
Public Meeting Summary

Farm to Market (FM) 1960 At the BNSF Railroad

Harris County Texas

CSJs: 1685-01-090

Prepared by:
U.S. Department of Transportation
Federal Highway Administration
and



July 2009

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MEETING SUMMARY

- CSJs:** 1685-01-090
- Meeting Date:** May 19, 2009
Open House – 6:00 p.m. to 8:00 p.m.
- Meeting Location:** Hilton Garden Inn, 7979 Willow Chase Blvd., Houston, TX 77070
- Meeting Purpose:** The objectives of the meeting were to 1) present and discuss six proposed design alternatives (Options A, B, C, D, E and F) for FM 1960 at the BNSF Railroad and 2) solicit public comments on environmental issues and plan design.
- Meeting Format:** The meeting consisted of an open house session with information stations for each design alternative (Options A, B, C, D, E and F), environmental issues, right-of-way acquisition, and a table provided for public comments.
- Attendance:** 46 citizens, 4 elected officials
- Media:** Houston Chronicle – Notice published April 15, 2009 and May 6, 2009
La Subasta – Notice published April 15, 2009 and May 6, 2009
Klein Sun –Notice published April 15, 2009 and May 6, 2009
Cypress Sun –Notice published April 15, 2009 and May 6, 2009

BACKGROUND

Public involvement is a vital component of the National Environmental Policy Act (NEPA) process. The Texas Department of Transportation (TxDOT) adopted a Public Involvement Program that offers opportunities for the public to participate in the process. A public meeting was held on May 19, 2009 in Houston, Texas. TxDOT received comments from the public meeting regarding design alternatives for FM 1960 at the BNSF Railroad. Public involvement is a continuous process and the participation of agencies, businesses, public representatives, and concerned citizens is always encouraged. Future public involvement techniques could include regular meetings of a municipal advisory committee, presentations to community groups, and solicitation of written comments.

DESCRIPTION OF MEETING

On May 19, 2009, an open house meeting was held to discuss the proposed expansion of FM 1960 at the BNSF Railroad as the next phase of the NEPA public involvement process. The meeting took place at the Hilton Garden Inn in Houston, Texas.

The public meeting was announced and advertised through a variety of methods. Thirty days prior to the meeting, TxDOT engaged in an extensive effort to announce the meeting through mailings and published advertisements. Postcard notices (Appendix A) announcing the public meeting time, location, and purpose were mailed to a list of landowners with property adjacent

to the existing right-of-way (Appendix B). An informational letter also announcing the public meeting time, location, and purpose was sent to local elected officials (Appendix C). Advertisements (Appendix D) were published 30 days and 10 days in advance in newspapers with local and city-wide circulation, including the Houston Chronicle, La Subasta, a Spanish language paper, the Klein Sun, and the Cypress Sun.

As meeting attendees arrived, they were asked to sign-in (Appendix E) and each person was provided with a copy of the public meeting information sheet and a blank pre-addressed comment form (both in Appendix F). Sign-in sheets indicate that 46 citizens and 4 elected officials attended the meeting.

The meeting format was an open house session between 6:00 p.m. and 8:00 p.m. to allow the public to view reference materials and maps, and the opportunity to visit with project team members. Photographs from the public meeting are in Appendix G. The public was encouraged to visit information stations for design, environmental constraints, and right-of-way acquisition procedures. Several engineers, environmental professionals, and right-of-way experts were available at each station to provide information and answer any questions.

Throughout the meeting, attendees had the chance to submit written comments. Comment tables and comment drop boxes were set up in the open house area. Written comments could also be mailed-in or e-mailed by June 2, 2009.

SUMMARY OF COMMENTS

By the conclusion of the comment period, TxDOT received 32 written comments (Appendix H). The comments received were generally in regards to direct impacts associated with each design option. Of the comments received, six (6) commenters supported the No Build Alternative, one (1) commenter supported Alternative A, five (5) commenters supported Alternative B, nine (9) commenters supported Alternative E, and seventeen (17) commenters supported Alternative F. Additionally, comments were received stating concerns regarding various environmental impacts including displacements, safety, funding, the BNSF Railroad, project schedule and timing. Each comment, whether written or emailed, was considered equal. Each response to comment can be viewed in the "Response to Comments" (Appendix I) section of this report.

Based on preliminary environmental studies and comments received during the public meeting, TxDOT will determine which Option (A, B, C, D, E or F) will be the Recommended Alternative. Once determined, the Recommended Alternative will be carried forward in the Environmental Assessment for further studies. The engineering, social, economic, and environmental studies will be conducted for the Recommended Alternative to indicate the significance of the proposed impacts on the human or natural environment.

**APPENDIX A:
Postcard Notices**



The Texas Department of Transportation (TxDOT) will be conducting a public meeting to discuss the proposed improvements to Farm to Market (FM) 1960 at the Burlington Northern Santa Fe (BNSF) Railroad crossing in Harris County, Texas. The proposed project consists of constructing a grade separation at FM 1960 and the BNSF Railroad. The purpose of this meeting is to present multiple design options and gather public input on the proposed improvements of this facility.

This meeting will be structured in an open house format from 6:00 pm to 8:00 pm on Tuesday, May 19, 2009, at the Hilton Garden Inn, 7979 Willow Chase Blvd., Houston, Texas 77070. Exhibits will be displayed and representatives from TxDOT and their study team will be available to answer individual questions. Public comments are encouraged. Forms will be available to submit written comments, which should be postmarked by Tuesday, June 2, 2009 and sent to the Director of Project Development, Texas Department of Transportation, P.O. Box 1386, Houston, Texas 77251-1386.

Persons interested in attending the public meeting who have special communication or accommodation needs are encouraged to contact the TxDOT District Public Information Office at (713) 802-5072. Since the public meeting will be conducted in English, any requests for language interpreters or other special communication needs should be made at least two days prior to the meeting. TxDOT will make every reasonable effort to accommodate these needs.



El Departamento de Tejas de Transporte (TxDOT) llevará a cabo una reunión pública para discutir las mejoras propuestas para la (FM) 1960 con el cruce del ferrocarril Burlington Northern Santa Fe (BNSF) en el Condado de Harris, Texas. El proyecto propuesto consiste en construir un puente nuevo en FM 1960 sobre el ferrocarril de BNSF. El propósito de esta reunión es de presentar múltiples opciones de diseño y solicitar la opinión pública de las mejoras propuestas de este proyecto.

Esta reunión será estructurada en un formato abierto (sin presentación formal) de 6:00 p.m. a 8:00 p.m. el martes, 19 de mayo de 2009, en la Hilton Garden Inn, 7979 Willow Chase Blvd., Houston, Texas 77070. Las exhibiciones serán demostradas y personal del TxDOT y miembros del equipo a cargo del proyecto asistirán a la reunión para responder a las preguntas relacionadas con las mejoras propuestas. Los comentarios públicos son solicitados. Los comentarios escritos relacionados con el proyecto pueden enviarse por correo al: Director of Project Development, Texas Dept. of Transportation, PO Box 1386, Houston, Texas 77251-1386, en o antes de el martes, el 2 de junio de 2009.

Las personas interesadas en asistir a la reunión que tengan necesidades especiales de comunicación o de comodidad deben ponerse en contacto con la Oficina de Información Pública Distrital del TxDOT al 713-802-5072 con una anticipación no menor a dos días hábiles. La reunión será conducida en inglés. Las solicitudes para intérpretes de idiomas o otras necesidades especiales de comunicación también deben realizarse con no menos de dos días hábiles de anticipación. El TxDOT hará todos los esfuerzos razonables para satisfacer estos requerimientos.

Address Label

**APPENDIX B:
Adjacent Property Owners Mailing List**

FM 1960 at the BNSF Railroad Adjacent Property Owners

Owner Name	Address	City	State	Zip
FUDDRUCKERS	1 CORPORATE PL	DANVERS	MA	01923-4001
FUDDRUCKERS	55 FERNCROFT RD	DANVERS	MA	01923-4001
TOYS R US	1 GEOFFREY WAY	WAYNE	NJ	07470-2035
BRE TX PROPERTIES	100 DUNBAR ST	SPARTANBURG	SC	29306-5186
HARRIS COUNTY ROW DEPT	1001 PRESTON ST STE 400	HOUSTON	TX	77002-1816
CWP ASSET CORP	1034 GESSNER DR	HOUSTON	TX	77055-6010
DYMENT JEFFREY B &	10900 NORTHWEST FWY STE 230	HOUSTON	TX	77092-7340
SARSAPARILLA LIMITED PARTNERS	110 N WACKER DR	CHICAGO	IL	60606-1511
CWA APTS LP	1160 DAIRY ASHFORD ST STE 601	HOUSTON	TX	77079-3000
HERITAGE INN WILLOWBROOK LP	1202 WESTRC DR	FARGO	ND	58013
PM PARTNERS LP FIVE SAC SELF STORAGE CORP	1250 E MISSOURI AVE	PHOENIX	AZ	85014-2912
COUNTRY CARWASH CORP	13125 CUTTEN RD	HOUSTON	TX	77070
DYMENT JEFFREY B &	13135 CHAMPIONS DR	HOUSTON	TX	77070
COLE AS BRETON RIDGE TX LLC	13150 BRETON RIDGE ST	HOUSTON	TX	77070
BRE TX PROPERTIES LP	13223 CHAMPIONS CENTRE DR	HOUSTON	TX	77070
CHAYN MOUSA	13455 CUTTEN RD STE 1H	HOUSTON	TX	77069-2358
CUTTING CORNER INC	13720 MIDWAY RD	DALLAS	TX	75244-4313
TEXAS BOSTON MARKET	14103 DEVER WEST PKWY	GOLDEN	CO	80401
CHAMPIONS PARK N CIA INC	14135 PENNY LN	HOUSTON	TX	77070
VISTA BANK TEXAS	1415 LOUISIANA ST FL 4	HOUSTON	TX	77002-7360
BAUMGARTNER BROS LLC	14207 INDIAN WELLS DR	HOUSTON	TX	77069-1316
BURROUGHS BYRON B	15511 DAWN BROOK DR	HOUSTON	TX	77068-1919
BANK ONE TEXAS	1600 PACIFIC AVE FL 15	DALLAS	TX	75201-3627
CHICAGO PIZZA & BREWERY LP	16162 BEACH BLVD STE 100	HUNTINGTON BEACH	CA	92647-3828
PERMANENT SCHOOL FUND	1700 CONGRESS AVE	AUSTIN	TX	78701-1436
KC CHAMPIONS PARKE LP HOUSTON LP	1776 YORKTOWN ST STE 600	HOUSTON	TX	77056-4180
EXXON	17906 SH 249	HOUSTON	TX	77070
STATE STREET BANK & TRUST	2 INTERNATIONAL PL, LBBY 4	BOSTON	MA	02110-4101
HALLE PROPERTIES LLC	20225 N SCOTTSDALE RD	SCOTTSDALE	AZ	85255-6456
ARI HOB 29 LLC	205 AVENIDA FABRICANTE	SAN CLEMENTE	CA	92672-7531
COLE AS BRETON RIDGE TX	2555 E CAMELBACK RD STE 400	PHOENIX	AZ	85016-4258
SHAMROCK ADVENTURE	300 WILMOT RD # 3101 # MS	DEERFIELD	IL	60015-4614
SRC REAL ESTATE TX	3333 BEVERLY RD	HOFFMAN ESTATES	IL	60179-0001
VEEKAY INVESTMENTS LTD	403 THAMER LN	HOUSTON	TX	77024-6939
NATIONAL RETAIL PROPERTIES	450 S ORANGE AVE STE 900	ORLANDO	FL	32801-3339
DILLARD TX OPERATING LTD	4501 N BEACH ST	FORT WORTH	TX	76137-3218
MB DEVELOPEMENT COMPANY	4545 BISSONNET ST STE 100	BELLAIRE	TX	77401-3000
WHATABURGER	4600 WHATABURGER WAY	CORPUS CHRISTI	TX	78411-2915
COUNTRY CARWASH CORP	4995 GESSNER DR	HOUSTON	TX	77041-7807
CHICK FIL A	5200 BUFFINGTON RD	ATLANTA	GA	30349-2945

FM 1960 at the BNSF Railroad Adjacent Property Owners

STRY FAMILY LTD PTNRSHP	525 FM 517 RD E	DICKINSON	TX	77539-8634
CENTERFIELD IMPROVEMENT ASSOC	5295 HOLLISTER ST	HOUSTON	TX	77040-6205
KNA PARTNERS	550 WAUGH DR	HOUSTON	TX	77019-2002
WHITNEY NATIONAL BANK REAL ESTATE	5500 PRYTANIA ST PMB 521	NEW ORLEANS	LA	70115-4237
RUSCHE PROPERTIES	555 E AIRTEX DR	HOUSTON	TX	77073-6099
ROSS BARRY K	5931 DESERT OAK WAY	SPRING	TX	77379-5528
3908 INTERESTS LTD	5959 RICHMOND AVE STE 440	HOUSTON	TX	77057-6325
FIRST STATES INVESTORS	6333 FM 1960 RD W	HOUSTON	TX	77070
SHAMROCK ADVENTURE	6402 FM 1960 RD W	HOUSTON	TX	77070
BURROUGHS BYRON B	6403 FM 1960 RD W	HOUSTON	TX	77070
LUTHERS BAR B Q	642 YALE ST	HOUSTON	TX	77007-2534
VISTA BANK TEXAS	6455 FM 1960 RD W	HOUSTON	TX	77070
KNA PARTNERS	6500 FM 1960 RD W	HOUSTON	TX	77070
CWP ASSET CORP	6606 FM 1960 RD W	HOUSTON	TX	77070
CHAYN MOUSA	6607 FM 1960 RD W	HOUSTON	TX	77070
ROSS BARRY K	6608 FM 1960 RD W	HOUSTON	TX	77070
NATIONAL RETAIL PROPERTIES	6612 FM 1960 RD W	HOUSTON	TX	77070
COTTMAN TRANSMISSION	6617 FM 1960 RD W	HOUSTON	TX	77070
TEXAS FIRST NATL BANK	6623 FM 1960 RD W	HOUSTON	TX	77070
MOUSA CHAYN	6627 SHILOH CHURCH RD	HOUSTON	TX	77070
CUTTING CORNER INC	6705 FM 1960 RD W	HOUSTON	TX	77070
WHITNEY NATIONAL BANK	6711 FM 1960 RD W	HOUSTON	TX	77070
TARGET CORPORATION	6801 W FM 1960 RD	HOUSTON	TX	77070
VIDEOLAND INC	6808 HORNWOOD DR	HOUSTON	TX	77074-3608
BECKYS OFFICE DEV INC	6810 FM 1960 RD W	HOUSTON	TX	77070
CHILIS INC	6820 LYNDON B JOHNSON FWY	DALLAS	TX	75240-6511
CWA APTS LP	6830 CHAMPION LN	HOUSTON	TX	77070
TARMAN LIMITED	6902 CORAL RIDGE RD	HOUSTON	TX	77069-3104
JP MORGAN CHASE BANK	6910 FM 1960 RD W	HOUSTON	TX	77070
STICK LARRY G & CONNIE L	6911 W FM 1960 RD	HOUSTON	TX	77070
VEEKAY INVESTMENTS LTD	6940 FM 1960 RD W	HOUSTON	TX	77070
RUSCHE PROPERTIES 1 LLC	6951 FM 1960 RD W	HOUSTON	TX	77070
CHO TZU S	6970 FM 1960 RD W	HOUSTON	TX	77070
THE MAY DEPART STORES	7 W 7TH ST	CINCINNATI	OH	45202-2424
CHICK FIL A INC	7007 FM 1960 RD W	HOUSTON	TX	77070
VAMAC INC	7016 FM 1960 RD W	HOUSTON	TX	77069-3602
PM PARTNERS LP	7022 FM 1960 RD W	HOUSTON	TX	77070
PHCG INVESTMENTS	7050 FM 1960 RD W	HOUSTON	TX	77070
B B PROPERTY COMPANY	7075 FLYING CLOUD DR	EDEN PRAIRIE	MN	55344-3532
MB DEVELOPMENT CO	7103 FM 1960 RD W	HOUSTON	TX	77070
REALTY INCOME TEXAS PROP	7115 FM 1960 RD W	HOUSTON	TX	77070

FM 1960 at the BNSF Railroad Adjacent Property Owners

POWER SQUARED GROUP	7125 FM 1960 RD W	HOUSTON	TX	77070
BANK ONE NA TRUSTEE	7150 FM 1960 RD W	HOUSTON	TX	77070
CHAMPIONS PARK N CIA	7170 CHERRY PARK DR	HOUSTON	TX	77095-2713
WHATABURGER	7210 FM 1960 RD W	HOUSTON	TX	77070
BB PROPERTY CO	7318 FM 1960 RD W	HOUSTON	TX	77070
TOYS R US	7323 FM 1960 RD W	HOUSTON	TX	77070
CHO TZU ALWIN CORP	7324 SOUTHWEST FWY STE 888	HOUSTON	TX	77074-2054
SHERWIN WILLIAMS DEV CORP	7327 FM 1960 RD W	HOUSTON	TX	77070
TARMAN LIMITED	7440 FM 1960 RD W	HOUSTON	TX	77070
COMMONS WILLOWBROOK INC	7502 FM 1960 RD W	HOUSTON	TX	77070
FUDDRUCKERS INC	7511 FM 1960 RD W	HOUSTON	TX	77070
GMRI TEXAS	7525 FM 1960 RD W	HOUSTON	TX	77070
WORLD SAVINGS & LOAN ASSOC	7535 FM 1960 RD W	HOUSTON	TX	77070
CHILIS INC	7607 FM 1960 RD W	HOUSTON	TX	77070
BANK ONE TEXAS	7611 FM 1960 RD W	HOUSTON	TX	77070
STRY FAMILY LIMITED PARTNERSHIP	7615 FM 1960 RD W	HOUSTON	TX	77070
STATE STREET BANK & TRUST	7621 FM 1960 RD W	HOUSTON	TX	77070
CHICAGO PIZZA & BREWERY LP	7637 FM 1960 RD W	HOUSTON	TX	77070
HERITAGE INN WILLOWBROOK LP	7655 FM 1960 RD W	HOUSTON	TX	77070
COMMONS AT WILLOWBROOK INC	7690 FM 1960 RD W	HOUSTON	TX	77070
1960 CHAMPIONS PARK PLAZA LLC	790 THE CITY DR S STE 100	ORANGE	CA	92868-4941
TEXAS BOSTON MARKET REAL	7910 FM 1960 RD W	HOUSTON	TX	77070
FRANK THOMAS J SR	7911 FM 1960 RD W	HOUSTON	TX	77070
ARI HOB 29 LLC	7915 FM 1960 RD W	HOUSTON	TX	77070
BANK OF AMERICA NA	7921 FM 1960 RD W	HOUSTON	TX	77070
WILLOWBROOK MALL	7925 FM 1960 RD W	HOUSTON	TX	77070
VIDEOLAND INC	7927 FM 1960 RD W	HOUSTON	TX	77070
249 AND CENTERFIELD INC	7950 FM 1960 RD W	HOUSTON	TX	77070
COMMONS AT WILLOWBROOK INC	8750 N CENTRAL EXPY STE 800	DALLAS	TX	75231-6424
TEXAS FIRST NATL BANK	9315 BELLAIRE BLVD	HOUSTON	TX	77036-4503
GMRI TEXAS LP	PO BOX 593330	ORLANDO	FL	32859-3330
MAY DEPT STORES	611 OLIVE ST STE 1300	SAINT LOUIS	MO	63101-1703
WILLOWBROOK TJF LLC	FM 1960 RD W	HOUSTON	TX	77064
BANK OF AMERICA	101 N TRYON ST	CHARLOTTE	NC	28255-0001
TEXAS DEPT OF TRANS	PO BOX 1386	HOUSTON	TX	77251-1386
J C PENNEY PROPERTIES INC	PO BOX 10001	DALLAS	TX	75301
FRANK THOMAS J SR	PO BOX 12400	BEAUMONT	TX	77726-2400
CENTERPOINT ENERGY HOU	PO BOX 1475	HOUSTON	TX	77251-1475
FIRST STATES INVESTORS	PO BOX 167129	IRVING	TX	75016-7129
POWER SQUARED GROUP	PO BOX 219169	HOUSTON	TX	77218-9169
JP MORGAN CHASE BANK	PO BOX 2558	HOUSTON	TX	77252-2558

FM 1960 at the BNSF Railroad Adjacent Property Owners

REALTY INCOME TEXAS PROP	PO BOX 460069	ESCONDIDO	CA	92046-0069
EXXON CO USA 0327	PO BOX 53	HOUSTON	TX	77001-0053
SHERWIN WILLIAMS DEV CORP	PO BOX 6027	CLEVELAND	OH	44101-1027
249 AND CENTERFIELD INC	PO BOX 8050	BENTONVILLE	AR	72712-8055
BB PROPERTY CO	PO BOX 9312	MINNEAPOLIS	MN	55440-9312
TARGET CORPORATION	PO BOX 9456	MINNEAPOLIS	MN	55440-9456
BNSF RAILWAY COMPANY	PO BOX 961039	FORT WORTH	TX	76161-0039
BURLINGTON NORTHERN RR RR	PO BOX 961089	FORT WORTH	TX	76161-0089
AT & T MOBILITY	PO BOX 97061	REDMOND	WA	98073-9761
WORLD SAVINGS & LOAN ASSOC	1901 HARRISON ST STE 600	OAKLAND	CA	94612-3574

FM 1960 at the BNSF Railroad Adjacent Property Owners

FM 1960 at the BNSF Railroad Adjacent Property Owners (TxDOT Railroad Group)

Ms. Erin Al-Salman, President <i>Cy Fair Chamber</i>	11734 Barker Cypress	Cypress	TX	77433
Mr. Andy Cochrane <i>Methodist Willowbrook Hospital</i>	18220 State Highway 249	Houston	TX	77070-4327
Mr. Tyrone Coleman <i>Walmart - #597 - Cutten</i>	7075 FM 1960	Houston	TX	77069
Ms. Mary Davis <i>Davis Alliance Corporation</i>	5515 Pine Arbor Dr.	Houston	TX	77066
Mr. Brad England <i>Cypress Creek EMS</i>	16650 Sugar Pine Ln	Houston	TX	77090
Ms. Leslie Lopez <i>CB Richard Ellis</i>	2800 Post Oak Boulevard, Ste 2300	Houston	TX	77056
Ms. Sarah Qualls, Physician/Community Liason <i>Methodist Willowbrook Hospital</i>	18220 State Highway 249	Houston	TX	77070-4347
Mr. Walt Plonski <i>Willowbrook Mall</i>	7925 FM 1960 W	Houston	TX	77070-5707
Mr. Jack Searcy	17307 Vintage Wood Ln.	Spring	TX	77379-6377
Ms. Connie Roebuck, Community Outreach Rep <i>METRO</i>	PO Box 61429	Houston	TX	77208-1429
Mr. Don Savage, General Manager <i>Best Buy for Business - Willowbrook</i>	7318 FM 1960 W	Houston	TX	77070
Ms. Barbara Thomason, President <i>Houston NW Chamber of Commerce</i>	14511 Falling Creek Dr.	Houston	TX	77014-1280
Ms. Patricia Harless, State Representative	6605 Cypresswood	Houston	TX	77014

FM 1960 at the BNSF Railroad Adjacent Property Owners

FM 1960 at the BNSF Railroad Adjacent Property Owners (MUDS)

Ron Walkoviak	6811 Cypress Point	Houston	TX	77069
Dennis Sander, P.E.	10555 Richmond, Suite 100	Houston	TX	77042
Cy-Champ PUD <i>Young and Brooks</i>	1415 Louisiana St. 5 th Floor	Houston	TX	77002-7360
Harris County MUD 191 <i>c/o Michael A Cole, PC</i>	5120 Bayard Lane	Houston	TX	77006-6512
Harris County MUD 254	7000 Ardmore St, 2 nd Floor	Houston	TX	77054-2302
Harris County MUD 159 <i>c/o Michael Marcotte, Director of Public Works</i>	PO Box 1562	Houston	TX	77251-1562
Bradley Jenkins <i>Jones & Carter</i>	8701 New Trails Dr., Ste 200	Woodlands	TX	77381

APPENDIX C:
Local Elected Officials Letter and Mailing List

April 27, 2009

CONTACT: DPD

CERTIFIED MAIL «Certified»

Harris County
Proposed Grade Separation
FM 1960: At BNSF
Control 1685-01-090

«Title» «FirstName» «LastName»
«Position»
«Organization»
«Addr1»
«City», «ST» «Zip»

Dear «Salutation» «LastName»:

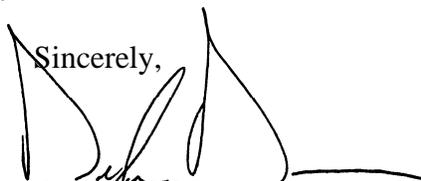
The Texas Department of Transportation will hold a public meeting to discuss alternatives regarding improvements to the at-grade railroad crossing at FM 1960 and the Burlington Northern Santa Fe (BNSF) Railroad. The purpose of this meeting is to present several improvement alternatives and gather public input regarding the proposed project.

