Satisfied ✓ Not satisfied

If not satisfied, why? Emergency Vehicles & large trucks.

- Did you attend the first series of public meetings for this project held in November 2007?
  ✓ Yes ___ No

Additional comments regarding the proposed access management improvements:

1. These are good overall. However, my concern is the ability of emergency vehicles to get to their urgent destination in a timely manner, with only two lanes available for travel

2. Left turn lanes and ability for large delivery trucks to negotiate a U-turn, and the danger the attempted U-Turn might pose if the truck or semi turns over.

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

(16)

Name: Jerry Armand Email: jlarmand@comcast.net
Address: 10411 FM 2920 Tomball 77375

- Please check the appropriate item: ✓ Residential Property Owner/ Renter
  ✓ Business Property owner / Lessee ✓ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ✓ Satisfied ___ Not satisfied

If not satisfied, why? But other options for widening Dowdell Boudreaux and Spring-Stuebner were not on the study.

- Did you attend the first series of public meetings for this project held in November 2007?
  ✓ Yes ____ No

Additional comments regarding the proposed access management improvements:
Please find other ~~other~~ corridors to alleviate all of the problems on 2920.

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
You can also email your comments using the website: www.FM2920mobility.com

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

(17)

Name: _____ Email: _____

Address: _____

- Please check the appropriate item: X Residential Property Owner/ Renter
  ___ Business Property owner / Lessee ___ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ___ Satisfied Somewhat satisfied ___ Not satisfied

If not satisfied, why? _____

Not in favor of bike lanes - needs more turn lanes

Definitely work on Signals - every new subdivision has to have a signal?

- Did you attend the first series of public meetings for this project held in November 2007?
  Yes X No

Additional comments regarding the proposed access management improvements:

Re Kuykendahl Construction - the Alvin A Klein intersection needs to NOT be the stepchild. Street lights DO NOT work - meanwhile they are still working on Pinelakes + also Springbrook. No Street sign - meanwhile both other streets have them - Equipment hold blocks view to get onto Kuykendahl -

Once construction is complete - Please install a signal light. Raise speed limit on Alvin A Klein.

Install a Signal @ Tejastec + Spring Cypress

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008

You can also email your comments using the website: www.FM2920mobility.com

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

18

Name: ___Carolyn Pfennig_____ Email: __cspfennig@yahoo.com_____

Address: _15138 Windsdowne Lane; Cypress, TX 77429_____

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  Business Property owner / Lessee _X_ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ___ Satisfied _X_ Not satisfied

If not satisfied, why? ____I would like to see a way for cyclists to ride through Tomball safely – without having to detour through residential neighborhoods _____

_____

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes __X_ No

Additional comments regarding the proposed access management improvements:

I would like to see cyclist/ pedestrian safety moved up on the importance scale when building/ upgrading roads. We have a daughter who has epilepsy and must depend on walking for much of her transportation. More and more that is becoming a very dangerous option! I like to ride my bike for exercise and for short errands, but that too, has all but become impossible now unless I haul my bike way out to avoid traffic.

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

Name: Fred Grundmeyer Email: _____

Address: 2464 FM 1960 W, Houston, 77068

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  ✓ Business Property owner / Lessee ✓ Roadway User ___ Other Landowner

Please identify your level of satisfaction with the study recommendations:

✓ Very satisfied ✓ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes ___ No

Additional comments regarding the proposed access management improvements:

Two more lanes should be added soon to FM 2920 from I 45 to Kuykendahl Rd

Side walks and bicycle lanes should be part of FM 2920

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
You can also email your comments using the website: www.FM2920mobility.com

FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

20

Name: Jan Belcher Email: jbelcher@ci.tomball.tx.us

Address: 401 Market st., Tomball, TX 77375

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  ___ Business Property owner / Lessee ___ Roadway User ✓ Other City of Tomball

- Please identify your level of satisfaction with the study recommendations:

  ✓ Very satisfied ___ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ✓ Yes ____ No

Additional comments regarding the proposed access management improvements:

I like all aspects + recommendations in the study.