You, or your representative, are cordially invited to attend the meeting that will be held as follows:

Tuesday, May 19, 2009
Hilton Garden Inn
7979 Willow Chase Blvd.
Houston, Texas 77070
Open House Forum 6:00 p.m. to 8:00 p.m.

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

Sincerely,



Delvin L. Dennis, P.E.
District Engineer
Houston District

FM 1960 at the BNSF Railroad**Elected Officials Mailing List**

Name	Title	Address	City, State	Zip
Bill White	Mayor City of Houston	PO Box 1562	Houston, TX	77251
Ed Emmett	County Judge Harris County	1001 Preston, Suite 911	Houston, TX	77002
Jerry Eversole	Commissioner, Pct 4 Harris County	1001 Preston, Suite 924	Houston, TX	77002
Kay Bailey Hutchison	United States Senator	284 Russell Senate Office Building	Washington, DC	20510
John Cornyn	United States Senator	517 Hart Senate Office Building	Washington, DC	20510
John Culberson	United States Representative, District 7	1728 Longworth House Office Building	Washington, DC	20515
Ted Poe	United States Representative, District 2	1605 Longworth House Office Building	Washington, DC	20515
Patricia Harless	State Representative, District 126	P.O. Box 2910	Austin, TX	78768
Dan Patrick	State Senator, District 7	PO Box 12068	Austin, TX	78711
John Whitmire	State Senator, District 15	PO Box 12068	Austin, TX	78711
Peter Brown	Houston City Council, Position 1	900 Bagby City Hall Annex First Floor	Houston, TX	77002
Sue Lovell	Houston City Council, Position 2	900 Bagby City Hall Annex First Floor	Houston, TX	77002
Melissa Noriega	Houston City Council, Position 3	900 Bagby City Hall Annex First Floor	Houston, TX	77002
Roland Green	Houston City Council, Position 4	900 Bagby City Hall Annex First Floor	Houston, TX	77002
Jolanda Jones	Houston City Council, Position 5	900 Bagby City Hall Annex First Floor	Houston, TX	77002
Toni Lawrence	Houston City Council, District A	900 Bagby City Hall Annex First Floor	Houston, TX	77002

**APPENDIX D:
Newspaper Advertisements**

Houston Chronicle
La Subasta
Cypress Sun
Klein Sun

OBITUARIES

Smith, practiced alternative medicine

By ALLAN TURNER HOUSTON CHRONICLE

Melvyn L. Smith, a Sugar Land medical doctor and homeopath whose interests ranged from mathematics to barber shop quartets, died Sunday of pancreatic cancer. He was 66.

Smith, a Vicksburg, Miss., native, early displayed a wide range of interests and talents.

At Millsaps College, where he majored in mathematics and philosophy, he was a football player and concert choir member. Both a Woodrow Wilson Fellow and a Fulbright Scholar, Smith studied mathematics and German at the University of Kiel. On returning to the United States, he entered the University of Mississippi medical school, from which he graduated in 1969.



SMITH

Smith continued his mathematical studies at the University of Alabama, from which he received a master's degree, and at Rice University, which awarded him a doctorate.

He began his medical career in Houston at a clinic in the Acres Homes neighborhood, launching his private practice in Stafford in 1975. Smith moved his practice to Sugar Land 10 years later.

Patricia Smith, the physician's wife of 39 years, recalled that early in their courtship Smith admonished her to look elsewhere if she sought a wealthy husband.

"It was never his intent to be in medicine for the money," she said. "I loved that about him. It attracted me to him even more."

Carleen Leggett, Smith's sister, said her brother had "a sincere desire to learn about as many things as he could."

A guitarist, Smith sang with a barbershop quartet, The Round Town Sound. He sailed, built furniture and gardened - the last hobby earning him a certificate of achievement from the National Wildlife Federation. For his wife, he wrote poetry; for his children, "Uncle Wormy" tales that emphasized "the miracle of fun and success through feelings."

Interested in mythology Smith, his sister said, was an avid student of mythology and metaphysics. And, well into his career as a medical doctor, he became fascinated by alternative medicine. In 1981 he was co-founder of the Texas Society of Homeopathy; 16 years later he was certified by the Council for Homeopathic Certification.

Smith, Leggett said, was cognizant of the uneasy relationship between medical doctors and alternative practitioners. As a result, he was attentive to his patients, sensing when a deviation from standard Western medicine might aid a patient.

"He wanted to serve patients as best as he possibly could," Leggett said. "He was sincere in his desire to help and learn and grow."

Smith's motto, printed on his business cards, was "Let's make medicine wiser and more loving."

In addition to his wife and sister, Smith is survived by two daughters, Laura Smith and Kara Smith.

allan.turner@chron.com

Strait's brother is found dead

ASSOCIATED PRESS

SAN ANTONIO - Country music star George Strait is mourning the death of his brother, who authorities say was found dead in a San Antonio hotel room. He was 58.

Bexar County Sheriff's Office spokesman Ian Badillo said Tuesday that John B. Strait Jr. was found by a hotel maid crew Friday afternoon. Badillo said Strait appeared to die of natural causes.



1239 NOTICE TO CREDITORS

Notice To Creditors Ad \$69.00*

Call Cynthia 713-362-6435
*\$69.00 includes first 36 lines
*\$1.92 per line over 36 lines

1245 LEGAL NOTICES

NOTICE OF SALE HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 028

(A Political Subdivision of the State of Texas Located within Harris County)
Unlimited Tax Bonds, Series 2009
The Board of Directors of Harris County Municipal Utility District No. 239, Harris County, Texas will publicly receive sealed bids on up to \$3,115,000 Unlimited Tax Bonds, Series 2009 on Tuesday, April 28, 2009 at 10:30 a.m. in the offices of Schwartz, Page & Harding, L.L.P., 1300 Post Oak Boulevard, Suite 1400, Houston, Texas 77056.

1240 BIDS & PROPOSALS

1245 LEGAL NOTICES

Legal notices

1245 LEGAL NOTICES

Client Name: Advertiser: Section/Page/Zone: MET/B004/ Description: Ad Number: Insertion Number: Size: Color Type:

HOUSTON CHRONICLE Publication Date: 04/15/2009

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1245 LEGAL NOTICES

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AVISO DE REUNIÓN PÚBLICA

El Departamento de Tejas de Transporte (TxDOT) llevará a cabo una reunión pública para discutir las mejoras propuestas para la (FM) 1960 con el cruce del ferrocarril Burlington Northern Santa Fe (BNSF) en el Condado de Harris, Texas. El proyecto propuesto consiste en construir un puente nuevo en FM 1960 sobre el ferrocarril de BNSF. El propósito de esta reunión es de presentar múltiples opciones de diseño y solicitar la opinión pública de las mejoras propuestas de este proyecto.

Esta reunión será estructurada en un formato abierto (sin presentación formal) de 6:00 p.m. a 8:00 p.m. el martes, 19 de mayo de 2009, en la Hilton Garden Inn, 7979 Willow Chase Blvd., Houston, Texas 77070. Las exhibiciones serán demostradas y personal del TxDOT y miembros del equipo a cargo del proyecto asistirán a la reunión para responder a las preguntas relacionadas con las mejoras propuestas. Los comentarios públicos son solicitados. Los comentarios escritos relacionados con el proyecto pueden enviarse por correo al: Director of Project Development,

Texas Dept. of Transportation, PO Box 1386, Houston, Texas 77251-1386, en o antes de el martes, el 2 de junio de 2009.

Las personas interesadas en asistir a la reunión que tengan necesidades especiales de comunicación o de comodidad deben ponerse en contacto con la Oficina de Información Pública Distrital del TxDOT al 713-802-5072 con una anticipación no menor a dos días hábiles. La reunión será

conducida en inglés. Las solicitudes para intérpretes de idiomas o otras necesidades especiales de comunicación también deben realizarse con no menos de dos días hábiles de anticipación. El TxDOT hará todos los esfuerzos razonables para satisfacer estos requerimientos.

877-452-7355

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24 hours a day



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in the North and NE Houston
Exp. with Hyster or Pettybone a plus!
Must have pipe yard exp. and avail for all 3 shifts.
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Pets for Sale

DACHSHUND PUPPIES
AKC & CKC; blk/ tan, red & dapple. Boys only. 1st shots & wormed.
\$275 ea. (281)432-9460
Shepherd, TX.

LONG HAIRED CHIHUAHUA PUPPIES.
Reg./W/Shorts, Ready for New Homes! (936) 894-2159

LOW COST SPAY NEUTER & WELLNESS CLINIC
Open Wed - Sat 9a - 6p
3901 Hwy 29 N. Brentham
Call 979-277-0040 for your pet's appointment today.
AnimalFriendsConnieClinic
@yahoo.com or
www.animalfriendsconnieclinic.com
(77853)

Pets/ Lost and Found

LOST SHITZEE (Zero)
black/white, area of Hwy 159 call 979-826-3335 (979) 921-9956

LOST TAN BOXER male, white chest, no collar. Lost 04/10 Barbara St by Tomball Regional Hospital 832-439-8538

1400 GARAGE SALES

Garage Sales

ANNUAL LAKEWOOD GLEN SUBDIVISION. Garage Sale. Grant and Louetta, Cypress, TX 77429. April 16th, 17th and 18th 8am-3pm daily.

COMMUNITY SALE MAJESTIC OAKS SUBDV
Loretta @ Cutten Road
SATURDAY, APRIL 18th
8:30am-2:00pm

LEGAL

Legal Notices | **Legal Notices** | **Legal Notices**

Now Hiring in NW Houston/1960 area for a well respected private practice with state-of-the-art facility.

Medical Billing
• 2 yrs experience required
Excellent pay and benefit including health insurance, dental insurance and pension plan.
Fax Resume:
281.271.8184

CHAMBERLIN
EXPERIENCED Roofers & Waterproofers needed.
Up to \$20 / hour plus bonus, paid vac., 401K & medical insurance
Call Art at 713.425.9033

Housekeeper Needed

HOUSEKEEPER FOR LARGE HOME
Possibly live-in. Must have own Trans. & Refs (936) 441-1604

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FREE BUSINESS TO A GOOD HOME
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WANTED: 29 SERIOUS PEOPLE To Work From Home using a Computer. Up to \$1500-\$5000 P/T/F/T
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Garage Sales

ANNUAL LAKEWOOD GLEN SUBDIVISION. Garage Sale. Grant and Louetta, Cypress, TX 77429. April 16th, 17th and 18th 8am-3pm daily.

COMMUNITY SALE MAJESTIC OAKS SUBDV
Loretta @ Cutten Road
SATURDAY, APRIL 18th
8:30am-2:00pm

LEGAL NOTICES

REQUEST FOR SEALED PROPOSALS
Region 4 ESC is accepting sealed proposals for Internet Services Provider; RFP # 0143209. Proposals will be accepted until 10:00 am CST on May 7, 2009 in the Purchasing Office located at 7145 W. Tidwell, Houston, TX 77092. Proposals documents can be obtained at this address or downloaded for http://purchasing.esc4.com
April 15, & 22, 2009

Medical Work

EMT
EMT FREE TRAINING plus pay, benefits, vacation, reg. raises. HS grads ages 17-34. Help others, gain financial security.
Call: Mon-Fri 800.853.6600

Dental

IN JUST 10 WEEKS Learn the skills to be a **DENTAL ASSISTANT**
Saturday classes only. Tuition \$2,550
Spring Class Begins: Katy - June 27th
Spring/Woodlands - July 11th
Info pkg. 281-363-0600
Or visit www.hdas.biz
Houston Dental Assistant School

Oilfield Company in North East Houston Now Hiring:

4 QA Inspectors
• 6 mos. - 1 yr experience with premium threading inspection.
• Understanding and know how to set up gauges.
• Read blueprints, calipers, micrometers and OD & ID.
• Open to working up to 12hrs and to shift changes.
• Pay DOE \$12-16/hr; shift differential offered
Call for interview: 281 931-7100
256 N. Sam Houston Pkwy.
Houston, TX 77060

700 EDUCATION

700 EDUCATION

Careers/Education

AIRLINE MECHANIC
- Rapid training for high paying Aviation Career. FAA predicts severe shortage. Job placement assistance. CALL Aviation Institute of Maintenance (888) 211-1455

Garage Sales

WIMBLEDON CHAMPIONS ESTATES. Just off Cypress wood! Many Fine Items, Furn, Dining Room Furn, China, African Art, Elec., Air hockey table, Clothes, Paintings & More!

GARAGE/MOVING SALE!
3827 Key Hollow Way (Cypresswood Forest Estates) Off Spring Cypress & Ella Blvd. Fri & Sat. April 17th & 18th, 8-4. Lots of Everything!

LEGAL NOTICES

IN ACCORDANCE WITH CH 59 OF THE TEXAS PROPERTY CODE notice is hereby given that property stored in the following units, belonging to the respective persons has been seized by Prestonwood RV/Boat Storage, 13118 Schroeder Rd., Houston, Texas 77070. Prestonwood Storage will sell contents of said units and outside storage to the highest bidder for cash at public sale to be held **Saturday April 18, 2009**, to satisfy landlord's lien.
Unit A-11 - Tools: Felix Moya, 16101 Imperial Valley # 1604 Houston, TX 77060;
Unit B-19 - Household Items: Laura Fleming, 13210 Prestonwood Forest Dr. #184 Houston, TX 77070; Unit C-31 and F-39 - Carpeting and Tools: Julian Hialgo, 21010 Moorly Ct. Spring, TX 77388; Unit D-18 - Household Items - David Hickman, 7630 Fernbrook Lane Houston, TX 77070; Unit D-17 - Household Items - Ryan Barnes, 7133 Oakwood Glen Blvd # 10 Spring, TX 77379; Unit D-22 - Household Items - Fidel Martinez, 1111 Seahosif Cypress, TX 77429; Unit E-20 - 4 - Wheeler, Misc. - Matthew Ryan, 14020 Schroeder Rd. #157 Houston, TX 77070; Units E-25, D-5, E-50, E-52 and E-52 - AC Equipment and Tools, 2-Wheel Trailer - Gilbert Air Conditioning, 8230 Thetford Lane Houston, TX 77070; Units E-48, D-1 and H-11 - 3 Limousines - Fidel Price, 435B-1 Murphy Rd. #113 Stafford, TX 77477; Unit F-13 - Lumber, Tools - Antonia Sanchez, 1100 S. Cherry St. #2701 Tomball, TX 77375; Unit F-16 - Tools, Paint - Water Fite, 6701 Sandpoint #58 Houston, TX 77074; Unit F-33 - Trailer, Two Jet Skis - James Ford, 9440 Louetta Rd. #8 Spring, TX 77377; Units G-2 and C-7 - Household Items - Cynthia Smith 12702 William Dowdell Cypress, TX 77429.
Bidding will be by unit. Closed bids will be accepted from 8AM to 5PM on date noted above. Bids will be opened at 5PM. Winning bids must place a deposit on the respective unit and will be returned when unit is emptied and cleaned out. Two days are allowed, after which all items will be disposed of and deposit will not be returned. Management reserves the right to refuse sale of any unit contents at our option. If any question call 281-955-9718.
April 8 & 15, 2009

Medical Work

PACU Registered Nurse, Full Time, M-F, 3-5 years experience as a Charge Nurse for an Outpatient Surgery Center in The Woodlands.
Fax Resume to: (281) 364-1662.

Dental

Ortho Asst
Experience preferred. Humble area.
FAX: 281.446.5808
EMAIL: pedodont1@aol.com

Immediate Need for Skilled Laborers in the Cleveland Area
Experience with Pipe, A/C, or Plumbing Insulation a HUGE Plus
Pay will depend on Experience.
Express
Contact Us Today For More Information:
936-760-1771 or 1-888-289-6406

900 NOTICES

Lost & Found

FOUND CAR KEYS in street on North Millbend & Huntsmans Horn Circle. Grogans Mill Village in the Woodlands. To identify. 832-654-3335

Garage Sales

HUGE FLEA MARKET, Sat. 4/19, 8AM-3PM Living Word Lutheran Church, 9500 N. Panther Creek Dr., The Woodlands. Reserve \$30 booth to sell your items. (281) 963-4860

HUGE SALE IN SPRING CREEK OAKS!
5415 Red Oak Lane (Spring, 77379)
THURS APRIL 16 8a-2p

LEGAL NOTICES

REQUEST FOR SEALED PROPOSALS
Region 4 ESC is accepting sealed proposals for Exterior & Interior Signage; RFP # 0143309. Proposals will be accepted until 2:00 pm CST on May 7, 2009 in the Purchasing Office located at 7145 W. Tidwell, Houston, TX 77092. Proposals documents can be obtained at this address or downloaded for http://purchasing.esc4.com
April 15, & 22, 2009

Dental

CNA's
FAX RESUME: 281.292.8127

General

Caregivers
3 to 12 hr. day & night shifts avail. Must have 1 yr. exp., references & Reliable transportation. CNA PREFERRED
Homewatch Caregivers
281.882.8017

General

Warehouse Help
Must have electrical experience, CDL license, 18 years or older, drug screen, & background check are required. Start @ \$8.00 hr. 249 @ Louetta area.
Call Chuck (281)378-5120. Leave message if no answer.

Horses

300 + SADDLES, New & Used! 100's Tack Items. Bargains!
(281)460-2054 (936)449-5555

Livestock

REGISTERED TEXAS Longhorns, bulls, cows, heifers and steers gentle, loud colors, twisty horns, top blood lines
281-356-8167

Garage Sales

LADYBUGS GARDEN CLUB ANNUAL GARAGE & PLANT SALE!
Memorial NW Clubhouse. 17440 Theissmill Rd. Spring, 77379, 8:30a-3:30p, Fri, 4/17, 7/17 of Treasure & Plants!

LARGE MOVING SALE!
2307 Spring Day Lane N. Spring Subdiv. Off Cypress/Aldine Westfield. Sat. April 18th 8am-3pm Furniture, All Appliances, Office Equip., Bookcases, Desks, Lamps, & Lots misc. household & Christmas items.

LEGAL NOTICES

REQUEST FOR SEALED PROPOSALS
Region 4 ESC is accepting sealed proposals for Exterior & Interior Signage; RFP # 0143309. Proposals will be accepted until 2:00 pm CST on May 7, 2009 in the Purchasing Office located at 7145 W. Tidwell, Houston, TX 77092. Proposals documents can be obtained at this address or downloaded for http://purchasing.esc4.com
April 15, & 22, 2009

Dental

Dental Hygienist
Tues. & Thurs. 7-4:30pm
Dynamic, Tomball State-of-the-art facility!
Fax: 281-251-4866

General

Veterinary Technician
EXPERIENCED. Willis/Corona area. FT. Call 936-856-2927

General

NEW LISTING! A/C TECHS
Growing A/C & Refrigeration Co. seeks Refrigeration Techs and A/C Techs with experience. Company truck. Top Pay \$\$ Excellent Benefits.
281.354.7018

Pets for Sale

Adorable Female Chihuahua Puppy \$170.00
Chihuahua/Terrier, fem, 1 1/2 yr. \$50.00. (832)515-0487

AKC BULL MASTIFF
4 male & 4 female. BRINDLE COLOR. \$700 to \$1,000 ea. (936) 291-3381 (lv. msg.)

Blood Hound Pups
AKC, Red/Black & Tan, Wrinkles. Shots & Wormed. \$250
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\$250-\$600. Also CHORKIES & YORKIE-HUAHUA \$400-\$600.
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Chihuahuas Pup \$100 & up
CKC Pomeranians \$300 & up
Toy Poodles \$350 & up
Dachshund-pups \$150 & up
936-377-4929

BIG SALE

3807 MIDFOREST
Oak Creek Village Subdv. April 17 & 18 8am-??
Collector Cleaning Out!!!!

MOVING SALE, APRIL 23-25, 8A-6P.
6622 Blue Hills, (Off Cutten Rd Near 1960, in Champions West)
Refrigerator, Dryer, Wood Table W/iron Legs, Microwave, Baby Bed, Kitchen Tools, Clothes, Home Decor, Computer Equip., Books, Etc.

MultiFamily
5931 Pebble Springs Dr
Greenwood Forest Subdv
April 17 & 18 8am-3pm
Baby items, kids clothes and toys, women's plus size clothing, household and garden, furn

LEGAL NOTICES

NOTICE OF PUBLIC SALE of property to satisfy landlord's lien. Sale is 10:00 A.M. Tuesday May 5, 2009 at 1429 FM 1960 West, Houston, TX 77090. Property will be sold to highest bidder for cash. Clean up and removal deposit may be required. Seller reserves the right to withdraw property from sale. Property includes contents of spaces of the following tenants:
Martha Hernandez, Andre L. Simon, Troy Moore, Janice Guilbeaux, Nasheeda Pickett, Tanya Lawson, Tayloria Dewalt, John E. Foy, Timothy Brown, Eva Dalia Olivo, Denise M. Gordon, Telpro Technologies.
Items include household items, furniture, bedding and lots of miscellaneous items.
April 15 & 22, 2009

Oilfield Company in North East Houston Now Hiring:

4 QA Inspectors
• 6 mos. - 1 yr experience with premium threading inspection.
• Understanding and know how to set up gauges.
• Read blueprints, calipers, micrometers and OD & ID.
• Open to working up to 12hrs and to shift changes.
• Pay DOE \$12-16/hr; shift differential offered
Call for interview: 281 931-7100
256 N. Sam Houston Pkwy.
Houston, TX 77060

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Residential Sales Manager
for air conditioning company. Should be able to estimate jobs & have knowledge and skills to install and/or repair air conditioning and heating systems. Oversees installation. Benefits, top pay & company truck. Northside. 281-354-7018

Pets for Sale

FOUND MALE CORDO On Snook Road in Tomball (281) 729-9551 (77375)

FOUND; Med/Large Red Female Dog, curly hair, during storm in Cleveland on 3/27/09 (281)592-2283

LOST BOSTON TERRIER
BLACK & WHITE, Male, Eagle Springs area, 4/7/09 281-446-3658

LOST MIN. SCHNAUZER-CINCO/KATY We lost our schnauzer 4/5 in the S. Fry & Westheimer Pkwy area. Male, salt & pepper, 9yrs old, feathers clipped. Family pet. Please call! (281) 415-0277

LOST ORANGE CAT /KINGWOOD Male, big, long-hair, tabby cat lost since Nov. (281) 610-5152 (77345)

Estate Sales

CHAMPIONS GLEN
5703 Glen Pines, 77069
key map #330X
APRIL 16-18 @ 8AM
A great sale. Full house, 97 Jeep Grand Cherokee, 74 K mi, runs, needs repair. Heritage Household Sales

LEGAL NOTICES

The Texas Department of Transportation (TxDOT) will be conducting a public meeting to discuss the proposed improvements to Farm To Market (FM) 1960 at the Burlington Northern Santa Fe (BNSF) Railroad crossing in Harris County, Texas. The proposed project consists of constructing a grade separation at FM 1960 and the BNSF Railroad. The purpose of this meeting is to present multiple design options and gather public input on the proposed improvements of this facility.
This meeting will be structured in an open house format from 6:00 pm to 8:00 pm on Tuesday, May 19, 2009, at the Hilton Garden Inn, 7979 Willow Chase Blvd., Houston, Texas 77070. Exhibits will be displayed and representatives from TxDOT and their study team will be available to answer individual questions. Public comments are encouraged. Forms will be available to submit written comments, which should be postmarked by Tuesday, June 2, 2009 and sent to the Director of Project Development, Texas Department of Transportation, P.O. Box 1386, Houston, Texas 77251-1386.
Persons interested in attending the public meeting who have special communication or accommodation needs are encouraged to contact the TxDOT District Public Information Office at (713) 802-5072. Since the public meeting will be conducted in English, any requests for language interpreters or other special communication needs should be made at least two days prior to the meeting. TxDOT will make every reasonable effort to accommodate these needs.
April 15 and May 6, 2009

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HAVE PETS TO SALE? Call Us!
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* NORTH GROUP SPECIAL-2 WKS \$30 4 WKS \$50
* SOUTH GROUP SPECIAL-2 WKS \$30 4 WKS \$50
Prices are for 4 lines, \$5 each additional line.
CALL 1.800.659.6997- OPTION 4
To speak to one of our friendly and knowledgeable sales representatives! They can help you design an ad to fit your needs & your budget!

Estate Sales

ESTATE SALE
Lots of Nice Furniture, Home Decor & Misc. Fri & Sat April 17 & 18 9am - 5pm. 25730 I-45 Spring TX 77386

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HOME OF THE WEEK

ESTATES AT WINDRUSH

Newer custom home with a 3 car garage, 6 bedrooms, 4 full and 2 half baths in low MUD tax subdivision. Dream backyard, pool, and hot tub with multiple waterfalls, gas log fire pit, outdoor covered kitchen with stainless appliances, covered flagstone patio, mosquito system, outdoor speakers, and huge green space to play ball. 2003 home with wood floors, island kitchen with granite counters and stainless steel appliances, wine groto, plantation shutters throughout, high ceilings, study with built-in desk, master down with sitting area, gameroom upstairs and 6th bedroom could be a media room. In Klein ISD with easy access to golf and nearby schools. Call today for a private showing.

\$600,000



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100 REAL ESTATE

FOR SALE BY OWNER
THE WOODLANDS 3 BEDROOM 2 1/2 bath
Beautiful 2-story home located in the heart of The Woodlands, two car garage, large deck and near duck park. For more info call or email. \$179,900
832.492.8541
jpedean23@aol.com Justin or Haley Dean

200 RENTAL PROPERTY

Office Space for Rent

Homes for Sale

Apartment for Rent/Lease

LODGE MOTEL FURN., EFF., or 1,2,3 BDRM W/KIT., TV, POOL, ETC. \$29.99 UP DAILY OR \$169./WK UP. 936-539-4299/936-756-0200

Great Office Space (on FM 1960!) with Onsite Management

Wood Office Park
2611 FM1960
Suites from 680 SF to 2,000 SF

Ready for IMMEDIATE OCCUPANCY

- ✓ Located at a signalized intersection
- ✓ All suites have new carpet and paint
- ✓ Beautiful wooded setting
- ✓ Handsome common areas

Aggressive Rental Rates:

- ✓ \$12.45 Full Service - F & H Bldg, 2nd Floor
- ✓ \$12.95 Full Service - F & H Bldg, 1st Floor

Contact:
Brenda Pennington Commercial Realty
281.450.5700 - mobile
713.621.5050 - office
brenda@penningtoncommercial.com

4 BDRM, 2 BATHS, wood frame, approx 2000sqft. for sale. MUST be moved. Fire-place, liv. din. Only \$5000. (936) 264-4920

COLDSPRING: 3/2, (2 blocks from courthouse) ceiling fans, carpet, nice neighborhood, fenced yard. 936-653-5319 or 936-520-8273

FORECLOSURE! 3 bed home \$10,400!! Won't last! Great Location! For listings 1-800-544-6258 H646

Harden: large home on 63/4 acres, 10 ft wide porches all around, pond, extra building in back, circle drive, 2 car attached garage, as is by owner, 832-472-9632

3/2/2 LAKE HOUSE, LEASE OPTION. Easy owner finance, 3% down, \$1200/mo 936-716-7663

PINEHURST VILLAGE FIXER UPPER: on 1/2 fenced acre. Lot of Potential! \$30,000 (713) 302-5665 By Owner

TWO NEW HOMES FOR SALE: April Sound / Lake Conroe.
Builder to pay all closing costs or \$2,000 move in allowance. \$500 down, 103% Financing Available! (936) 718-6383

WIMBLENDON FOREST
Elegant custom built home 4/5 bdrms, 3 ba, 2 car gar, prestigious master bdrm with f/p, fml dining rm, lg country kitchen, rich solid oak study, mirrored exercise rm, steam rm & game rm, \$489,200. MAKE OFFER, MUST SELL! 936-689-5286

Homes for Rent/Lease

5 BD 3 BA ONLY \$476/MO!
3 bedroom HUD \$298/mo! (5%dn, 30yrs@8%)
Listings 800-544-6258 xR948

CONROE, NEW 3/2/1
Townhome \$995/mo. All Appliances + W/D, Fenced, Lawn Care. 281-378-2180
http://dooleyproperties.com

Hockley - from \$675
Three Lakes Estates Phase II Now Open!!! Spacious 3-2 homes! Great community! 35min to Houston! 936-499-1478

Homes for Sale | Homes for Sale | Homes for Sale | Homes for Sale | Homes for Sale

HERITAGE TEXAS PROPERTIES
heritagetexas.com

CHAMPIONS VILLAGE 281.440.1221
THE WOODLANDS TOMBALL/MAGNOLIA 281.363.9103

THE WOODLANDS
Elegant & immaculate home! Open & spacious - great for entertaining! Marble fireplace, crown moulding, high ceilings, plantation shutters, stone tile floors. Large gourmet kitchen, gorgeous formal dining overlooks private brick courtyard

\$429,900

Kecia Haseman

ESTATES OF BENTWATER
Architectural excellence & beauty merge in this extremely custom home! Limestone/wood floors, 2 stairs, elevator, granite island kitchen opens to den. Covered lanai w/fireplace overlooks pool & lake to the east - one of a kind

\$1,999,000

Pam Durham

WOODS OF WIMBLETON
Very open plan w/plate glass windows open home to oversized backyard w/pool & spa

\$394,000

Lucy Limbaugh

WATERFORD PARK
Character, elegance & beauty describe this near-custom one story home! Wood & tile flooring, lovely large windows, island kitchen, updated lighting. Rotunda foyer, 3 car garage, backyard has arbor w/brick pavers & mosquito machine

\$290,000

Vicky Fleisher

LAKEWOOD GROVE
Unbelievable! Well maintained home on huge lot with recent saltwater pool & spa! Formal dining, granite kitchen, custom trim work, study plus gameroom. Lush landscaping, covered back porch, deck, sprinklers, 3-car garage & auto gate

\$284,900

Tammy Hendricks

LAKELWOOD CROSSING
Absolutely private cul-de-sac lot w/great floorplan & beautifully maintained! Surround sound throughout, tons of storage, large gameroom upstairs. Huge backyard with mature landscaping surrounding a gorgeous pool

\$284,900

Kathryn Brown

HUNTWICK FOREST
Beautiful home on quiet cul-de-sac lot has neutral decor & many recent updates! Large family room with wall of windows, light & bright updated kitchen. Large tropical paradise backyard with sparkling pool & full sprinkler system

\$219,500

Becky Morris

IMPERIAL OAKS PARK
Beautiful David Weekley O'Neil plan with many upgrades on corner lot! Extended tile, upgraded carpet, extra large master with huge closet. Oversized kitchen with lots of cabinets & granite countertops

\$179,000

Becky Morris

MAJESTIC OAKS
Exceptional home on private, oversized cul-de-sac lot! Huge backyard! Updated paint, light fixtures, recent carpet, custom tile in kitchen & entry. Large gameroom, top quality Shaw laminate in family & dining room

\$159,900

Becky Lowe

GLENN HAVEN ESTATES
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Kecia Haseman

Legal Notices

Legal Notices | Legal Notices | Legal Notices

The Texas Department of Transportation (TxDOT) will be conducting a public meeting to discuss the proposed improvements to Farm To Market (FM) 1960 at the Burlington Northern Santa Fe (BNSF) Railroad crossing in Harris County, Texas. The proposed project consists of constructing a grade separation at FM 1960 and the BNSF Railroad. The purpose of this meeting is to present multiple design options and gather public input on the proposed improvements of this facility.

This meeting will be structured in an open house format from 6:00 pm to 8:00 pm on Tuesday, May 19, 2009, at the Hilton Garden Inn, 7979 Willow Chase Blvd., Houston, Texas 77070. Exhibits will be displayed and representatives from TxDOT and their study team will be available to answer individual questions. Public comments are encouraged. Forms will be available to submit written comments, which should be postmarked by Tuesday, June 2, 2009 and sent to the Director of Project Development, Texas Department of Transportation, P.O. Box 1386, Houston, Texas 77251-1386.

Persons interested in attending the public meeting who have special communication or accommodation needs are encouraged to contact the TxDOT District Public Information Office at (713) 802-5072. Since the public meeting will be conducted in English, any requests for language interpreters or other special communication needs should be made at least two days prior to the meeting. TxDOT will make every reasonable effort to accommodate these needs.

April 15 and May 6, 2009

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LAKE CONROE LOTS
Bentwater, Golf Course \$25K. Water View \$55K. April Sound TH Lot: \$9K. OBO (281) 367-7998

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Lots. Mobile OK. Owner finance. \$500 Down, (281) 827-3511

WOODED LAKE ACCESS
Coldspring. Best offer \$16,000.00. (281) 592-7819 (77331)

Acreage for Sale

6.34 ACRES East Willis. Cleared ready for mobile or home. Dirt road. Secluded. \$31,700. 936-537-5533

15 ACRES GRIMES COUNTY
\$8500 ac. Owner/Broker 281-300-0997

5 Acres: Willis/Conroe Area. Surrounded by large tracts, large trees, deer squirrels. 6 miles East of Willis. \$12,000/acre. 936-525-0434

10 Acres: Willis/Conroe Area. Surrounded by large tracts, large trees, deer squirrels. 6 miles East of Willis. \$8,900/acre. 936-525-0434

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WOODED LAKE ACCESS
Coldspring. Best offer \$16,000.00. (281) 592-7819 (77331)

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\$599/month 2551 N. I-45 936-788-2300
VALUE PLACE WILLOWBROOK
\$699/month 13616 Perry Rd. 281-807-9999
VALUE PLACE WESTCHASE
\$699/month 5959 W. Sam Houston South Pkwy. 713-779-4441
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**APPENDIX E:
Sign-in Sheets from Public Meeting**

PUBLIC INVOLVEMENT REGISTER
Public Meeting for FM 1960 at the BNSF Railroad

Hilton Garden Inn - May 19, 2009

Open House from 6 pm - 8 pm

NAME / ORGANIZATION	ADDRESS	PHONE
ANTON ROEGER, III	4618 Shatner Dr. Houston 77066	281-444-7948
Thelma Day Roeger	4618 Shatner	"
Jack Seavey	17309 Vintage Wood Ln	281-376-5538
Al Roy	5214 DANA ALBERT DR	281-444-8330
Jan Perino	7215 Palisades Hts	281-855-2309
Liz Stulds	15919 NEONLIGHT CREEK CT	281-859-1892
CHAO SCHEUCK / HOMEWOOD SUITS	7655 W FM 1960	281-955-5200
Audrey Marks / 1960 SUN PAPERS		281-440-1470
TARSEM ALLES / PRESIDENT TARMAN Ltd	7440 W.F.M 1960 HOUSTON TX 77069	281-955-7777
Kevin Caddenhead / Chick-fil-A	7007 FM 1960 West Houston, TX 77069	281-732-3454
Rachel Hobbs	1715 Serene Shire Dr - Cypress TX 77429	281-3512920
Lee Anne Dixon / Kimley-Horn	12012 Wickchester Ln. 77069	281 5979300 Hou TX Suite 500 77049
Barbara Roy Scalatman	14206 Bonny Brier	281-444-0260

PUBLIC INVOLVEMENT REGISTER
Public Meeting for FM 1960 at the BNSF Railroad
Hilton Garden Inn – May 19, 2009
Open House from 6 pm – 8 pm

NAME / ORGANIZATION	ADDRESS	PHONE
Roberto Mascardo TXDOT		281-319-6413
David Roberts TXDOT		281 713 802 5779
Bessley J. Englund		281-440-7914
M.K. Dwan		281-955-7777
Stephen L. Woodring		281 897-9100
GARY GIBSON		281-492-5410
Kenn Jackson		713 582 5124
CRAIG K. DAY		713-724-7419
Richard Wheelless		281-583-8591
Wait Plonski	2000 Willowbrook Mall HOUSTON, TX 77007	281 890-8002
JOHN R. THOMASSEN, JR	5507 GLENMERE LANE SPRING TX	77379 77379 713-409-1123
Kimberly Nguyen	TXDOT-CCA	
MARY BRACKEN	18 Cardinal Bend Ln Houston, TX 77070	832-237-8343

• send email w/ handout.
HOA President

Champions Arbor HOA president
mbracken69@hotmail.com

PUBLIC INVOLVEMENT REGISTER
Public Meeting for FM 1960 at the BNSF Railroad

Hilton Garden Inn - May 19, 2009

Open House from 6 pm - 8 pm

NAME / ORGANIZATION	ADDRESS	PHONE
Ginny Woodring		281-897-9100
Don Savage / Best Buy		832-971-3050
Vaughan Miller	7103 Centre Oak Ave	713 4437161
TAD DVORAK	7335 FM 1960 W HOUSTON TX	281-580-1381
Valery Blank	7027 CENTRE GROVE DR. HOUSTON, TX 77069	(281) 583-8696
ENRIQUE LIMA	15814 CHAMPION FOREST, PMB 110 SPRING TX 77379	ELIMA@8327971746.COM 832797 1746
ROB MAXWELL	8701 NEW TRAILS SUITE 200 THE WOODLANDS TX 77381	(281) 363-4039
Barbara Thomasen	Houston Northwest Chamber 14511 Falling Creek #205 HOUSTON 77014	281-440-4160
★ Gigi Lee		713-320-6336
Jaym Mouna	13455 COTTEN RD 1H	281.444.9311
ROW WALKOWIAK	6801 Cypress Point Houston, TX 77069	281-583-9364
John Fishers	17710 Champion Forest Spring, TX 77379	281-379-6222
Rusty Schlattman	14206 Bonney Brier Houston, TX 77069	281-444-0419

PUBLIC INVOLVEMENT REGISTER
Public Meeting for FM 1960 at the BNSF Railroad

Hilton Garden Inn – May 19, 2009

Open House from 6 pm – 8 pm

NAME / ORGANIZATION	ADDRESS	PHONE
Kevin Parker	16150 Kieth Harrow Blvd. #1416, Houston TX 77084	281-861-9931
DARRIN WILLER	2762 IMPERIAL LEAF, ^{SPRING} HOUSTON TX 77379	281-257-8308
John Moss	13719 Highland Cove, Houston TX 77070	281-890-0068
Matthew Creighton	Dallas, TX	972-740-3763
James L Dougherty Jr.	12 Greenway Plaza, Ste. 1100 ⁷⁷⁰⁴⁶	713- 880 -8808
ROBERT PRICE	7907 TERRACE BLVD CT. 77070	281-897-9698
Enrol Wirasingle	13722 Camelot Centre 77069	281-587- 8242

APPENDIX F:
Material Handed Out at Public Meeting

Information Sheet
Blank Comment Form



Texas Department of Transportation

Public Meeting Information Sheet

FM 1960 at the BNSF Railroad

Harris County, Texas

May 19, 2009

Project Study Area



Texas Department of Transportation

Public Meeting Information Sheet

FM 1960 at the BNSF Railroad

Harris County, Texas

May 19, 2009

Why do we have a Public Meeting?

The National Environmental Policy Act of 1969 (NEPA) is the cornerstone of our Nation's environmental laws and was enacted to ensure that information on the environmental impacts of any Federal, or federally funded, action is available to public officials and citizens before decisions are made and before actions are taken. In order to fully understand the transportation issues regarding Farm to Market (FM) 1960 at the Burlington Northern Santa Fe (BNSF) Railroad and its surrounding communities, it is essential that the public be involved in every step of the decision-making process. The proposed project consists of constructing a grade separation at FM 1960 and the BNSF Railroad. The purpose of this meeting is to present multiple design options and gather public input on the proposed improvements of this facility.

PUBLIC MEETING (OPEN HOUSE FORMAT) – 6 PM TO 8 PM INFORMAL QUESTION SESSION AND DISPLAY OF EXHIBITS

For your convenience, a comment form is included in this information packet. Comments will be collected in the Comment Box located at the Comment Table or can be returned by mail. Written comments not submitted during the meeting should be mailed or e-mailed to the appropriate address listed below. All written comments received by the deadline will be included in the official public record. To be included in the official public record, written comments must be postmarked or e-mailed by June 2, 2009.

Mail comments to:
TxDOT-Houston District
Attn: Director of Project Development
P.O. Box 1386
Houston, TX 77251-1386

E-mail comments to:
HOU-PIOWEBMAIL@dot.state.tx.us

FM 1960 at the BNSF Railroad Timeline

Environmental Clearance: 2011*
ROW Acquisition Begins: 2011*
Construction Begins: 2012*
**Subject to change*

How you can get Involved

The public is strongly encouraged to participate in the environmental study of FM 1960 at the BNSF Railroad. There are multiple ways in which you can get involved. You are invited to participate by one of the following means:

- 1) Fill out a comment form at the Public Meeting
- 2) Share your ideas with TxDOT or the Consultant Team at the Public Meeting
- 3) Call TxDOT and ask to be put on the mailing list, or
- 4) Send a letter with your comments or concerns. Letters to TxDOT should be addressed to: Director of Project Development, TxDOT, P.O. Box 1386, Houston, Texas 77251-1386.



Item	Existing	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	Alternative F
Description	Existing at-grade FM 1960	Six lane overpass of railroad	Four lane overpass of railroad with frontage roads	Six lane underpass of railroad	Three lane westbound overpass with four lane at-grade eastbound	Six lane overpass with access roads	Railroad elevated over existing at-grade FM 1960
Railroad Crossing	Six lane at-grade crossing	Bridge completely removes railroad crossing	Two frontage road at-grade crossings (An additional crossing)	Underpass completely removes railroad crossing	Eastbound traffic continues to cross at-grade	Bridge completely removes railroad crossing	Railroad elevated at six lane at-grade crossing
Construction	–	Lengthy construction with temporary roadways	Moderate construction	Longest construction - extensive earthwork temporary roadways	Shortest construction with existing eastbound lanes utilized	Lengthy construction	Lengthy construction with temporary Shoo-Fly Crossing
Driveways	–	Removes 5 driveways	All driveways remain	Removes 7 driveways	Removes 2 driveways	Removes 1 driveway	All driveways remain
Traffic Operations Overall	–	Operates similar to existing	Traffic patterns are changed	Operates similar to existing	Improves overall traffic operations	Similar to existing	Similar to existing
Traffic Operations Mall Entrance	–	Intersection handles all mall turning movements and Breton Ridge	WB left turns from bridge lanes only; right turns from frontage road only	Intersection handles all mall turning movements and Breton Ridge	Intersection handles all mall turning movements and WB Breton Ridge	Access road is only allowed right turn or thru	Similar to existing
Traffic Operations Breton Ridge	–	Access to Breton Ridge through Mall Loop road	Access to Breton Ridge through frontage roads	Access to Breton Ridge through Mall Loop road	EB access remains; WB access through Mall Loop road	Access to Breton Ridge through access road	Similar to existing
Traffic Operations Cutten	–	EB entrance ramp causes weaving at intersection	EB entrance ramp causes major weave at intersection	EB entrance ramp causes weaving at intersection	No weaving at intersection	Access road is only allowed right turn or thru	Similar to existing
Other	–	U-turn lane may be need for both sides	Potential for confusing signage	Major hydraulic issues	Driver expectancy	Wide right-of-way footprint	Possible neighborhood impacts
Estimated Cost	–	\$23.1 Million	\$21.6 Million	\$35.8 Million	\$18.3 Million	\$22.5 Million	\$73.6 Million



PUBLIC MEETING COMMENT FORM

FM 1960 at the BNSF Railroad PROPOSED IMPROVEMENTS AND ENVIRONMENTAL CONSTRAINTS

May 19, 2009
Open House 6pm - 8pm

Hilton Garden Inn, Houston, Texas

Welcome to the Public Meeting for the proposed improvements to Farm to Market (FM) 1960 at the BNSF RR. Your comments are important to the development of this project and will be taken into consideration. To submit written comments, please use the space provided below. You may submit this form tonight, or mail it to the address on the back. If mailed, written comments should be postmarked by June 2, 2009. Thank you.

(To mail, please fold in half with this page on the inside and affix a postage stamp. Please tape closed, do not staple.)

Bienvenido al Público que Encuentra para las mejoras propuestas Cultivar para Vender (FM) 1960 de la Carretera de BNSF RR. Sus comentarios son importantes al desarrollo de este proyecto y serán tomado en consideración. Para someterse comentarios escritos, utilizan por favor el espacio proporcionado abajo. Usted puede someterse esta forma esta noche, o enviarlo a la dirección en la espalda. Si comentarios enviados y escritos deben ser matasellados por el 2 de Junio de 2009. Gracias.

(Enviar, complacer dobléz en la mitad con esta página por dentro y poner un sello de correo. Por favor cinta cerró, no cose con una grapa.)

1. How did you hear about this meeting? / ¿Cómo se informó de esta asamblea?

- Newspaper / Periódico
- Told by Friend or Neighbor / Amigo o vecino
- Received Notice in Mail / Aviso por Correo

Other (please explain) / Otro modo (explique): _____

2. Do you have any comments about the project presented tonight? / ¿Tiene usted cualquiera comenta acerca de proyecto presentadas esta noche? _____

3. Do you have a preference regarding options A-F? If yes, please explain? / ¿Tiene usted una preferencia con respecto a opción un A-F? ¿Si sí, explica por favor? _____

(continue comments on the back of this form / siga comentarios al dorso de esta forma)

4. Do you want to be included on the mailing list for future meetings regarding this proposed project? / ¿Quiere usted ser incluido en la lista de envío y recibe notas de reuniones futuras para este proyecto propuesto?

Name / Nombre: _____ Address / Dirección: _____

_____ City / Ciudad: _____ Zip Code / Código Postal: _____

**APPENDIX G:
Photographs from Public Meeting**

*Open House/ Public Meeting
Hilton Garden Inn*



Public Meeting Room.
View from entrance.



Entrance to Public Meeting Room on
May 19, 2009.