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

21

Name: Candy Ferrer Email: candy.ferrer@yahoo.com

Address: 13210 Clipper Drive, Tomball TX 77375

- Please check the appropriate item: ✓ Residential Property Owner/ Renter
  ___ Business Property owner / Lessee ✓ Roadway User ✓ Other Chamber member

- Please identify your level of satisfaction with the study recommendations:

  ✓ Very satisfied ___ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  Yes ✓ No

Additional comments regarding the proposed access management improvements:

Thoughtfully presented
Recommendations make sense !!
Thank you

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
You can also email your comments using the website: www.FM2920mobility.com

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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
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Name: Bruce Hillegeist Email: bruce@tomballchamber.org

Address: 28339 Telge, Tomball, Tx 77377-6305

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  ___ Business Property owner / Lessee X Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  X Very satisfied ___ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  X Yes ____ No

Additional comments regarding the proposed access management improvements:

It is obvious that much detailed study has gone into improvements of FM 2920. From my personal view of current study recommendations, I am extremely excited about the future potential of FM 2920 and its positive impact upon the City of Tomball and surrounding communities.

Thank you for your work and effort on behalf of our community!

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
You can also email your comments using the website: www.FM2920mobility.com

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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
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Name: Gloria Tobias Email: gmtobiassmith@aol.com

Address: 6050 N. Gessner Houston, TX 77041

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  ✓ Business Property owner / Lessee ✓ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ✓ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  Yes ✓ No

Additional comments regarding the proposed access management improvements:

Concerns for business owners along 2920 and historial facts about City of Tomball. Street lights and oak trees, if they are removed, plans for relocation.

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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
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Name: John Fisher Email: John.D.Fisher@lonestar.edu
Lone Star College - Tomball
Address: 30555 Tomball Parkway, Tomball, Tx 77375

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  ___ Business Property owner / Lessee ✓ Roadway User ✓ Other College VP

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ✓ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ✓ Yes ___ No

Additional comments regarding the proposed access management improvements:

What can we do to help?

Thanks for the informative presentation.

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You can also email your comments using the website: www.FM2920mobility.com

FM 2920 Access Management Study Questionnaire
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Name: Mike Allison Email: mallison@ccgvp.com

Address: 23510 Powder Mill Drive

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  X Business Property owner / Lessee X Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ___ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes X No

Additional comments regarding the proposed access management improvements:-

- I don't think the public input was adequate given the fact that only a couple hundred people commented and there are over 59,000 cars a day on some portions of the roadway. ~~There~~ I believe the study could have been more proactive about getting input.

~~[illegible]~~

I do think improvements on 2920 are critical for 2920 and implementation needs to be much faster than the current schedule.

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
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FM 2920 Access Management Study Questionnaire
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Name: Roy P. Lackey Email: Roy@AESTexas

Address: 1327 W. MAIN ST STE 4 TOMBALL, TEXAS 77375

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  X Business Property owner / Lessee X Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied X Satisfied ___ Not satisfied

If not satisfied, why? I may have additional comments after reviewing slides on-line. Powerpoint presentation (slides) were difficult to see. Comments (if any) will be via e-mail.

Did you attend the first series of public meetings for this project held in November 2007?
___ Yes X No

Additional comments regarding the proposed access management improvements:

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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
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Name: Barbara Tague Email: 4tague@sbcglobal.net

Address: P.O. Box 20, Tomball, Tx 77377-0020

- Please check the appropriate item: ✓ Residential Property Owner/ Renter
  ___ Business Property owner / Lessee ___ Roadway User ✓ Other Downtown Tomball Assn - President

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ✓ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ✓ Yes ___ No

Additional comments regarding the proposed access management improvements:

Between Pine and Chestnut - instead of OR in addition to sidewalks - put a buffer zone between the sidewalks and the streets.