Attendees were asked to sign-in before entering the Public Meeting. A welcome board was also present to describe the proposed project.



Two sets of exhibits (Alternatives A-F) were set up on both the sides of the room. View from entrance looking towards left side of room. Also shown are ROW and environmental constraints tables.



Various exhibits were available for viewing at the public meeting.



Comment forms and comment tables with drop boxes were available during the public meeting.



TxDOT and Project Team Members were available to answer questions during the public meeting.



Various exhibits showing the alternatives were available for viewing.



TxDOT and Project Team Members were available to discuss the various Alternative Alignments.



TxDOT and Project Team Members were available to discuss the various Alternative Alignments.

**APPENDIX H:
Written Comments Received**

Dear Dir. of Project Development,
Near Future.

B2

The railroad tracks at FM 1960 W must be elevated. I already wrote to the Tx. Dept. of Transp. about that. Also, I wrote to Burlington Northern RR Tracks in Ft. Worth for all the rr tracks to be elevated. While, FM 1960 must be a 6 in. frontage rd highway east of Tx. 249 and a 4 in frontage rd highway west of Tx. 249. The frontage rds of FM 1960 and Tx. 249, must be lowered to below grade level, while the FM 1960 Main Lns, be raised to grade level, with 2 extra lns and the remaining 4 lns. With the frontage rds, the crossovers near the tracks, will only be Cutter and Breton Ridge. Signal lights, such as Champions Centre, Willow Center, and Commons of Willowbrook, must be dismantled, due to the frontage rd splitting up this streets. On the curbs of the frontage rd, their must be sidewalks. By Commons of Willowbrook, their must be a pedestrian tunnel under the frontage rd.

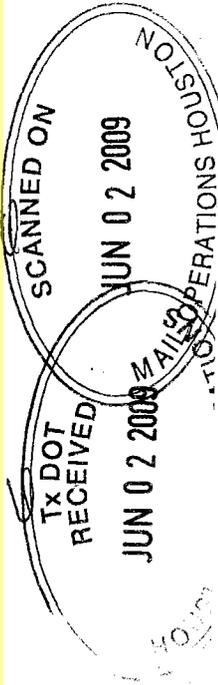
C6

Diston + Future
East of Tx. 249, FM 1960 must be double deck, with upper grade level + main lns with an overpass at Breton Ridge and Cutter, and with lower underground + express lns. The upper deck, must have exit ramps after intersections, and entrance ramps before intersections. The lower deck, must have an east bound entrance ramp before Cutter and a westbound exit ramp after Cutter. The FM 1960 west of ~~the~~ field, must be a 6 in freeway. Their, must be 2 interchange ramps on Eastbound FM 1960 to Southbound Tx 249, with the upper deck ramp being a bridge, and the lower deck being a tunnel. Their, must be 2 interchange ramps on Eastbound FM 1960 from Northbound Tx. 249, with the upper deck ramp being a bridge, and the lower deck ramp being a tunnel.

B8

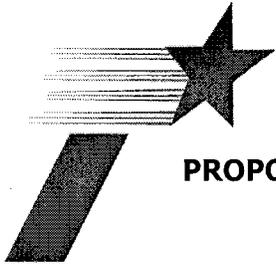
Sincerely,

Arthur Bhutic
Arthur Bhutic
8902 Crozy Horse Tr.
Houston, TX. 77064



DD

001



PUBLIC MEETING COMMENT FORM

FM 1960 at the BNSF Railroad PROPOSED IMPROVEMENTS AND ENVIRONMENTAL CONSTRAINTS

May 19, 2009
Open House 6pm - 8pm

Hilton Garden Inn, Houston, Texas

Welcome to the Public Meeting for the proposed improvements to Farm to Market (FM) 1960 at the BNSF RR. Your comments are important to the development of this project and will be taken into consideration. To submit written comments, please use the space provided below. You may submit this form tonight, or mail it to the address on the back. If mailed, written comments should be postmarked by June 2, 2009. Thank you.
(To mail, please fold in half with this page on the inside and affix a postage stamp. Please tape closed, do not staple.)

Bienvenido al Público que Encuentra para las mejoras propuestas Cultivar para Vender (FM) 1960 de la Carretera de BNSF RR. Sus comentarios son importantes al desarrollo de este proyecto y serán tomado en consideración. Para someterse comentarios escritos, utilizan por favor el espacio proporcionado abajo. Usted puede someterse esta forma esta noche, o enviarlo a la dirección en la espalda. Si comentarios enviados y escritos deben ser matasellados por el 2 de Junio de 2009. Gracias.
(Enviar, complacer doblar en la mitad con esta página por dentro y poner un sello de correo. Por favor cinta cerró, no cose con una grapa.)

1. How did you hear about this meeting? / ¿Cómo se informó de esta asamblea?
- Newspaper / Periódico Told by Friend or Neighbor / Amigo o vecino Received Notice in Mail / Aviso por Correo
- Other (please explain) / Otro modo (explique): NOA

2. Do you have any comments about the project presented tonight? / ¿Tiene usted cualquiera comenta acerca de proyecto presentadas esta noche?

I would rather see everything left "as is" and deny the project completely in any variation

B1

3. Do you have a preference regarding options A-F B2s, please explain? / ¿Tiene usted una preferencia con respecto a opción un A-F? ¿Si sí, explica por favor?

F - least disruptive to existing businesses & protects our tax base and keeps businesses functioning.

(continue comments on the back of this form / siga comentarios al dorso de esta forma)

4. Do you want to be included on the mailing list for future meetings regarding this proposed project? / ¿Quiere usted ser incluido en la lista de envío y recibe notas de reuniones futuras para este proyecto propuesto?

Name / Nombre: Valery Blank Address / Dirección: 7027 CENTRE GROVE DR,
HOUSTON City / Ciudad: TX Zip Code / Código Postal: 77069

5. Additional Comments / Comentarios adicionales: _____

-----fold along this line for mailing----- doble por esta línea para enviar -----

Place
Postage
Here

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

003

15707 Pinyon Creek Dr.
Houston, TX 77095

May 28, 2009

Director of Project Development of
Transportation
P. O. Box 1386
Houston, TX 77251-1386

RE: RAILWAY TRACKS

Dear Sir/Madam:

This is another alternative which there will no destructions or detours going to the Willowbrook Mall.

B2,B3

Why not dig a tunnel under FM 1960 for the railway tracks? It was done in Westpark from Belt 8 going to 610 drivers can easily on route to downtown, Galleria and many other places by the tunnels. By over pass it destroyed natural beauty in those areas. It destroyed businesses financially drivers can't no longer pass thru those businesses. That is terrible thing to happen.

C1,C2

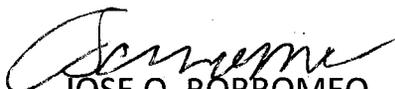
C3

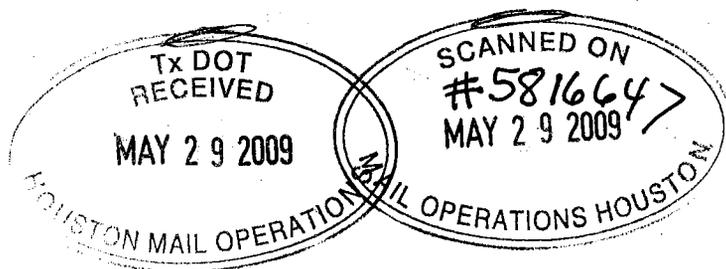
C4

Your consideration to the above is highly appreciated.

Thank you.

Very sincerely,


JOSE O. BORROMEO



004

From: Champions FSU | Kevin Caddenhead <Kevin.Caddenhead@chick-fil-a.com>
To: <HOU-PIOWEBMAIL@DOT.STATE.TX.US>
Date: 6/2/2009 11:48 PM
Subject: FM 1960 at the BNSF Railroad comments

I attended the public meeting regarding the proposed improvements to the FM 1960 - BNSF Railroad intersection.

I appreciated the opportunity to visit with the engineers and to hear the explanation of each proposal.

C3

Many of the proposals have significant negative impact on area businesses. The Willowbrook area is a busy, vibrant business district. Proposed changes can/will change traffic patterns and accessibility to many area merchants. Consumers are typically impatient and often choose the path of least resistance. Many of the suggested improvements may improve flow, but cause permanent damage to area merchants.

C4

C3

C3

Specifically regarding Chick-fil-A, on most proposals we are negatively effected by the lack of east bound feeder roads to supply traffic from the Willowbrook area. Without this supply of customers, our sales will be significantly impacted. Yet another concern with the proposed bridges is the concrete median that separates the bridge traffic from the feeder traffic (east bound). Again, this will not allow a significant number of customers to access our facility.

B2

I feel that Alternate F provides the best solution for both consumers and merchants.

Please contact me if I can be of assistance,

Best regards,

Kevin Caddenhead

Owner/Operator

281.732.3456

005

From: Ann Cates <ann.cates@yahoo.com>
To: <hou-piowebmail@dot.state.tx.us>
Date: 6/3/2009 10:11 AM
Subject: BNSF Grade Separations

Brandon,

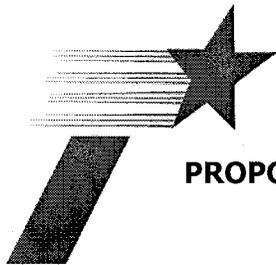
B4

I am in favor of Alternative B because it seems to be the least costly and most effective in getting us through that intercection.

A1

Thank you for getting my comment included.

Ann Cates
12326 Advance Dr. 77065
281-704-5781



PUBLIC MEETING COMMENT FORM

FM 1960 at the BNSF Railroad PROPOSED IMPROVEMENTS AND ENVIRONMENTAL CONSTRAINTS

May 19, 2009
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Welcome to the Public Meeting for the proposed improvements to Farm to Market (FM) 1960 at the BNSF RR. Your comments are important to the development of this project and will be taken into consideration. To submit written comments, please use the space provided below. You may submit this form tonight, or mail it to the address on the back. If mailed, written comments should be postmarked by June 2, 2009. Thank you.

(To mail, please fold in half with this page on the inside and affix a postage stamp. Please tape closed, do not staple.)

Bienvenido al Público que Encuentra para las mejoras propuestas Cultivar para Vender (FM) 1960 de la Carretera de BNSF RR. Sus comentarios son importantes al desarrollo de este proyecto y serán tomado en consideración. Para someterse comentarios escritos, utilizan por favor el espacio proporcionado abajo. Usted puede someterse esta forma esta noche, o enviarlo a la dirección en la espalda. Si comentarios enviados y escritos deben ser matasellados por el 2 de Junio de 2009. Gracias.

(Enviar, complacer doblar en la mitad con esta página por dentro y poner un sello de correo. Por favor cinta cerró, no cose con una grapa.)

1. How did you hear about this meeting? / ¿Cómo se informó de esta asamblea?

- Newspaper / Periódico
- Told by Friend or Neighbor / Amigo o vecino
- Received Notice in Mail / Aviso por Correo

Other (please explain) / Otro modo (explique): Houston Northwest Chamber of Commerce.

2. Do you have any comments about the project presented tonight? / ¿Tiene usted cualquiera comenta acerca de proyecto presentadas esta noche?

Need to do all we can to minimize business interruption for the companies on FM 1960.

C3

3. Do you have a preference regarding options A-F? If yes, please explain? / ¿Tiene usted una preferencia con respecto a opción un A-F? ¿Si sí, explica por favor?

Yes F. F has the least impact on the local business during construction AND provides the best long term solution for increased traffic on FM 1960.

B2

(continue comments on the back of this form / siga comentarios al dorso de esta forma)

4. Do you want to be included on the mailing list for future meetings regarding this proposed project? / ¿Quiere usted ser incluido en la lista de envío y recibe notas de reuniones futuras para este proyecto propuesto?

Name / Nombre: CRAIG K. DAY Address / Dirección: 9010 MEMORIAL TRAIL DR.
SPRING City / Ciudad: TX 77379 Zip Code / Código Postal: _____

5. Additional Comments / Comentarios adicionales:

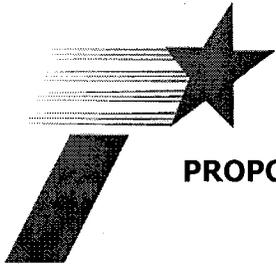
*I believe that the railroad plans to add another line of tracks
anyway. Therefore, the railroad should participate in the cost
of a bridge that is for them.*

A2

-----fold along this line for mailing----- doble por esta línea para enviar -----

Place
Postage
Here

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



PUBLIC MEETING COMMENT FORM

FM 1960 at the BNSF Railroad PROPOSED IMPROVEMENTS AND ENVIRONMENTAL CONSTRAINTS

May 19, 2009
Open House 6pm - 8pm

Hilton Garden Inn, Houston, Texas

Welcome to the Public Meeting for the proposed improvements to Farm to Market (FM) 1960 at the BNSF RR. Your comments are important to the development of this project and will be taken into consideration. To submit written comments, please use the space provided below. You may submit this form tonight, or mail it to the address on the back. If mailed, written comments should be postmarked by June 2, 2009. Thank you.

(To mail, please fold in half with this page on the inside and affix a postage stamp. Please tape closed, do not staple.)

Bienvenido al Público que Encuentra para las mejoras propuestas Cultivar para Vender (FM) 1960 de la Carretera de BNSF RR. Sus comentarios son importantes al desarrollo de este proyecto y serán tomado en consideración. Para someterse comentarios escritos, utilizan por favor el espacio proporcionado abajo. Usted puede someterse esta forma esta noche, o enviarlo a la dirección en la espalda. Si comentarios enviados y escritos deben ser matasellados por el 2 de Junio de 2009. Gracias.

(Enviar, complacer doblar en la mitad con esta página por dentro y poner un sello de correo. Por favor cinta cerró, no cose con una grapa.)

1. How did you hear about this meeting? / ¿Cómo se informó de esta asamblea?

- Newspaper / Periódico
- Told by Friend or Neighbor / Amigo o vecino
- Received Notice in Mail / Aviso por Correo
- Other (please explain) / Otro modo (explique): _____

2. Do you have any comments about the project presented tonight? / ¿Tiene usted cualquiera comenta acerca de proyecto presentadas esta noche? _____

3. Do you have a preference regarding options A-F? If yes, please explain? / ¿Tiene usted una preferencia con respecto a opción un A-F? ¿Si sí, explica por favor? B2

(1) F - IS my favorite as it doesn't impede traffic to my office

(2) B IS my second choice.

B4

(continue comments on the back of this form / siga comentarios al dorso de esta forma)

4. Do you want to be included on the mailing list for future meetings regarding this proposed project? / ¿Quiere usted ser incluido en la lista de envío y recibe notas de reuniones futuras para este proyecto propuesto?

Name / Nombre: TARSEM DHESE Address / Dirección: 7440 W.F.M. 1960

HOUSTON, TX City / Ciudad: HOUSTON Zip Code / Código Postal: TX 77070

5. Additional Comments / Comentarios adicionales:

All other options except
F and B would hurt traffic
access to my medical practice

C4

Oh

-----fold along this line for mailing----- doble por esta línea para enviar -----

T.S. DHESI (TARMAN Ltd)
7440 W.F.M. 1960
HOUSTON TX 77070

Place
Postage
Here

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



Kimley-Horn
and Associates, Inc.

June 2, 2009

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

■
Suite 500
12012 Wickchester Lane
Houston, Texas 77079
281-597-9300

Subject: *FM 1960 at the BNSF Railroad, near SH 249*
CSJ: 1685-01-090 (BH)

TxDOT Project Team:

Thank you for the opportunity to provide comments on the alternatives presented during the May 19, 2009 Open House at Hilton Garden Inn in Houston, Texas. We also appreciate access to the electronic files for the concepts presented. This allowed all parties to efficiently visualize the alternatives.

As the owner of Willowbrook Mall (Mall), General Growth Properties, Inc. asked Kimley-Horn and Associates, Inc. (KHA) to review the alternatives and offer comments on their behalf.

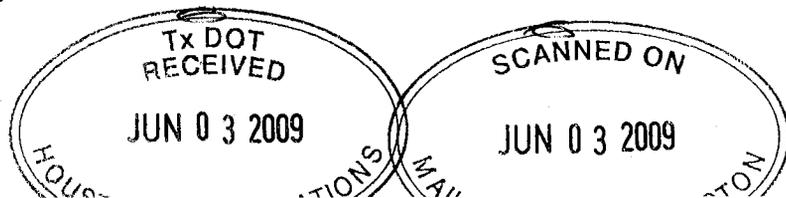
General Observations

Our general observations are similar to those provided on the summary sheet handed out at the meeting (and attached to this letter for reference), identifying the differences in concept and price between the alternatives.

D3

The Mall experiences heavy traffic in both directions along FM 1960 throughout the day, and especially during the 13 plus times that trains cross at the tracks east of the Mall. Directional split is growing closer to 50/50 throughout the day having typically been heavier westbound. Many vehicles are stopped at traffic signals along FM 1960 during peak periods and when trains are crossing at the tracks east of the Mall. During these periods of congestion, not all vehicles in a queue will clear the signalized intersections when the signal turns green (i.e., often takes more than one green phase to flush the intersection).

Traffic projections presented at the public meeting indicate about a 5.4% annual growth along FM 1960 within the study area (i.e., 2007: 42,800 vehicles per day and 2019: 80,500 vpd). There are also plans to double track the railroad to allow for more freight activity and shared use with Commuter Rail.





When considering alternatives, of primary importance to the Mall is allowing access to Mall entrances along FM 1960. Therefore, alternatives that restrict access to the Mall frontage are less favorable than others.

Most of the alternatives presented will benefit from an expanded intersection at FM 1960 and The Commons Drive (or the middle intersection to the Mall). Throat lengths to the north and south should be expanded to allow for an efficient “flushing” of cross street traffic when these approaches have green lights.

B9

Synchro™ Conclusions

To better understand the diversion of Mall traffic associated with each alternative, KHA analyzed conditions at the Mall intersections along FM 1960, specifically at The Commons and Breton Ridge or the middle and eastern main access drives to the Mall.

Traffic counts were taken from 5-7PM on a Thursday evening and from 11:30-1:30PM on a Saturday midday. Also, 24 hour counts were obtained on the northbound and southbound legs of the Mall access drives on both a Thursday and a Saturday. All traffic count data is attached to this letter.

2009 data indicates that while entering traffic evenly distributes itself to the three main Mall drives along FM 1960, roughly 60% of the exiting traffic along FM 1960 exits via Breton Ridge Drive (or the eastern most of the three drives). This is important to consider when reviewing the alternatives, especially those that limit exit options for those along Breton Ridge Drive.

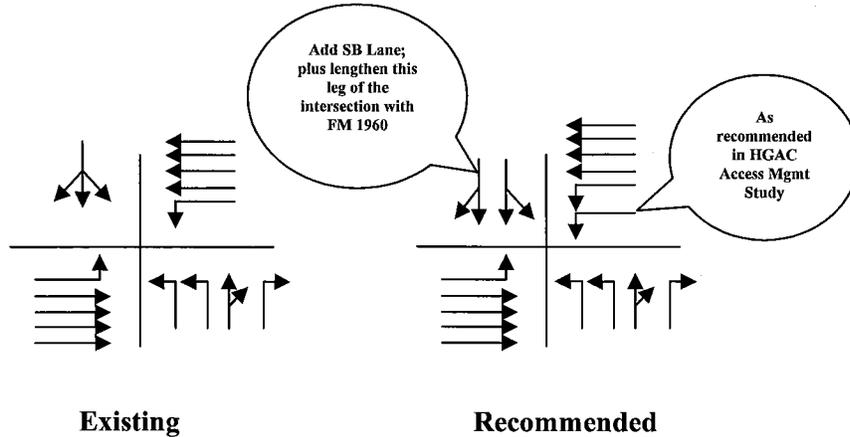
KHA analyzed proposed alternatives via *Synchro™*. After analyzing TxDOT’s proposed alternatives A-F, intersection level of service (LOS) at FM 1960 and Breton Ridge is expected to operate at LOS C due to the significant amount of westbound through traffic on FM 1960 that will no longer be traveling through the intersection in most of the proposed alternatives, except for Alternative F.

At the intersection of FM 1960 and the Commons Drive, it is recommended that the southbound approach to FM 1960 from the Commons Drive be widened to include an additional through lane. This lane configuration allows for more efficient circulation and improves capacity of the intersection. The throat length along the approaches north of FM 1960 at the Commons Drive should be lengthened to allow for more stacking and efficient throughput during the green phase. Furthermore, during Houston-Galveston Area Council’s Access Management Study along FM 1960, dual westbound lefts at the Commons Drive were recommended. These recommendations are illustrate in the next graphic.

B10



FM 1960 at the Commons Drive (middle Mall drive)



Willowbrook Mall Preferred Alternative: Alternative E

Based on the analysis and data available, the Mall strongly favors Alternative E as a long term mobility solution for the study area. The Mall recognizes Alternative D as an appropriate step (or short term solution) in improving mobility. However, for slightly more initial investment, mobility and safety are greatly improved upon grade separating both westbound and eastbound FM 1960 over the railroad crossing.

B5

B11

Less Favorable Alternatives (least favorable listed last)

1. Alternative B: While most favorable to the Mall and neighboring land uses, we understand the implications of adding an additional at-grade RR crossing.
2. Alternative A: Con – No Mall frontage roads; Pro – No RR crossings
3. Alternative F: Con – Price and noise problems, and less desirable if area were to become a Livable Center and Transit Oriented Development
4. Alternative C: Con – Depressed section at Mall; No Mall frontage roads

Future Considerations/Concerns

The Mall Ring Road provides flexibility to the design process both during and after construction. Drivers have alternate options if their original paths are restricted during or after construction.

C10

The Mall Ring Road will need some improvements to best facilitate movement of traffic in and around this area during and after construction.

These include:

1. Improved wayfinding signage along the Ring Road to route drivers to ultimate destinations. (For example, directing drivers away from Breton Ridge and to Gessner if trying to return to SH 249.)
2. Improved throat lengths and approach capacity (width) at intersections with major perimeter roads, providing access to the Ring Road circulation system. (For example, the intersection of The Commons Drive and FM



- 1960 should be expanded to allow the most efficient processing of vehicles in all directions.)
3. Modifying signal timing to account for the rerouting of traffic at Mall intersections (specifically at The Commons Drive and Gessner, and Breton Ridge depending on which alternative is selected). *Please clarify who will provide signal timing improvements during and after construction of the preferred alternative. The Mall currently consults with Earl Le Blanc 713-247-2010 with the City of Houston. Will TxDOT assume this signal timing responsibility during and after construction?*
 4. The impact on the Mall of constructing one of the alternatives should be considered holistically and not just along FM 1960. Traffic will divert to adjacent thoroughfares upon construction along FM 1960. TxDOT should consider the effect along SH 249 frontage roads and intersections with Mall driveways (i.e., Gessner) when improving signal timing during and after construction.
 5. The alternative selected should consider Willowbrook Mall as a potential site for transit oriented development with commuter rail stop at northeast corner. Consider Livable Center options with retail, office and residential options within a close proximity of a transit stop.

Schedule

It is our understanding, based on the information provided at the Public Meeting, that the following schedule is anticipated (although subject to change):

- 2011: Environmental Clearance
- 2011: ROW Construction Begins
- 2012: Construction Begins

It is also our understanding that the right of way requirements will depend on which alternative is selected. However, the alternatives presented do not require the taking of any structure along the Mall side of FM 1960, but they may require changes to parking or other landscaping easements. **Additional environmental analysis will be required, the extent of which also depends on the alternative selected.** TxDOT indicates that it will be several months before the preferred alternative is announced.

A3

Project Mailing Lists

Please include these contacts in future mailing lists for this project.