2. Consider ~~closing~~ ~~adding~~ a the crossroads from Market St to Main St and Commerce St ~~from~~ to Main St. by closing Oak St and Walnut Sts as they have less traffic to provide access for pedestrians.

3. Sidewalks need to go from Pine St to Chestnut to create a cohesive link in Old Town

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
You can also email your comments using the website: www.FM2920mobility.com

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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

Name: William Hunter Email: ruefio@hotmail.com

Address: 212 W. main ST Tomball, TX 77375

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  ✓ Business Property owner / Lessee ___ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied X Satisfied ___ Not satisfied

If not satisfied, why? Flow vs community questions.

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes X No

Additional comments regarding the proposed access management improvements:

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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

Name: Barbara Tague Email: 4tague@sbcglobal.net

Address: PO Box 20 Tomball 77377-0020

- Please check the appropriate item: ✓ Residential Property Owner/ Renter
  ___ Business Property owner / Lessee ___ Roadway User ✓ Other President of Downtown Assn
- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ✓ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ✓ Yes ___ No

Additional comments regarding the proposed access management improvements:

1. A concern is a loading and unloading area on each block for business customers to utilize for pickup and loading in and out of merchandise.
2. There is no exit or loading in and out of most buildings in downtown from the alleys.
3. A buffer zone must be provided between the sidewalks and the traffic lanes.
4. Bike routes need to be off of Main Street.

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008

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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

Name: Marie Heffernan Email: marie@globalandcompany.com

Address: 415 W. Main St Tomball tx 77375

- Please check the appropriate item: ✓ Residential Property Owner/ Renter
  ✓ Business Property owner / Lessee ✓ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ✓ Satisfied Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ✓ Yes ___ No

Additional comments regarding the proposed access management improvements:

Are you removing the side walks in Down town Tomball ???

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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

Name: Mike Ott Email: mike@logocitytx.com

Address: 308 West Main Tomball TX 77375

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  X Business Property owner ~~/ Lessee~~ X Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied X Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes X No

Additional comments regarding the proposed access management improvements:

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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

Name: DEREK TOWNSEND Email: dstown@sbcglobal.net

Address: 30618 WM. JUERGENS DR Tomball TX 77375

- Please check the appropriate item: ✓ Residential Property Owner/ Renter
  ✓ Business Property owner / Lessee ✓ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ___ Satisfied ✓ ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ✓ Yes ____ No

Additional comments regarding the proposed access management improvements:

WE MUST HAVE Protected/Promising LT Signals Due to exist of Time & Fuel as well as INCREASED Pollution Concerns

I AM NOT in favor of MASS TRANSIT!

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

Name: BETTY PALMER Email: BPALMER0558@YAHOO.COM

SHOP-NANNY'S ATTIC

Address: 314 E. MAIN ST. HOME - 112 N CHESTNUT ST.

TOMBALL - 77375

- Please check the appropriate item: X Residential Property Owner/~~Renter~~
  X Business Property owner/~~Lessee~~ ___ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied X Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes X No

Additional comments regarding the proposed access management improvements:

There aren't any sidewalks on the EAST side of 2920 (Main St)

Speed limit needs to be addressed on the EAST side of Main Street also
It is now 45 miles until the RR then it goes down to 30
From Concordia Lutheran High School to 249 the speed limit should be the same as its the same Hwy. on both sides of the RR tracks.

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008

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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

Name: ERNEST GRANDINETTI Email: agencysignsinc@yahoo

Address: 314 COMMERCE, T, Tx 77375

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  ✓ Business Property owner / Lessee ___ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ✓ Satisfied ___ Not satisfied

If not satisfied, why? good presentation but I don't agree with need for dedicated left turn lanes. We also don't want traffic to speed thru town which you seem to be encouraging.