Kevin Connell

Senior Director, Development
General Growth Properties, Inc.
Dallas Regional Office
225 E. John Carpenter Frwy. #400
Irving, TX 75062
972-868-6551
kevin.connell@ggp.com

**Walter A. Plonski III, CSM (Walt)**

Senior General Manager
2000 Willowbrook Mall
Houston, Texas 77070-5715
281-890-8002
walter.plonski@ggp.com

Lee Anne Dixon, P.E.

Kimley-Horn and Associates, Inc.
12012 Wickchester Lane, Suite 500
Houston, Texas 77079
281-597-9300
leeanne.dixon@kimley-horn.com

Respectfully submitted,

KIMLEY-HORN AND ASSOCIATES, INC.

A handwritten signature in black ink that reads "Lee Anne Dixon".

Lee Anne Dixon, P.E.
Associate

Attachments:

1. TxDOT Summary of Alternatives A-F (distributed at Public Meeting)
2. 24 hour traffic counts at the following locations on a Thursday and Saturday
 - FM 1960 at Centerfield Drive (Willowbrook Mall West Entrance)
 - FM 1960 at The Commons (Willowbrook Mall Center Entrance)
 - FM 1960 at Breton Ridge (Willowbrook Mall East Entrance)
3. Thursday PM Peak Hour Counts and Saturday Midday Peak Hour Counts at the same locations:
 - FM 1960 at Centerfield Drive (Willowbrook Mall West Entrance)
 - FM 1960 at The Commons (Willowbrook Mall Center Entrance)
 - FM 1960 at Breton Ridge (Willowbrook Mall East Entrance)
4. Houston Galveston Area Council FM 1960 Access Management Study – Improvements specified within this study area

Cc: Kevin Connell
Walter A. Plonski III, CSM



Texas Department of Transportation
Public Meeting Information Sheet
FM 1960 at the BNSF Railroad

Harris County, Texas

May 19, 2009

Why do we have a Public Meeting?

The National Environmental Policy Act of 1969 (NEPA) is the cornerstone of our Nation's environmental laws and was enacted to ensure that information on the environmental impacts of any Federal, or federally funded, action is available to public officials and citizens before decisions are made and before actions are taken. In order to fully understand the transportation issues regarding Farm to Market (FM) 1960 at the Burlington Northern Santa Fe (BNSF) Railroad and its surrounding communities, it is essential that the public be involved in every step of the decision-making process. The proposed project consists of constructing a grade separation at FM 1960 and the BNSF Railroad. The purpose of this meeting is to present multiple design options and gather public input on the proposed improvements of this facility.

PUBLIC MEETING (OPEN HOUSE FORMAT) – 6 PM TO 8 PM

INFORMAL QUESTION SESSION AND DISPLAY OF EXHIBITS

For your convenience, a comment form is included in this information packet. Comments will be collected in the Comment Box located at the Comment Table or can be returned by mail. Written comments not submitted during the meeting should be mailed or e-mailed to the appropriate address listed below. All written comments received by the deadline will be included in the official public record. To be included in the official public record, written comments must be postmarked or e-mailed by June 2, 2009.

Mail comments to:

TxDOT-Houston District
 Attn: Director of Project Development
 P.O. Box 1386
 Houston, TX 77251-1386

E-mail comments to:

HOU-PIOWEBMAIL@dot.state.tx.us

FM 1960 at the BNSF Railroad Timeline

Environmental Clearance: 2011*

ROW Acquisition Begins: 2011*

Construction Begins: 2012*

**Subject to change*

How you can get Involved

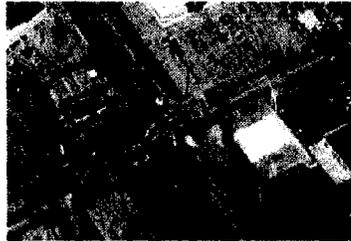
The public is strongly encouraged to participate in the environmental study of FM 1960 at the BNSF Railroad. There are multiple ways in which you can get involved. You are invited to participate by one of the following means:

- 1) Fill out a comment form at the Public Meeting
- 2) Share your ideas with TxDOT or the Consultant Team at the Public Meeting
- 3) Call TxDOT and ask to be put on the mailing list, or
- 4) Send a letter with your comments or concerns. Letters to TxDOT should be addressed to: Director of Project Development, TxDOT, P.O. Box 1386, Houston, Texas 77251-1386.



Harris County, Texas

FM 1960 at the



Item	Existing	Alternative A	Alternative B
Description	Existing at-grade FM 1960	Six lane overpass of railroad	Four lane overpass of railroad with frontage roads
Railroad Crossing	Six lane at-grade crossing	Bridge completely removes railroad crossing	Two frontage road at-grade crossings (An additional crossing)
Construction	—	Lengthy construction with temporary roadways	Moderate construction
Driveways	—	Removes 5 driveways	All driveways remain
Traffic Operations Overall	—	Operates similar to existing	Traffic patterns are changed
Traffic Operations Mall Entrance	—	Intersection handles all mall turning movements and Breton Ridge	WB left turns from bridge lanes only; right turns from frontage road only
Traffic Operations Breton Ridge	—	Access to Breton Ridge through Mall Loop road	Access to Breton Ridge through frontage roads
Traffic Operations Cutten	—	EB entrance ramp causes weaving at intersection	EB entrance ramp causes major weave at intersection
Other	—	U-turn lane may be need for both sides	Potential for confusing signage
Estimated Cost	—	\$23.1 Million	\$21.6 Million

Department of Transportation Information Sheet

BNSF Railroad

May 19, 2009



Alternative C

Alternative D

Alternative E

Alternative F

Six lane underpass of railroad

Three lane westbound overpass with four lane at-grade eastbound

Six lane overpass with access roads

Railroad elevated over existing at-grade FM 1960

Underpass completely removes railroad crossing

Eastbound traffic continues to cross at-grade

Bridge completely removes railroad crossing

Railroad elevated at six lane at-grade crossing

Longest construction - extensive earthwork temporary roadways

Shortest construction with existing eastbound lanes utilized

Lengthy construction

Lengthy construction with temporary Shoo-Fly Crossing

Removes 7 driveways

Removes 2 driveways

Removes 1 driveway

All driveways remain

Operates similar to existing

Improves overall traffic operations

Similar to existing

Similar to existing

Intersection handles all mall turning movements and Breton Ridge

Intersection handles all mall turning movements and WB Breton Ridge

Access road is only allowed right turn or thru

Similar to existing

Access to Breton Ridge through Mall Loop road

EB access remains; WB access through Mall Loop road

Access to Breton Ridge through access road

Similar to existing

EB entrance ramp causes weaving at intersection

No weaving at intersection

Access road is only allowed right turn or thru

Similar to existing

Major hydraulic issues

Driver expectancy

Wide right-of-way footprint

Possible neighborhood impacts

\$35.8 Million

\$18.3 Million

\$22.5 Million

\$73.6 Million



Texas Department of Transportation

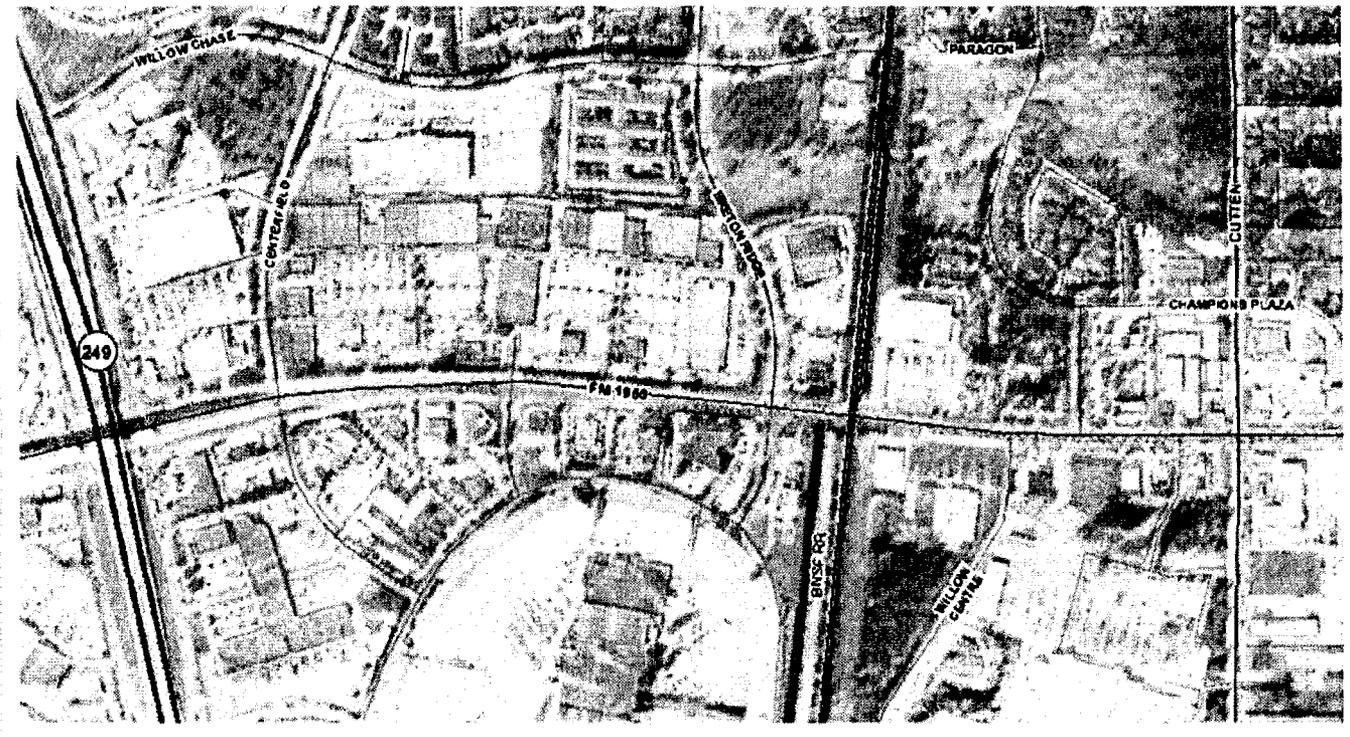
Public Meeting Information Sheet

FM 1960 at the BNSF Railroad

Harris County, Texas

May 19, 2009

Project Study Area



FM 1960 at Centerfield
 Thursday, May 14, 2009
 Turning Movement Count

Time	Southbound					Westbound					Northbound Centerfield					Eastbound FM 1960				
	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FM 1960 at Centerfield

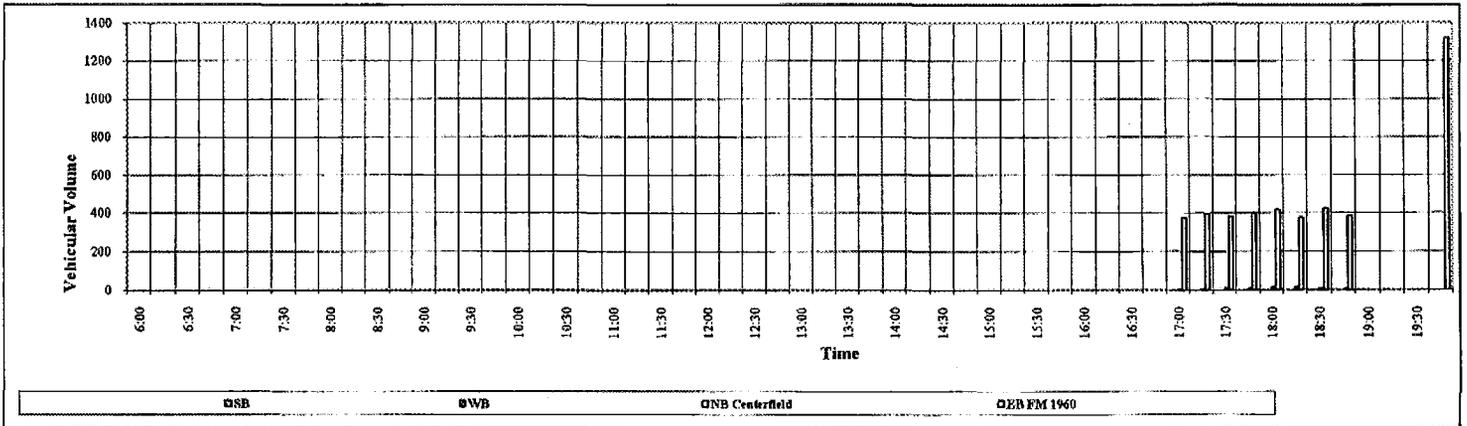
Thursday, May 14, 2009
Turning Movement Count

17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	315	62	0	0				
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	318	80	0	0			
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	294	90	0	0			
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	319	83	0	0			
Hr. Total:	0	31	0	0	0	1246	315	0	0																								

18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	344	74	0	0			
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	311	66	0	0			
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	348	78	0	0			
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	299	89	0	0			
Hr. Total:	0	47	0	0	0	1302	307	0	0																								

19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Gr. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% of Tot.	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Apprch%	0%										0%					2%					98%													
% of Apprch	####	####	####	####	####	####	####	####	####	####	0%	0%	100%	0%	0%	0%	0%	0%	86%	14%	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														
	From North					From East					Centerfield					FM 1960																		
	From North					From East					From South					From West																		



FM 1960 at The Commons

Thursday, May 14, 2009

Turning Movement Count

Time	Southbound					Westbound					Northbound					Eastbound				
	The Commons					FM 1960					The Commons					FM 1960				
	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FM 1960 at The Commons

Thursday, May 14, 2009

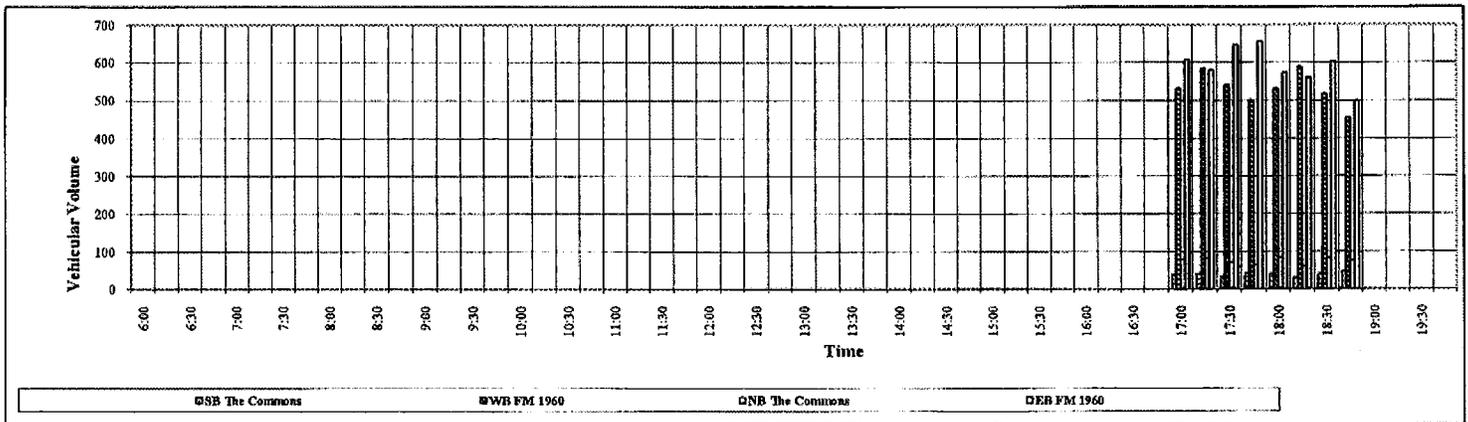
Turning Movement Count

17:00	16	5	17	0	0	19	499	14	0	0	54	8	17	1	0	57	513	31	7	0
17:15	14	7	19	0	0	21	554	11	0	0	36	11	36	0	0	41	511	27	2	0
17:30	5	12	15	0	0	28	503	12	0	0	41	12	19	0	0	52	562	29	4	0
17:45	13	11	17	0	0	28	459	14	0	0	37	9	19	0	0	57	554	42	4	0
Hr. Total:	48	35	68	0	0	96	2015	51	0	0	168	40	91	1	0	207	2140	129	17	0

18:00	11	10	19	0	0	31	488	11	1	0	49	17	18	0	0	48	491	29	6	0
18:15	9	8	13	0	0	31	543	15	0	0	35	13	14	0	0	61	467	28	4	0
18:30	13	9	17	0	0	18	486	12	1	0	46	9	28	0	0	62	513	24	4	0
18:45	11	9	26	0	0	32	415	7	2	0	39	14	22	1	0	47	421	27	4	0
Hr. Total:	44	36	75	0	0	112	1932	45	4	0	169	53	82	1	0	218	1892	108	18	0

19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Gr. Total	92	71	143	0	0	208	3947	96	4	0	337	93	173	2	0	425	4032	237	35	0
% of Tot.	1%	1%	1%	0%	0%	2%	40%	1%	0%	0%	3%	1%	2%	0%	0%	4%	41%	2%	0%	0%
Apprch%	3%					43%					6%					48%				
% of Apprch	30%	23%	47%	0%	0%	5%	93%	2%	0%	0%	56%	15%	29%	0%	0%	9%	85%	5%	1%	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
	The Commons					FM 1960					The Commons					FM 1960				
	From North					From East					From South					From West				



008(cont)

FM 1960 at Breton Ridge

Thursday, May 14, 2009

Turning Movement Count

Time	Southbound					Westbound					Northbound					Eastbound				
	Breton Ridge					FM 1960					Breton Ridge					FM 1960				
	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FM 1960 at Breton Ridge

Thursday, May 14, 2009

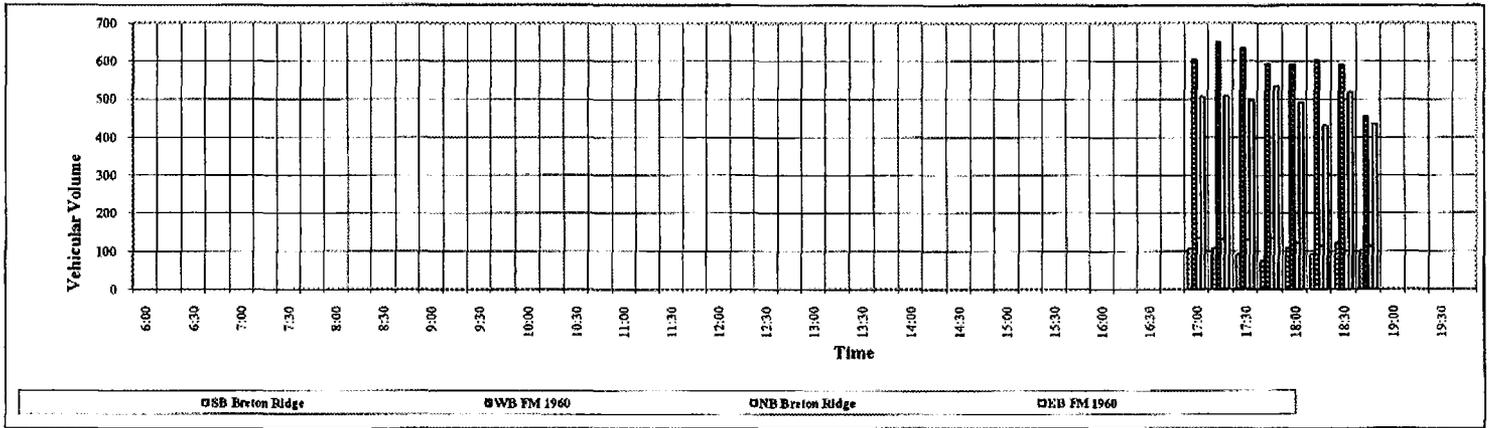
Turning Movement Count

17:00	70	14	22	0	0	66	490	48	1	0	32	20	82	0	0	8	492	8	0	0
17:15	64	14	29	0	0	64	527	59	2	0	21	20	90	0	0	16	486	7	0	0
17:30	65	16	10	0	0	75	494	67	0	0	24	12	94	0	0	11	480	5	0	0
17:45	50	8	18	0	0	55	472	67	0	0	23	19	94	0	0	24	505	7	0	0
Hr. Total:	249	52	79	0	0	260	1983	241	3	0	100	71	360	0	0	59	1963	27	0	0

18:00	73	8	29	0	0	84	462	47	0	0	11	18	94	0	0	19	465	8	0	0
18:15	66	9	18	0	0	69	487	47	0	0	24	21	69	0	0	13	411	8	0	0
18:30	80	12	30	0	0	64	467	57	2	0	21	13	67	0	0	14	500	5	1	0
18:45	69	12	22	0	0	50	358	45	1	0	25	18	70	0	0	14	420	3	0	0
Hr. Total:	288	41	99	0	0	267	1774	196	3	0	81	70	300	0	0	60	1796	24	1	0

19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Gr. Total	537	93	178	0	0	527	3757	437	6	0	181	141	660	0	0	119	3759	51	1	0
% of Tot.	5%	1%	2%	0%	0%	5%	36%	4%	0%	0%	2%	1%	6%	0%	0%	1%	36%	0%	0%	0%
Apprch%	8%					45%					9%					38%				
% of Apprch	66%	12%	22%	0%	0%	11%	79%	9%	0%	0%	18%	14%	67%	0%	0%	3%	96%	1%	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
	Breton Ridge					FM 1960					Breton Ridge					FM 1960				
	From North					From East					From South					From West				



FM 1960 at Centerfield
Saturday, May 16, 2009

Time	Southbound					Westbound					Northbound					Eastbound				
	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds	Centerfield					FM 1960				
											Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	385	110	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	320	99	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	705	209	0	0	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	355	99	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	387	119	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	394	106	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	369	117	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	67	0	0	1505	441	0	0	
13:30	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	373	120	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	369	106	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	39	0	0	742	226	0	0	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

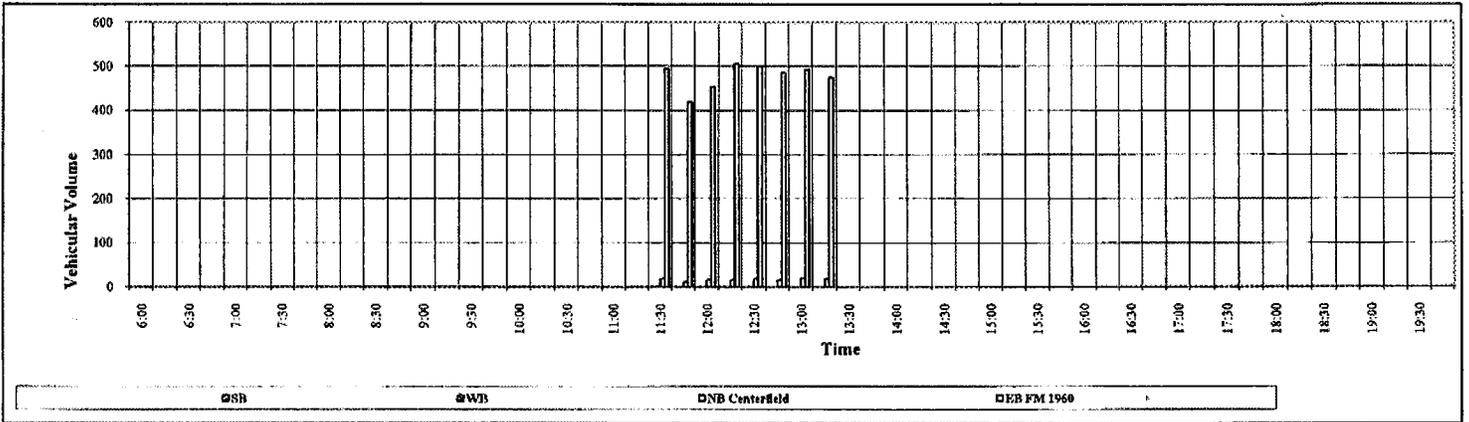
FM 1960 at Centerfield
Saturday, May 16, 2009