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes ✓ No

Additional comments regarding the proposed access management improvements:

We need to keep Main Street parking.
Considering the actual old town area from east to west protected directional signals (such as on N+S Cherry St) would keep traffic flowing.
You could also have a no left turn zone - forcing the drivers to right turn, right turn....

By eliminating parking on Main Street you give the impression that its more a thru street - a speed up zone less inviting. I would rather see a slow down with better designed traffic signals + crosswalks - our old town area is only about 4-10 blocks long depending on your definition

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
Final Public Meeting - March 26 and 27, 2008

Name: Bryan Hutso Email: b.hutson@hutsonlaw.com

Address: 9431 Rosie Ln, Magnolia Tx 77354

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  ✓ Business Property owner / Lessee ✓ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ✓ Very satisfied ___ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes ✓ No

Additional comments regarding the proposed access management improvements:

The Hutson (us) are the single largest land owner from the railroad tracks to Pine Street along Main street. I am interested in offering our assistance and/or cooperation throughout this process in whatever ways you deem helpful.

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
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Name: Matthew Heffernan Jr. Email: Mattjr@mattheffernan.com

Address: 1903 hemlock st; (415 W. MAIN) 77375

- Please check the appropriate item: ✓ Residential Property Owner/ Renter
  ✓ Business Property owner/ Lessee ✓ Roadway User ✓ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ✓ Very satisfied ___ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  X Yes ___ No

Additional comments regarding the proposed access management improvements:

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FM 2920 Access Management Study Questionnaire
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Name: Boyd Montgomery Email: Boyd @ Midas houston

Address: 29230 SH 249 77375

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  X Business Property owner / Lessee ___ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  X Very satisfied ___ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes X No

Additional comments regarding the proposed access management improvements:

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FM 2920 Access Management Study Questionnaire
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Name: Roy LAZENby Email: _____

Address: 31507 Helen Ln. Tomball

- Please check the appropriate item: ✓ Residential Property Owner/ Renter
  ___ Business Property owner / Lessee ✓ Roadway User ___ Other City Council - Tomball

- Please identify your level of satisfaction with the study recommendations:

  ✓ Very satisfied ___ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  Yes ✓ No

Additional comments regarding the proposed access management improvements:

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FM 2920 Access Management Study Questionnaire
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Name: Lisa Townsend Email: lrstown@sbcglobal.net

Address: _____

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  ___ Business Property owner / Lessee ___ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ___ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes ____ No

Additional comments regarding the proposed access management improvements:

I would not like MTA to have service to Tomball! Keep metro out, please! Do not like medians! Having a median makes it complicated getting around. For example the roadway between FM 249 and the by-pass on 2920,

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
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Name: ROY R. CAVAZOS Email: CAVAZOINTL@AOL.COM

Address: 1327 W. MAIN ST, TOMBALL, TX 77375

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  ✓ Business Property owner / Lessee ___ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ___ Satisfied ___ Not satisfied

If not satisfied, why? TODAY IS MY FIRST MEETING

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes ✓ No

Additional comments regarding the proposed access management improvements:

Tel 281 255-2610
Cell 713 447-3050

IF YOU ARE SERIOUS ABOUT IMPROVING DOWNTOWN TOMBALL, YOU HAVE TO COVER ALL THE OPEN DITCHES NOW. PLEASE.

FARMERS INSURANCE AGENT

Roy Cavazos
Cell 713 447-3050

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008
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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
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Name: WARREN DRIVER Email: _____

Address: 31115 LOST CREEK CT.

- Please check the appropriate item: ✓ Residential Property Owner/ Renter
  ✓ Business Property owner / Lessee ✓ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ___ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes X No

Additional comments regarding the proposed access management improvements:

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FM 2920 Access Management Study Questionnaire
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Name: Terri Davis / Main Street Crossing Email: terridavis@acgrp.com

Address: 111 W. Main - Tomball, Tx 77375

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  ✓ Business Property owner / Lessee ___ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ___ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes ✓ No

Additional comments regarding the proposed access management improvements: I am willing to be open.

I am against taking away the street parking. I park along the street 3 to 4 a week with out problem. It adds to our business.

It sounds good in theory but it sounds very expensive — and no true visuals to see how it works — doesn't seem that it can work.

I want to make a difference but I question where the money will come from — I would like to see an existing town that has made a similar renovation — restoration.

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on back by April 10, 2008

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FM 2920 Access Management Study Questionnaire
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Name: Danny Farley Elite Antiques + Books Email: daglst@yahoo.com

Address: 102 W. Main Tomball, TX 77375

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  ✓ Business Property owner / Lessee ___ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ___ Satisfied ✓ Not satisfied

If not satisfied, why? The presentation was very well done and informative. I simply disagree with what is needed.

- Did you attend the first series of public meetings for this project held in November 2007?
  ✓ Yes ✓ No [redacted].

Additional comments regarding the proposed access management improvements:

Do not need raised median.
Do not want on street parking removed.
(Unless right lane can be a loading zone.)
Need access to load and unload large pieces of furniture.
Instead of Left turn lane... why not simply put up no left turn signs? Make a block and cross at a light.
I spent over $10,000 to satisfy the City of Tomball and lost $30,000 in sales while they re-poured the side walk in front of my business. Now I fear another major construction project will put me out of business.

*Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail to address on **back** by April 10, 2008*
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FM 2920 Access Management Study Questionnaire
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Name: EARL LEPPIH Email: _____

Address: 410 W. Main

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  ✓ Business Property owner / Lessee ___ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ___ Satisfied ✓ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ✓ Yes ___ No

Additional comments regarding the proposed access management improvements:

We need parking where it is. That is our loading + unloading area as well. Remove the parking + you will put many stores along Main out of business.

Your study downtown is not acceptable for any merchant in that area.

I'm not ready for TxDOT to put me out just yet.

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FM 2920 Access Management Study Questionnaire
From East of IH 45 to West of US 290
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Name: Darlene Sarbeck Email: _____

Address: 418 W. Main Tomball

- Please check the appropriate item: ___ Residential Property Owner/ Renter
  ✓ Business Property owner / Lessee ___ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ___ Very satisfied ___ Satisfied ✓ Not satisfied

If not satisfied, why? Do not agree with the removal of on street parking. Will lose business with furniture customers.

- attend the first series of public meetings for this project held in November 2007?
  ___ No

Additional comments regarding the proposed access management improvements:

The major construction put us out of business before the "improvements are completed.

I want the street parking!

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FM 2920 Access Management Study Questionnaire
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Name: DENTON BRYANT Email: dentonbryant@SBCGLOBAL.NET

Address: 30542 COUNTRY MEADOWS DR. TOMBALL TX 77375

- Please check the appropriate item: ✓ Residential Property Owner / Renter
  ___ Business Property owner / Lessee ___ Roadway User ___ Other _____

- Please identify your level of satisfaction with the study recommendations:

  ✓ Very satisfied ___ Satisfied ___ Not satisfied

If not satisfied, why? _____

- Did you attend the first series of public meetings for this project held in November 2007?
  ___ Yes ✓ No

Additional comments regarding the proposed access management improvements:

THESE RECOMMENDATIONS IF IMPLEMENTED WILL DRAMATICALLY IMPROVE TRAFFIC FLOW, SAFETY PARKING AND LIFE IN TOMBALL.

THESE IMPROVEMENTS ARE NEEDED AS SOON AS POSSIB AND LONG OVER DUE. BUSINESS & RESIDENTS BENEFIT.

THANKS

Denton Bryant

APRIL 10, 2008

Please leave this form in the box at the registration desk or fax it to: 281-931-6932 or fold this form and mail address on back by April 10, 2008
You can also email your comments using the website: www.FM2920mobility.com