17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Gr. Total	0	0	0	0	0	0	0	0	0	0	0	135	0	0	0	2952	876	0	0	
% of Tot.	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	74%	22%	0%	0%	
Apprch%	0%					0%					3%					97%				
% of Apprch	####	####	####	####	####	####	####	####	####	####	0%	0%	100%	0%	0%	0%	77%	23%	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
	From North					From East					Centerfield					FM 1960				
	From North					From East					From South					From West				



FM 1960 at The Commons

Saturday, May 16, 2009

Turning Movement Count

Time	Southbound					Westbound					Northbound					Eastbound				
	The Commons					FM 1960					The Commons					FM 1960				
	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	16	10	18	0	0	45	507	19	1	0	40	12	20	1	0	67	507	74	4	0
11:45	16	12	18	0	0	52	457	13	0	0	51	13	16	1	0	70	461	79	4	0
Hr. Total:	32	22	36	0	0	97	964	32	1	0	91	25	36	2	0	137	968	153	8	0
12:00	19	15	13	0	0	50	450	17	0	0	49	16	21	0	0	64	452	50	0	0
12:15	17	10	7	0	0	64	508	15	3	0	31	13	25	1	0	67	506	54	9	0
12:30	12	10	10	0	0	45	532	16	0	0	52	11	14	0	0	70	536	60	11	0
12:45	18	8	17	0	0	51	532	15	0	0	56	18	30	0	0	57	470	52	5	0
Hr. Total:	66	43	47	0	0	210	2022	63	3	0	188	58	90	1	0	258	1964	216	25	0
13:30	16	8	16	0	0	57	546	19	0	0	59	11	23	0	0	66	502	73	8	0
13:45	13	17	8	0	0	50	580	17	2	0	54	15	18	1	0	73	506	80	3	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	29	25	24	0	0	107	1126	36	2	0	113	26	41	1	0	139	1008	153	11	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

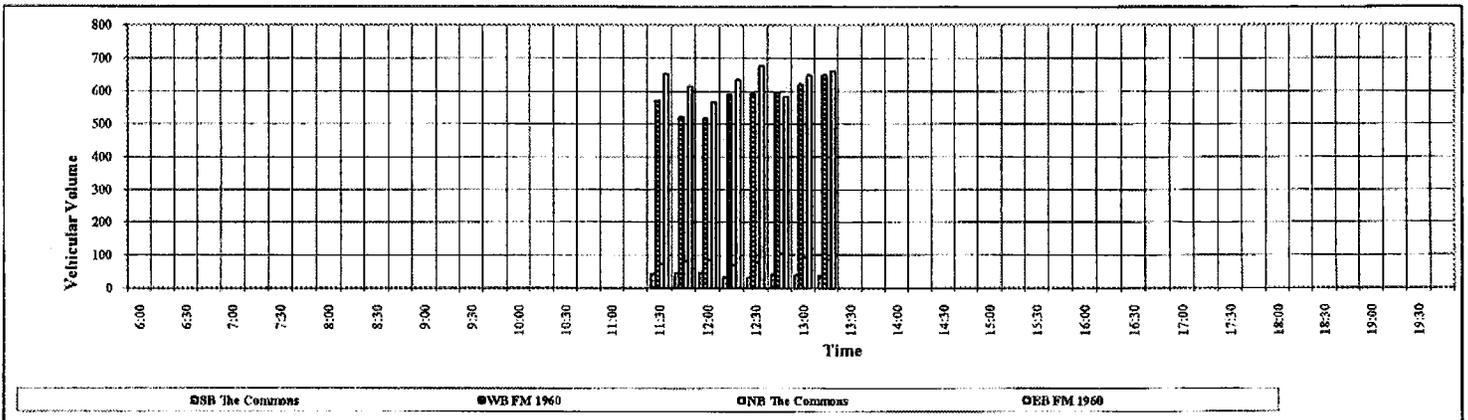
FM 1960 at The Commons
 Saturday, May 16, 2009
 Turning Movement Count

17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Gr. Total	127	90	107	0	0	414	4112	131	6	0	392	109	167	4	0	534	3940	522	44	0
% of Tot.	1%	1%	1%	0%	0%	4%	38%	1%	0%	0%	4%	1%	2%	0%	0%	5%	37%	5%	0%	0%
Apprch%	3%					44%					6%					47%				
% of Apprch	39%	28%	33%	0%	0%	9%	88%	3%	0%	0%	58%	16%	25%	1%	0%	11%	78%	10%	1%	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	
The Commons					FM 1960					The Commons					FM 1960					
From North					From East					From South					From West					



FM 1960 at Breton Ridge

Saturday, May 16, 2009

Turning Movement Count

Time	Southbound					Westbound					Northbound					Eastbound				
	Breton Ridge					FM 1960					Breton Ridge					FM 1960				
	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	67	16	24	0	0	89	489	65	2	0	32	23	82	1	0	24	446	8	0	0
11:45	72	23	44	0	0	77	482	62	0	0	23	16	70	0	0	22	470	15	1	0
Hr. Total:	139	39	68	0	0	166	971	127	2	0	55	39	152	1	0	46	916	23	1	0
12:00	71	22	35	0	0	96	427	60	1	0	36	25	88	0	0	21	440	12	0	0
12:15	71	17	25	0	0	94	530	75	2	0	43	20	63	0	0	20	462	12	0	0
12:30	69	17	32	1	0	83	535	70	1	0	34	13	89	0	0	28	472	10	0	0
12:45	82	10	32	0	0	89	505	67	1	0	29	26	115	0	0	28	445	12	0	0
Hr. Total:	293	66	124	1	0	362	1997	272	5	0	142	84	355	0	0	97	1819	46	0	0
13:30	79	16	27	0	0	96	542	64	1	0	33	21	117	0	0	16	480	16	3	0
13:45	84	14	21	0	0	79	508	63	0	0	26	15	106	0	0	18	467	8	1	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	163	30	48	0	0	175	1050	127	1	0	59	36	223	0	0	34	947	24	4	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FM 1960 at Breton Ridge

Saturday, May 16, 2009

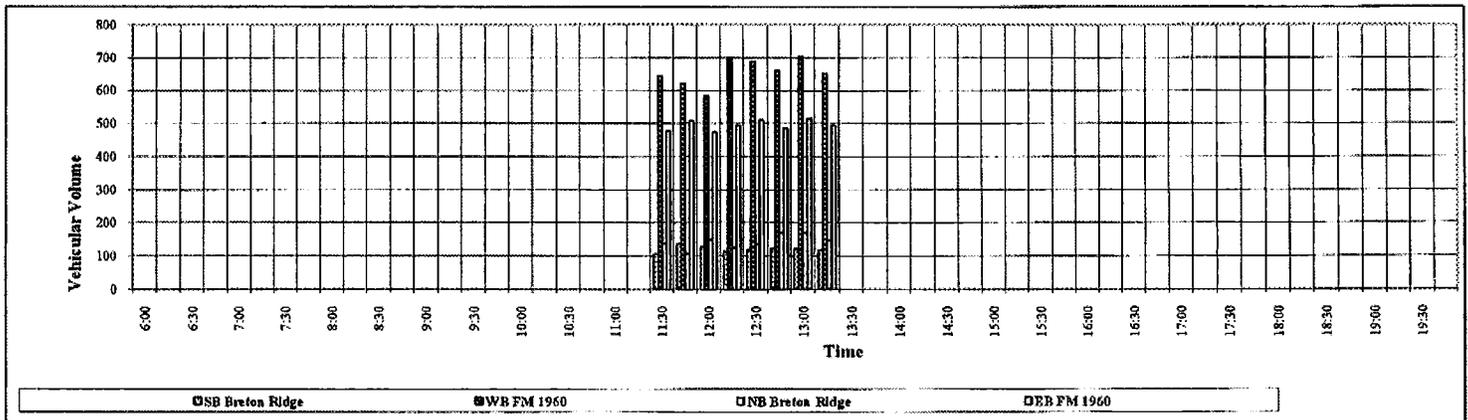
Turning Movement Count

17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Gr. Total	595	135	240	1	0	703	4018	526	8	0	256	159	730	1	0	177	3682	93	5	0
% of Tot.	5%	1%	2%	0%	0%	6%	35%	5%	0%	0%	2%	1%	6%	0%	0%	2%	33%	1%	0%	0%
Approch%	9%					46%					10%					35%				
% of Approch	61%	14%	25%	0%	0%	13%	76%	10%	0%	0%	22%	14%	64%	0%	0%	4%	93%	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
	Breton Ridge					FM 1960					Breton Ridge					FM 1960				
	From North					From East					From South					From West				



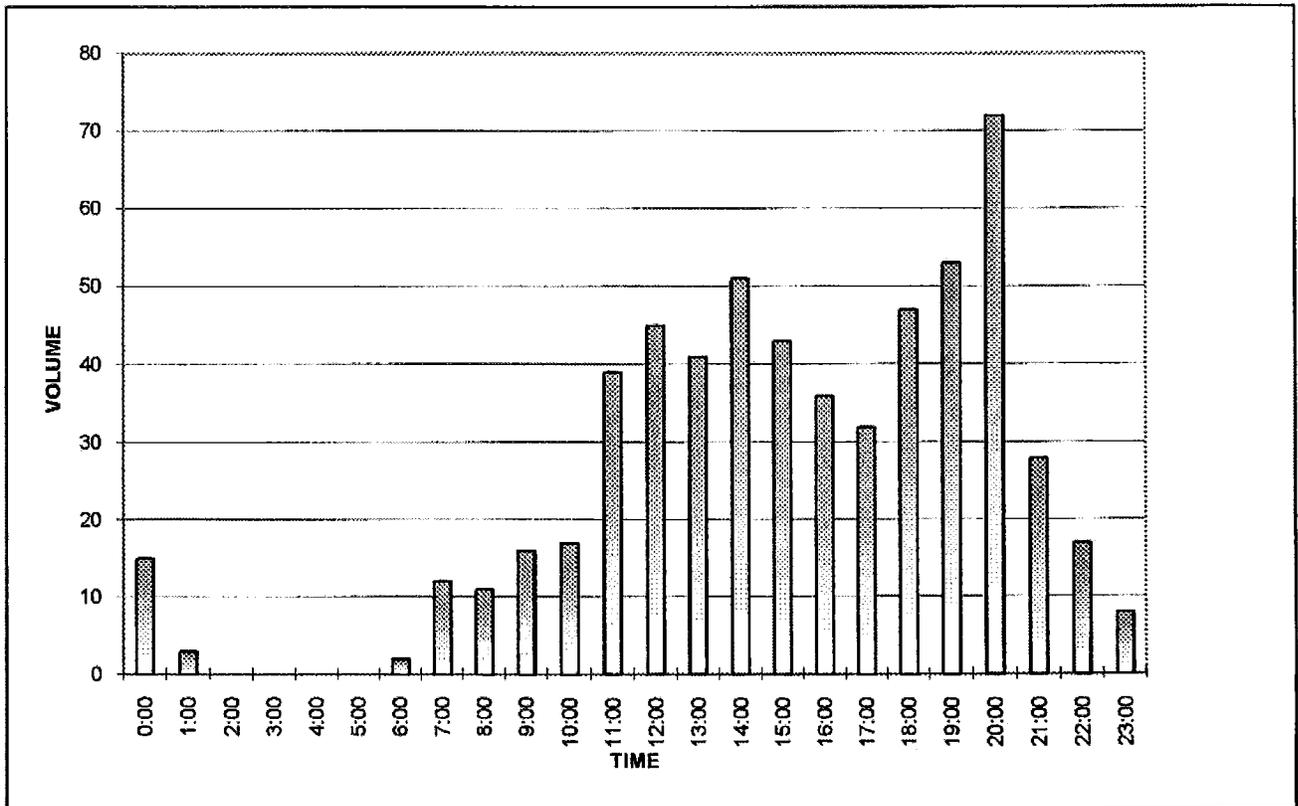
NB Centerfield South of FM 1960

Date Began:
5/14/2009

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	6	3	5	1	15
1:00	1	0	1	1	3
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	2	0	2
7:00	1	3	5	3	12
8:00	1	6	1	3	11
9:00	4	2	5	5	16
10:00	2	4	3	8	17
11:00	7	11	10	11	39
12:00	12	13	8	12	45
13:00	8	16	6	11	41
14:00	15	14	12	10	51
15:00	9	7	11	16	43
16:00	6	9	16	5	36
17:00	9	7	9	7	32
18:00	14	14	11	8	47
19:00	14	9	15	15	53
20:00	15	16	15	26	72
21:00	10	10	5	3	28
22:00	7	6	4	0	17
23:00	1	0	1	6	8

TOTAL: 588

The A.M. peak hour from 9:00 to 10:00 is 16
The P.M. peak hour from 19:45 to 20:45 is 61

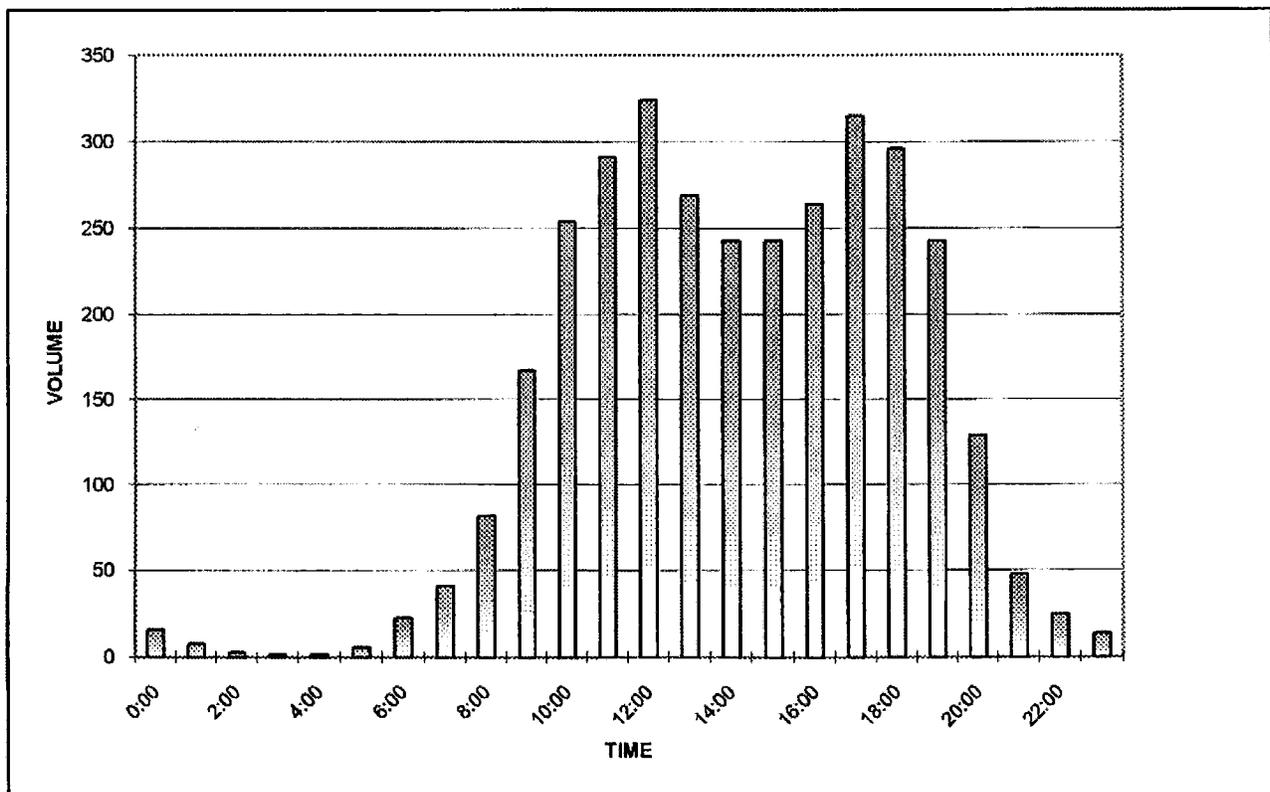


SB Centerfield South of FM 1960

Date Began:
5/14/2009

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	10	4	0	2	16
1:00	4	1	3	0	8
2:00	2	0	0	1	3
3:00	0	1	0	1	2
4:00	1	0	0	1	2
5:00	2	1	0	3	6
6:00	7	1	4	11	23
7:00	5	13	9	14	41
8:00	19	20	21	22	82
9:00	30	25	44	68	167
10:00	61	56	59	78	254
11:00	62	79	75	75	291
12:00	77	75	84	88	324
13:00	64	75	54	76	269
14:00	57	53	60	73	243
15:00	67	51	52	73	243
16:00	69	63	60	72	264
17:00	60	76	92	87	315
18:00	74	66	74	82	296
19:00	78	59	46	60	243
20:00	47	26	28	28	129
21:00	18	10	12	8	48
22:00	4	8	9	4	25
23:00	8	1	3	2	14
TOTAL:					3308

The A.M. peak hour from 9:15 to 10:15 is 198
The P.M. peak hour from 17:15 to 18:15 is 329



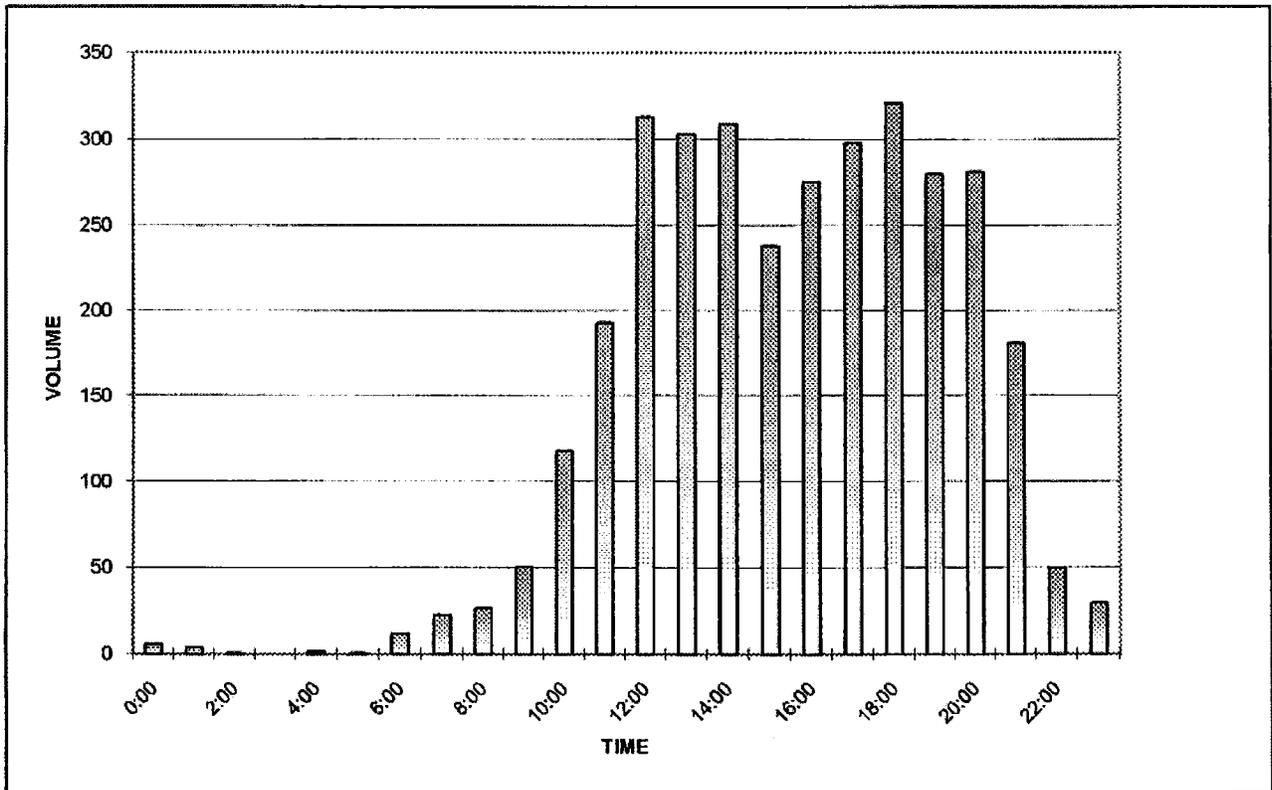
NB The Commons South of FM 1960

Date Began:
5/14/2009

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	1	2	1	2	6
1:00	0	0	2	2	4
2:00	0	0	0	1	1
3:00	0	0	0	0	0
4:00	0	1	1	0	2
5:00	0	0	1	0	1
6:00	3	3	3	3	12
7:00	6	2	8	7	23
8:00	7	4	7	9	27
9:00	11	8	16	16	51
10:00	20	31	20	47	118
11:00	47	49	41	56	193
12:00	74	74	78	87	313
13:00	92	73	65	73	303
14:00	78	72	76	83	309
15:00	73	66	54	45	238
16:00	54	77	74	70	275
17:00	80	79	68	71	298
18:00	90	73	80	78	321
19:00	55	75	78	72	280
20:00	68	70	77	66	281
21:00	82	57	20	22	181
22:00	26	12	5	7	50
23:00	11	9	5	5	30

TOTAL: 3317

The A.M. peak hour from 9:15 to 10:15 is 60
The P.M. peak hour from 18:00 to 19:00 is 321



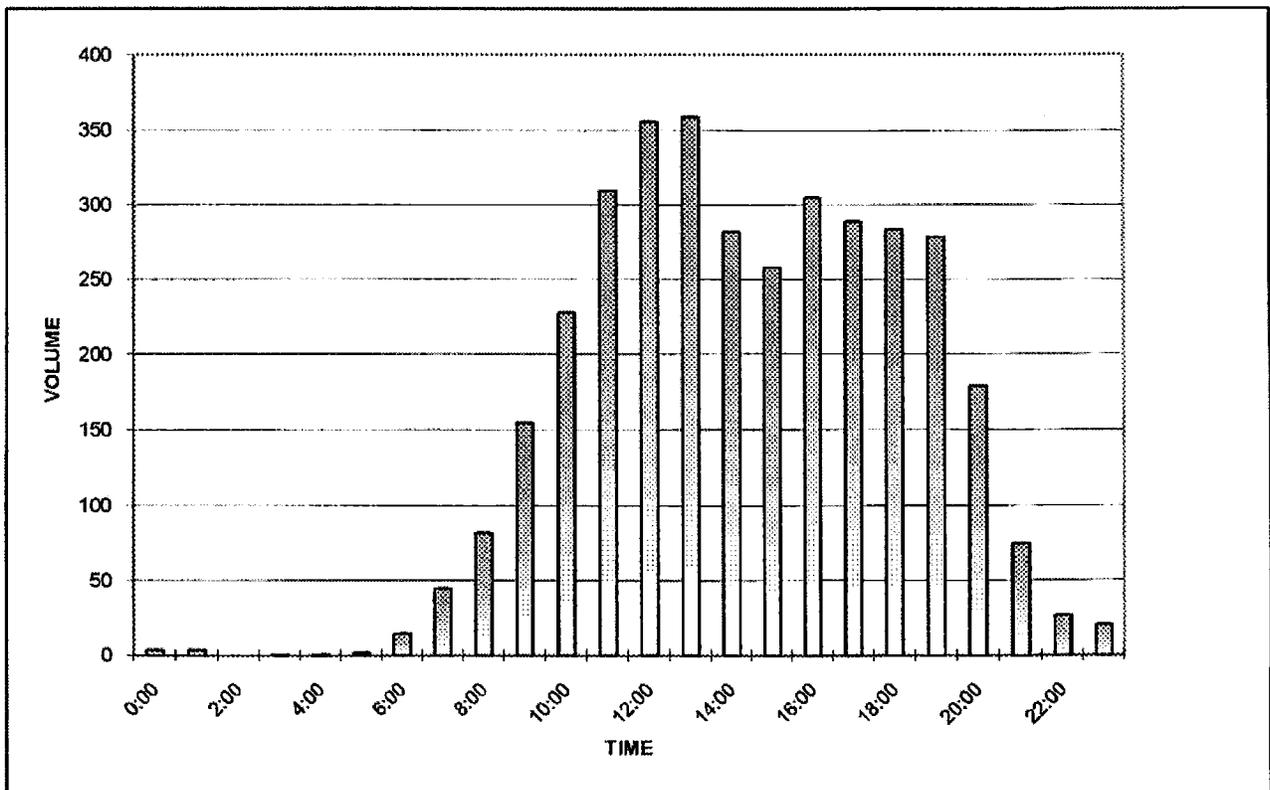
SB The Commons South of FM 1960

Date Began:
5/14/2009

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	0	0	4	0	4
1:00	0	2	0	2	4
2:00	0	0	0	0	0
3:00	0	0	1	0	1
4:00	0	0	0	1	1
5:00	0	0	1	1	2
6:00	4	1	5	5	15
7:00	8	12	12	13	45
8:00	18	12	19	33	82
9:00	28	27	40	60	155
10:00	61	52	63	52	228
11:00	62	76	90	82	310
12:00	94	88	87	87	356
13:00	92	95	82	90	359
14:00	74	66	73	69	282
15:00	84	55	55	64	258
16:00	61	84	76	84	305
17:00	64	55	78	92	289
18:00	73	72	70	69	284
19:00	70	62	73	74	279
20:00	58	47	42	32	179
21:00	26	25	12	12	75
22:00	16	5	3	3	27
23:00	9	6	3	3	21

TOTAL: 3561

The A.M. peak hour from 9:15 to 10:15 is 188
The P.M. peak hour from 17:30 to 18:30 is 315



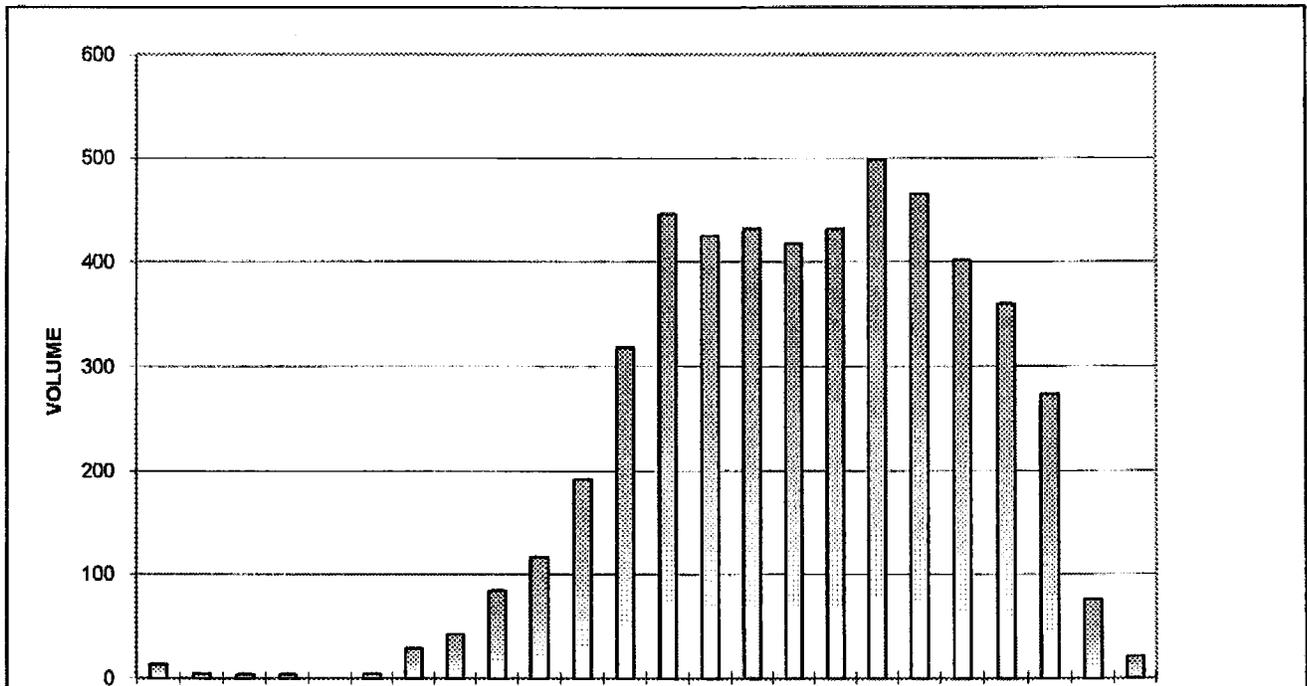
NB Breton Ridge South of FM 1960

Date Began:
5/14/2009

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	6	1	5	2	14
1:00	3	0	2	0	5
2:00	0	2	0	2	4
3:00	0	2	2	0	4
4:00	0	0	0	0	0
5:00	1	2	0	2	5
6:00	2	6	14	7	29
7:00	7	16	10	10	43
8:00	17	17	25	26	85
9:00	20	31	30	36	117
10:00	34	45	53	60	192
11:00	80	73	78	88	319
12:00	112	104	118	112	446
13:00	96	112	94	123	425
14:00	104	114	106	108	432
15:00	110	106	90	112	418
16:00	102	110	110	110	432
17:00	141	108	122	128	499
18:00	138	107	114	106	465
19:00	94	99	102	107	402
20:00	102	94	80	84	360
21:00	118	87	42	27	274
22:00	28	24	12	12	76
23:00	7	3	6	5	21

TOTAL: 5067

The A.M. peak hour from 9:15 to 10:15 is 131
The P.M. peak hour from 17:00 to 18:00 is 499

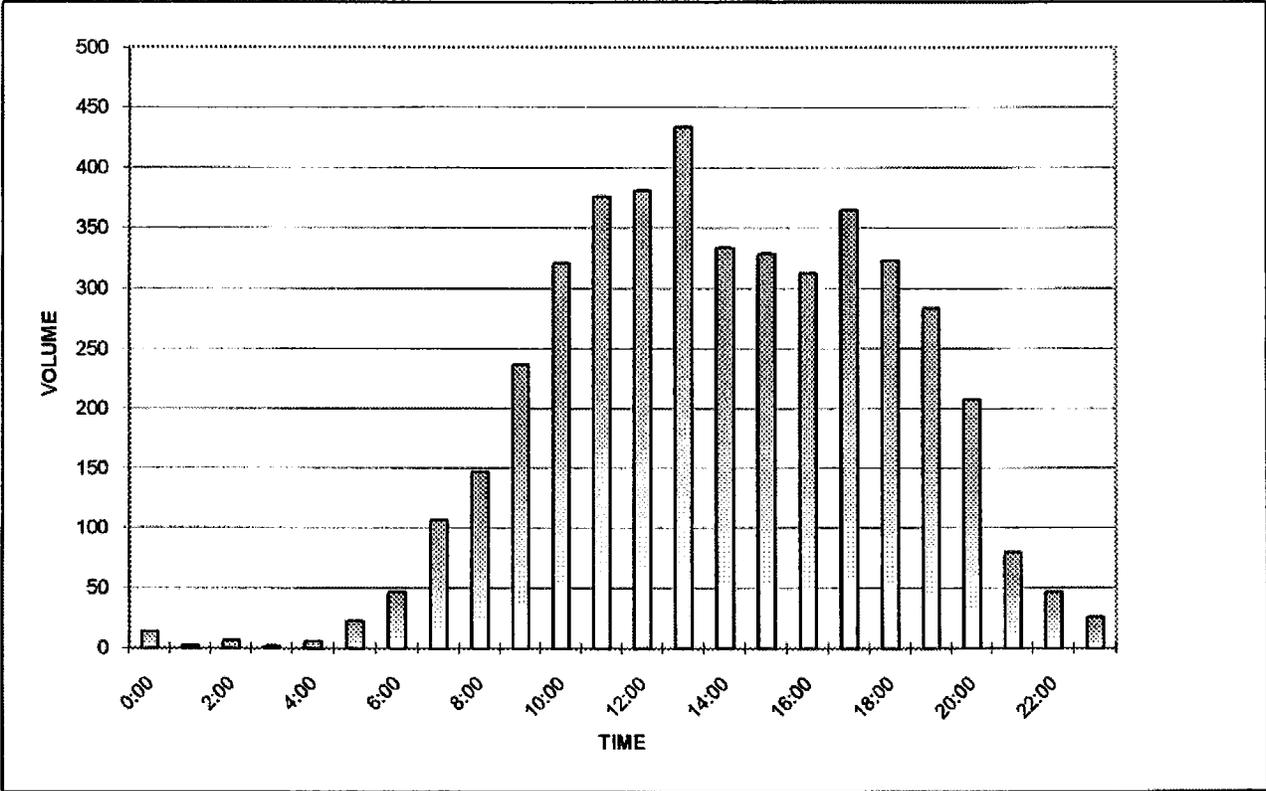


SB Breton Ridge South of FM 1960

Date Began:
5/14/2009

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	0	4	3	7	14
1:00	0	1	0	2	3
2:00	2	4	1	0	7
3:00	0	1	0	1	2
4:00	1	2	0	3	6
5:00	4	1	6	12	23
6:00	4	5	15	23	47
7:00	18	30	28	31	107
8:00	39	36	24	48	147
9:00	35	51	66	85	237
10:00	84	80	76	81	321
11:00	93	88	106	89	376
12:00	103	91	101	86	381
13:00	116	112	106	100	434
14:00	76	75	94	89	334
15:00	74	86	90	79	329
16:00	77	84	84	68	313
17:00	101	86	92	86	365
18:00	90	84	87	62	323
19:00	70	76	62	76	284
20:00	63	56	50	39	208
21:00	26	20	15	19	80
22:00	13	8	14	12	47
23:00	7	3	5	11	26
TOTAL:					4414

The A.M. peak hour from 9:15 to 10:15 is 286
The P.M. peak hour from 17:00 to 18:00 is 365

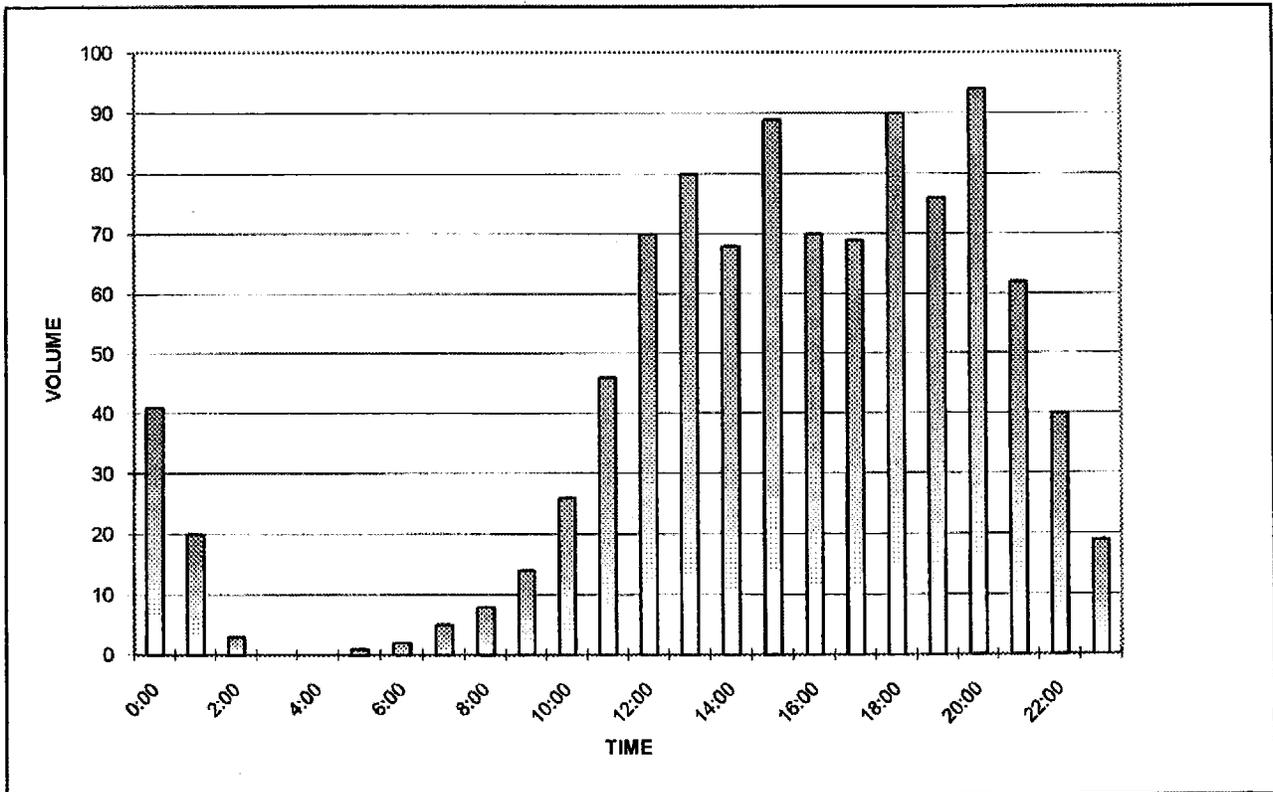


NB Centerfield South of FM 1960

Date Began:
5/16/2009

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	6	14	11	10	41
1:00	2	8	3	7	20
2:00	3	0	0	0	3
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	1	1
6:00	0	1	1	0	2
7:00	2	0	1	2	5
8:00	1	2	3	2	8
9:00	4	5	3	2	14
10:00	9	3	4	10	26
11:00	7	9	19	11	46
12:00	17	17	20	16	70
13:00	18	17	24	21	80
14:00	21	22	9	16	68
15:00	21	18	26	24	89
16:00	15	17	20	18	70
17:00	14	18	24	13	69
18:00	27	24	23	16	90
19:00	18	20	14	24	76
20:00	29	27	19	19	94
21:00	16	7	20	19	62
22:00	8	15	12	5	40
23:00	4	5	6	4	19
TOTAL:					993

The A.M. peak hour from 9:15 to 10:15 is 19
The P.M. peak hour from 19:45 to 20:45 is 99



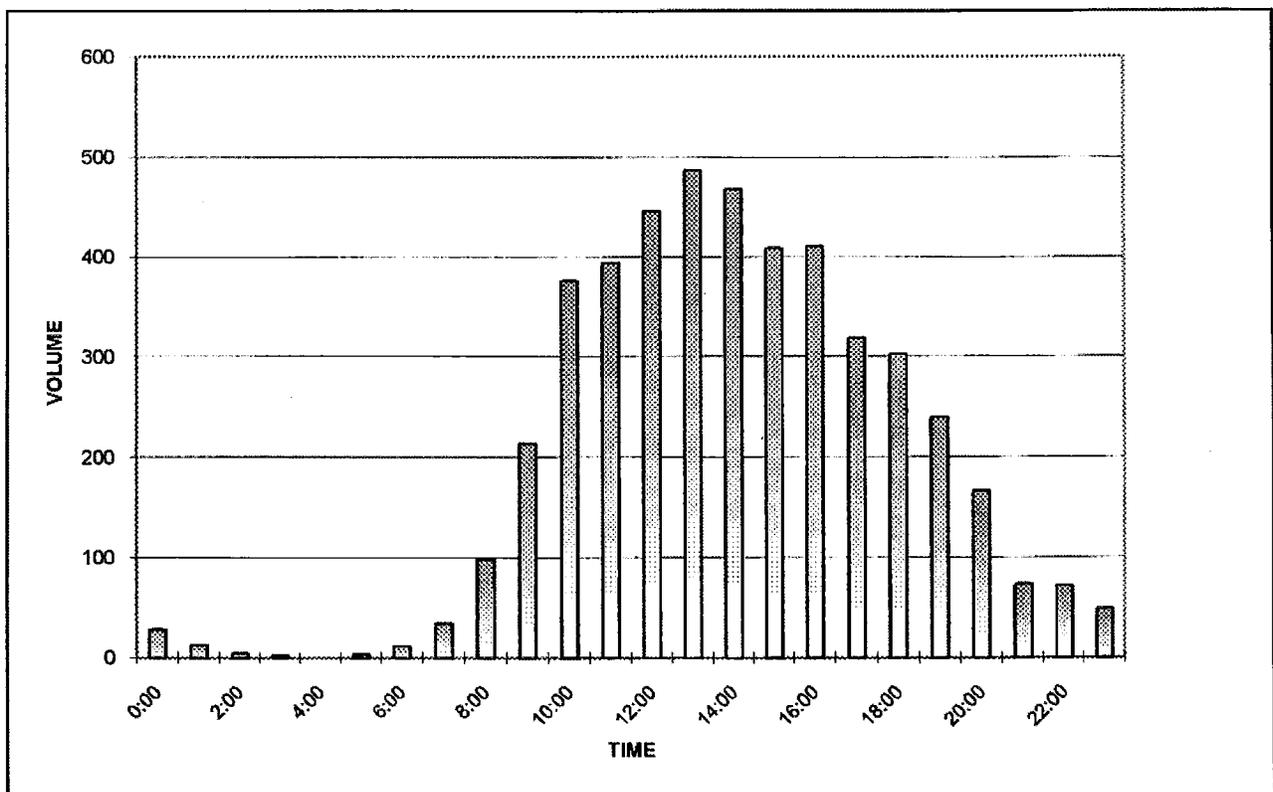
SB Centerfield South of FM 1960

Date Began:
5/16/2009

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	16	4	5	4	29
1:00	5	2	2	4	13
2:00	4	0	1	0	5
3:00	0	1	0	2	3
4:00	0	0	0	0	0
5:00	1	0	2	1	4
6:00	2	0	3	7	12
7:00	4	6	9	16	35
8:00	8	20	25	46	99
9:00	28	33	59	94	214
10:00	98	82	79	117	376
11:00	90	94	116	94	394
12:00	102	114	106	124	446
13:00	122	109	132	124	487
14:00	138	112	96	122	468
15:00	110	97	100	102	409
16:00	103	110	94	104	411
17:00	87	84	91	57	319
18:00	84	72	68	79	303
19:00	72	52	61	55	240
20:00	52	46	41	28	167
21:00	19	22	13	20	74
22:00	18	16	27	11	72
23:00	13	11	11	14	49

TOTAL: 4629

The A.M. peak hour from 9:15 to 10:15 is 284
The P.M. peak hour from 14:15 to 15:15 is 440

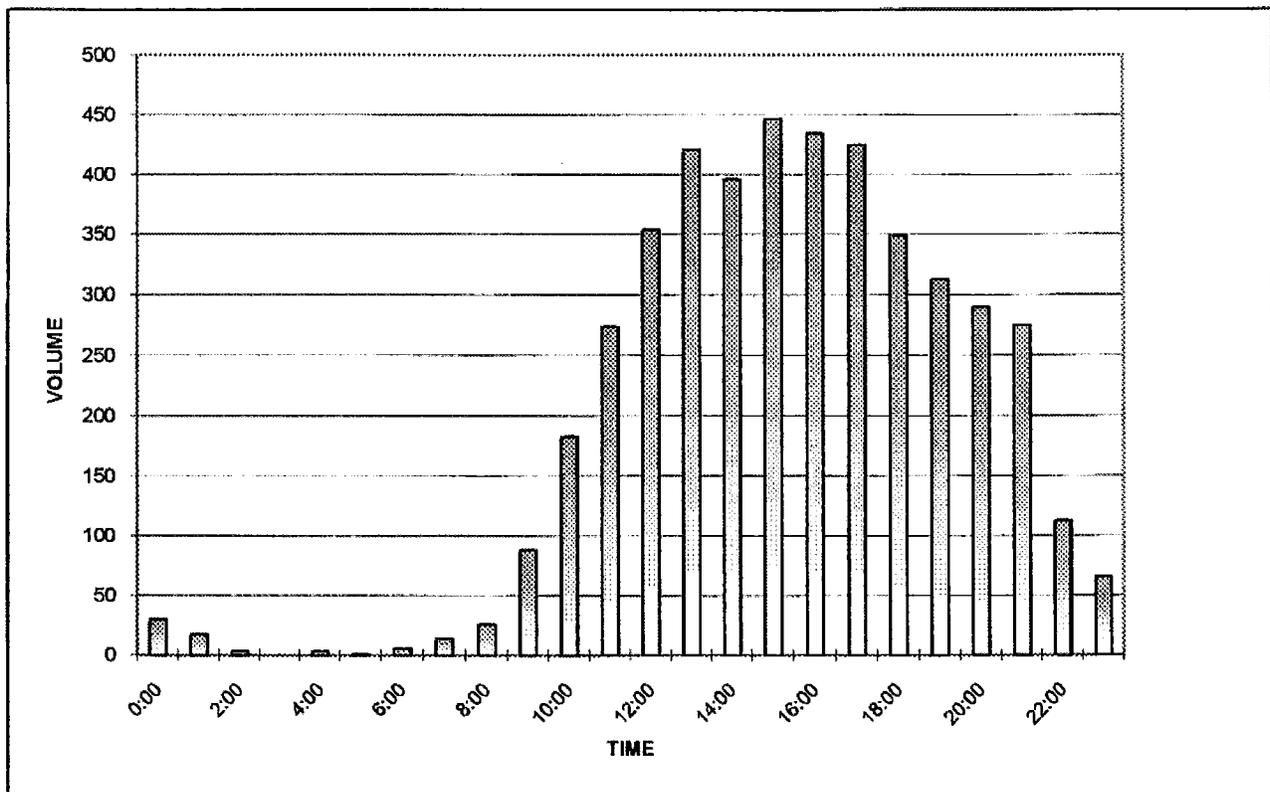


NB The Commons South of FM 1960

Date Began:
5/16/2009

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	6	9	9	6	30
1:00	7	5	3	3	18
2:00	2	0	1	1	4
3:00	0	0	0	0	0
4:00	0	2	0	2	4
5:00	0	0	0	1	1
6:00	1	4	0	1	6
7:00	7	5	0	2	14
8:00	6	9	3	8	26
9:00	18	14	24	32	88
10:00	34	44	43	62	183
11:00	51	61	78	84	274
12:00	79	88	94	93	354
13:00	107	89	109	116	421
14:00	96	89	111	100	396
15:00	106	107	122	112	447
16:00	118	119	106	92	435
17:00	118	117	102	88	425
18:00	112	70	93	74	349
19:00	84	84	77	68	313
20:00	72	76	76	66	290
21:00	110	92	41	32	275
22:00	38	27	22	26	113
23:00	21	19	12	14	66
TOTAL:					4532

The A.M. peak hour from 9:15 to 10:15 is 104
The P.M. peak hour from 15:30 to 16:30 is 471



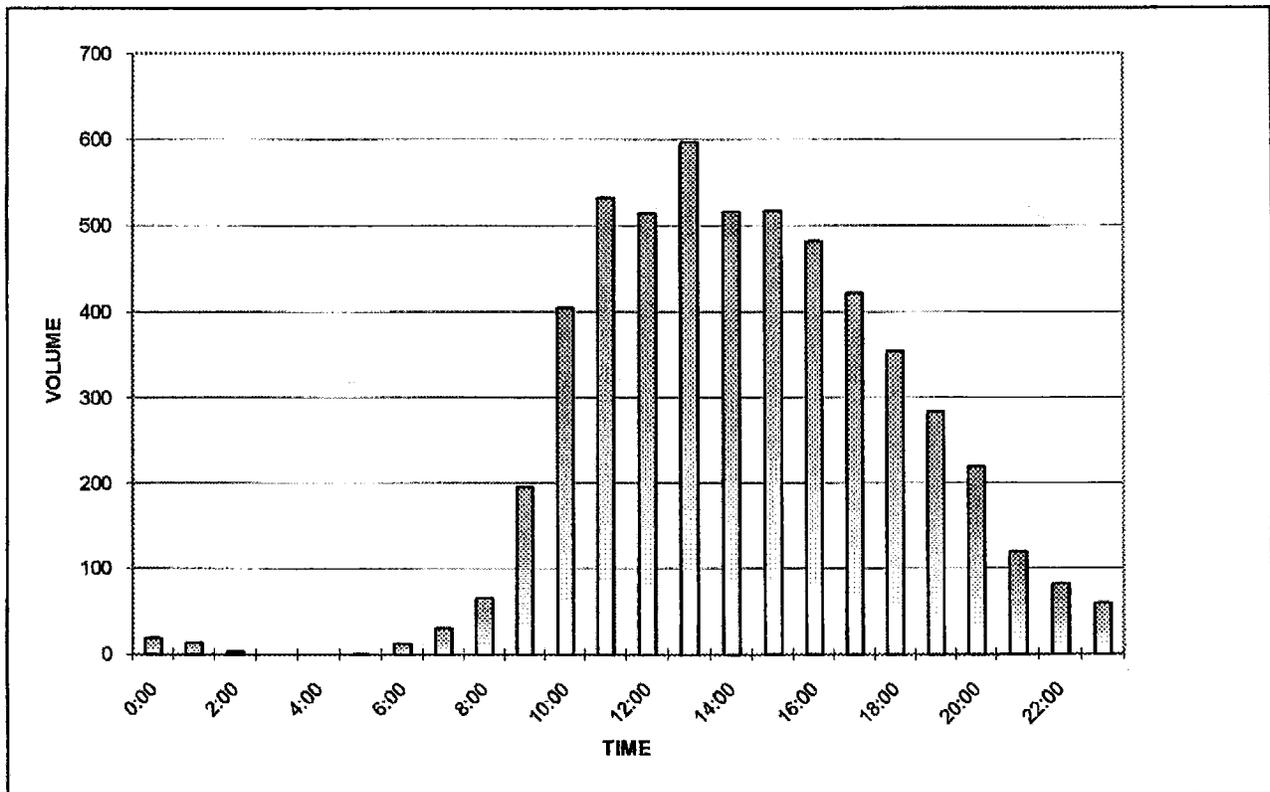
SB The Commons South of FM 1960

Date Began:
5/16/2009

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	4	4	6	5	19
1:00	5	5	3	1	14
2:00	2	0	1	1	4
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	1	0	1
6:00	1	2	2	8	13
7:00	6	7	5	13	31
8:00	7	11	14	34	66
9:00	29	40	47	80	196
10:00	90	100	108	107	405
11:00	125	109	143	155	532
12:00	122	138	134	120	514
13:00	142	167	150	138	597
14:00	144	124	116	132	516
15:00	136	116	130	136	518
16:00	142	115	109	116	482
17:00	120	98	92	112	422
18:00	96	75	99	85	355
19:00	64	72	64	84	284
20:00	71	58	51	40	220
21:00	28	40	31	21	120
22:00	26	19	16	21	82
23:00	19	13	20	8	60

TOTAL: 5451

The A.M. peak hour from 9:15 to 10:15 is 257
The P.M. peak hour from 15:15 to 16:15 is 524

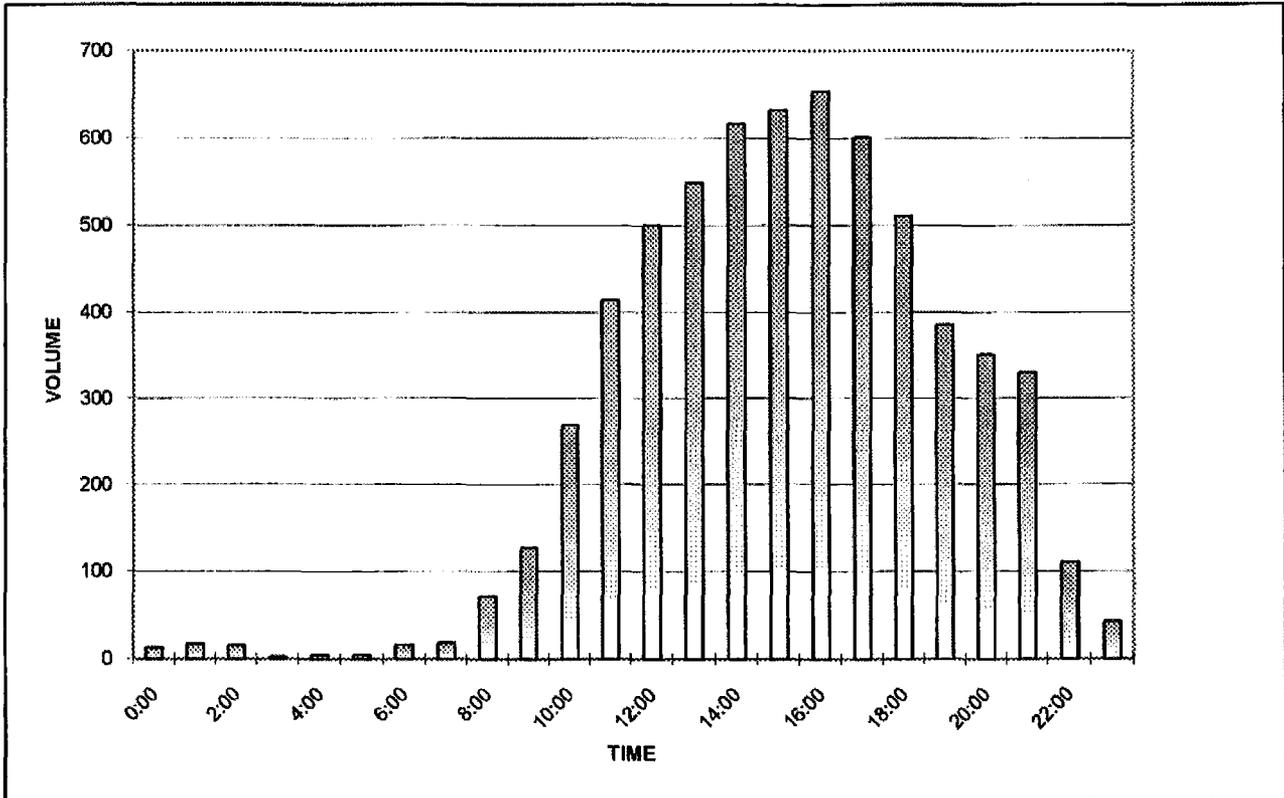


NB Breton Ridge South of FM 1960

Date Began:
5/16/2009

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	4	7	2	0	13
1:00	3	4	4	7	18
2:00	4	6	3	3	16
3:00	1	1	1	0	3
4:00	0	3	1	1	5
5:00	0	0	2	3	5
6:00	0	4	5	8	17
7:00	3	7	5	4	19
8:00	10	11	22	29	72
9:00	30	18	39	41	128
10:00	48	70	74	77	269
11:00	102	102	111	99	414
12:00	128	118	114	140	500
13:00	138	130	125	156	549
14:00	154	144	168	150	616
15:00	158	156	157	161	632
16:00	156	160	178	160	654
17:00	164	164	144	129	601
18:00	164	123	104	120	511
19:00	103	110	89	84	386
20:00	98	90	90	73	351
21:00	122	95	62	52	331
22:00	32	35	20	24	111
23:00	13	15	10	5	43
TOTAL:					6264

The A.M. peak hour from 9:15 to 10:15 is 146
The P.M. peak hour from 16:30 to 17:30 is 666



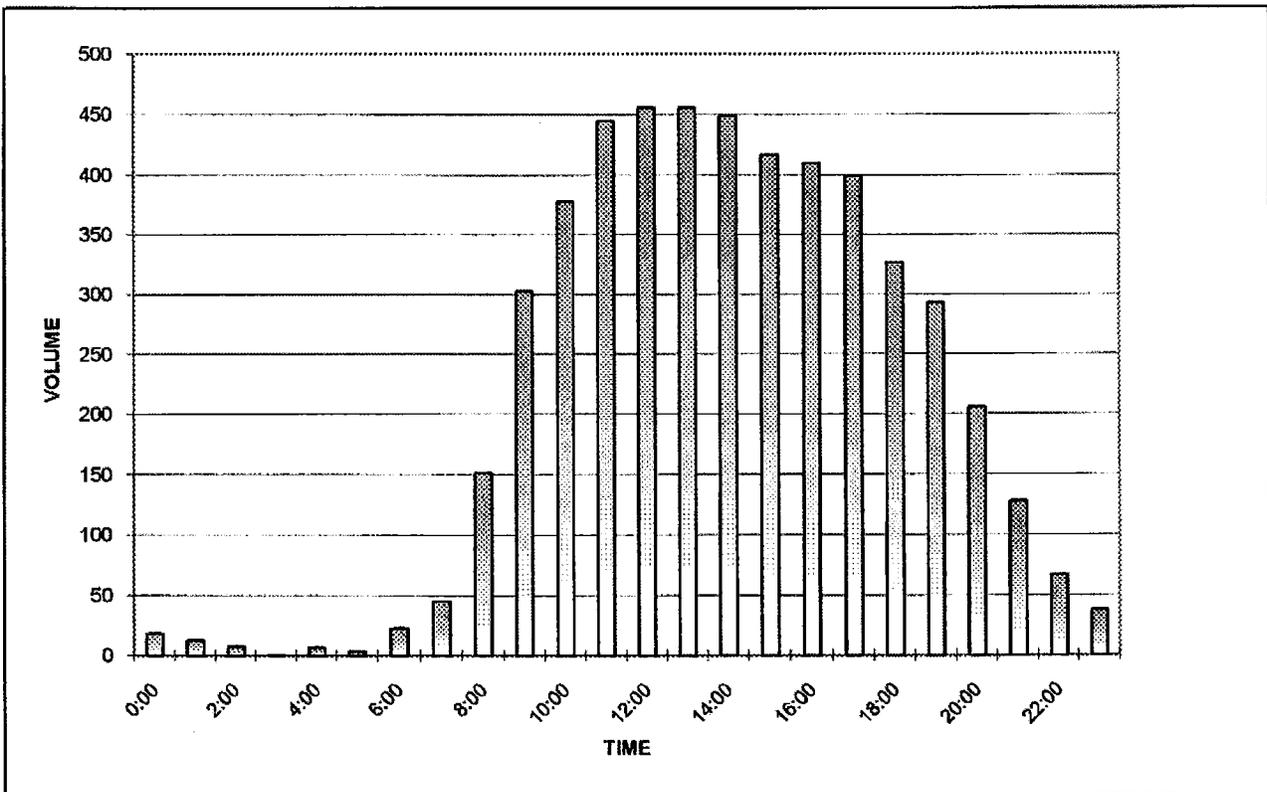
SB Breton Ridge South of FM 1960

Date Began:
5/16/2009

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	5	4	6	4	19
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2:00	3	2	0	3	8
3:00	1	0	0	0	1
4:00	1	1	0	5	7
5:00	0	0	2	2	4
6:00	5	1	8	9	23
7:00	10	3	5	27	45
8:00	40	26	36	50	152
9:00	62	68	82	91	303
10:00	96	82	86	114	378
11:00	110	104	111	120	445
12:00	118	124	114	100	456
13:00	130	104	112	110	456
14:00	123	92	116	118	449
15:00	100	110	108	99	417
16:00	116	105	82	107	410
17:00	118	90	98	94	400
18:00	82	82	84	79	327
19:00	84	68	65	76	293
20:00	62	66	50	28	206
21:00	38	34	24	32	128
22:00	16	20	16	15	67
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TOTAL: 5045

The A.M. peak hour from 9:15 to 10:15 is 337
The P.M. peak hour from 14:30 to 15:30 is 444

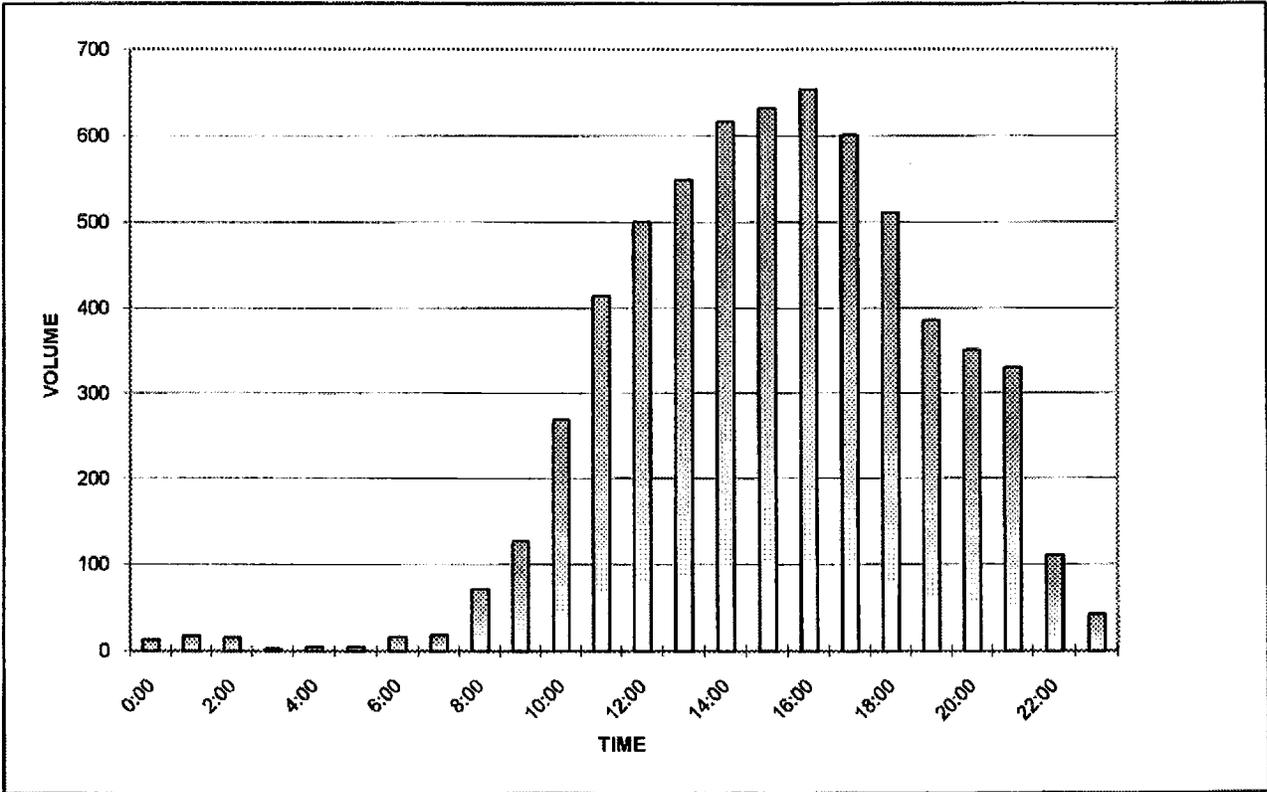


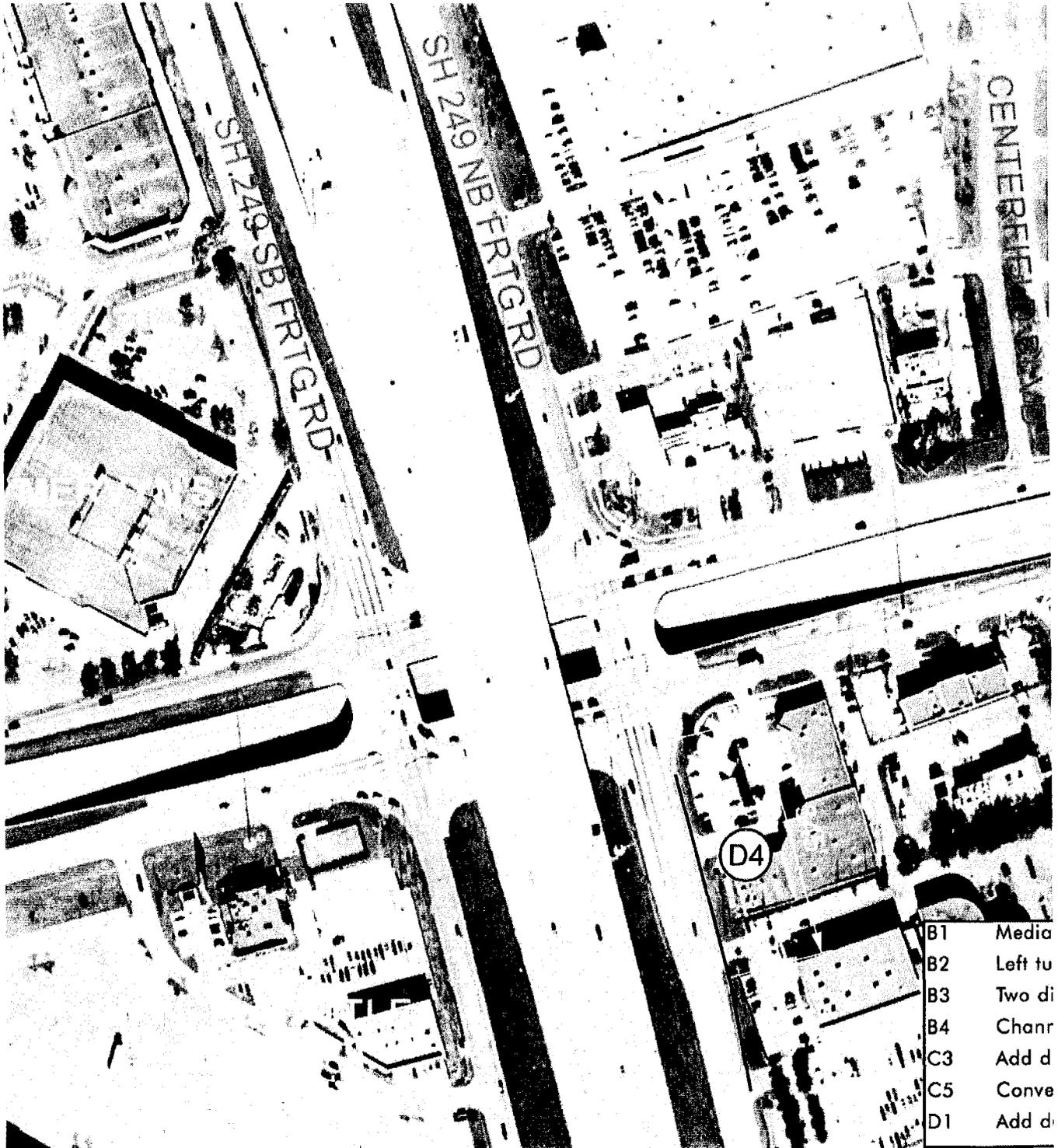
NB Breton Ridge South of FM 1960

Date Began:
5/16/2009

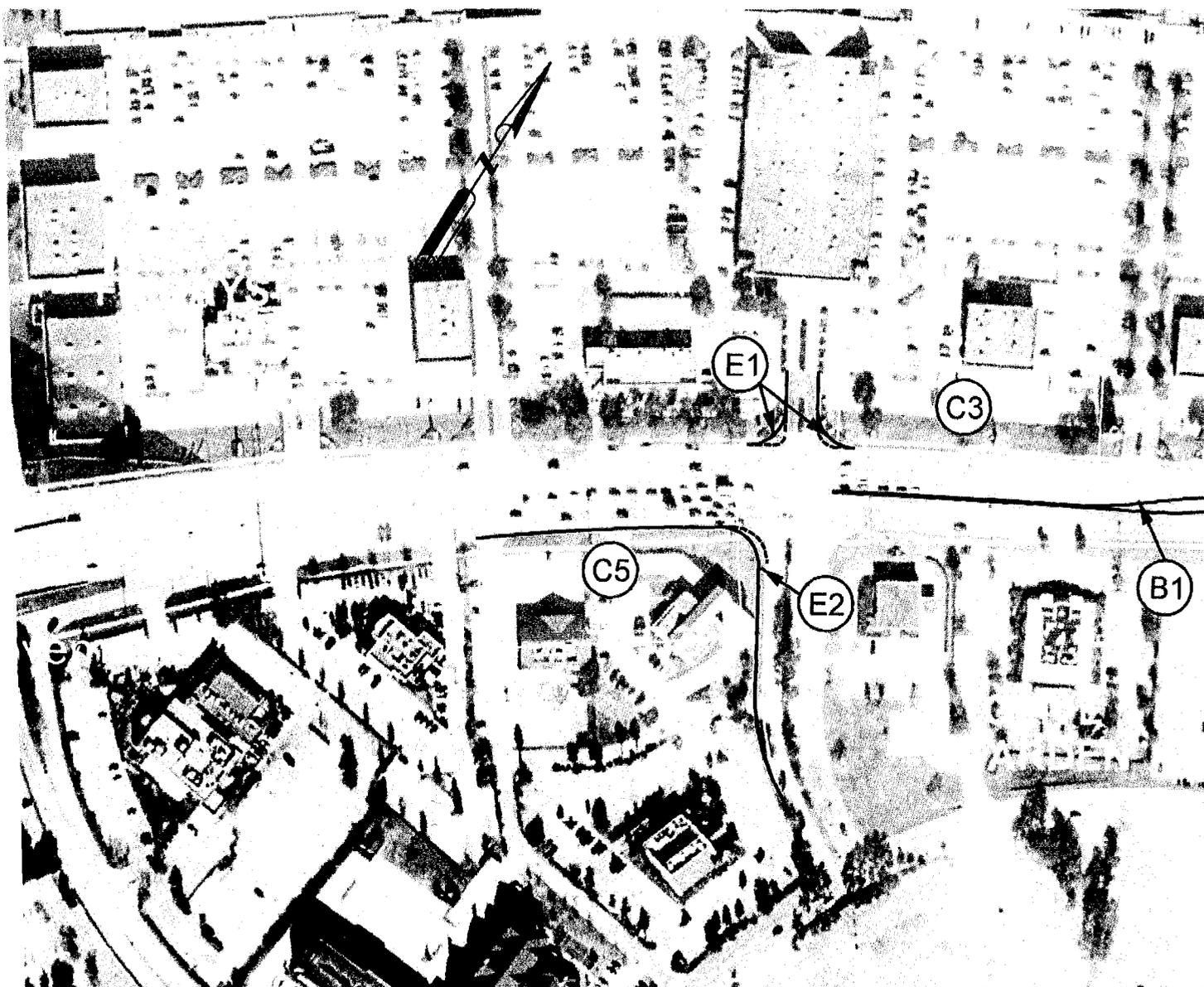
TIME	0:00	0:15	0:30	0:45	TOTAL
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2:00	4	6	3	3	16
3:00	1	1	1	0	3
4:00	0	3	1	1	5
5:00	0	0	2	3	5
6:00	0	4	5	8	17
7:00	3	7	5	4	19
8:00	10	11	22	29	72
9:00	30	18	39	41	128
10:00	48	70	74	77	269
11:00	102	102	111	99	414
12:00	128	118	114	140	500
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14:00	154	144	168	150	616
15:00	158	156	157	161	632
16:00	156	160	178	160	654
17:00	164	164	144	129	601
18:00	164	123	104	120	511
19:00	103	110	89	84	386
20:00	98	90	90	73	351
21:00	122	95	62	52	331
22:00	32	35	20	24	111
23:00	13	15	10	5	43
TOTAL:					6264

The A.M. peak hour from 9:15 to 10:15 is 146
 The P.M. peak hour from 16:30 to 17:30 is 666





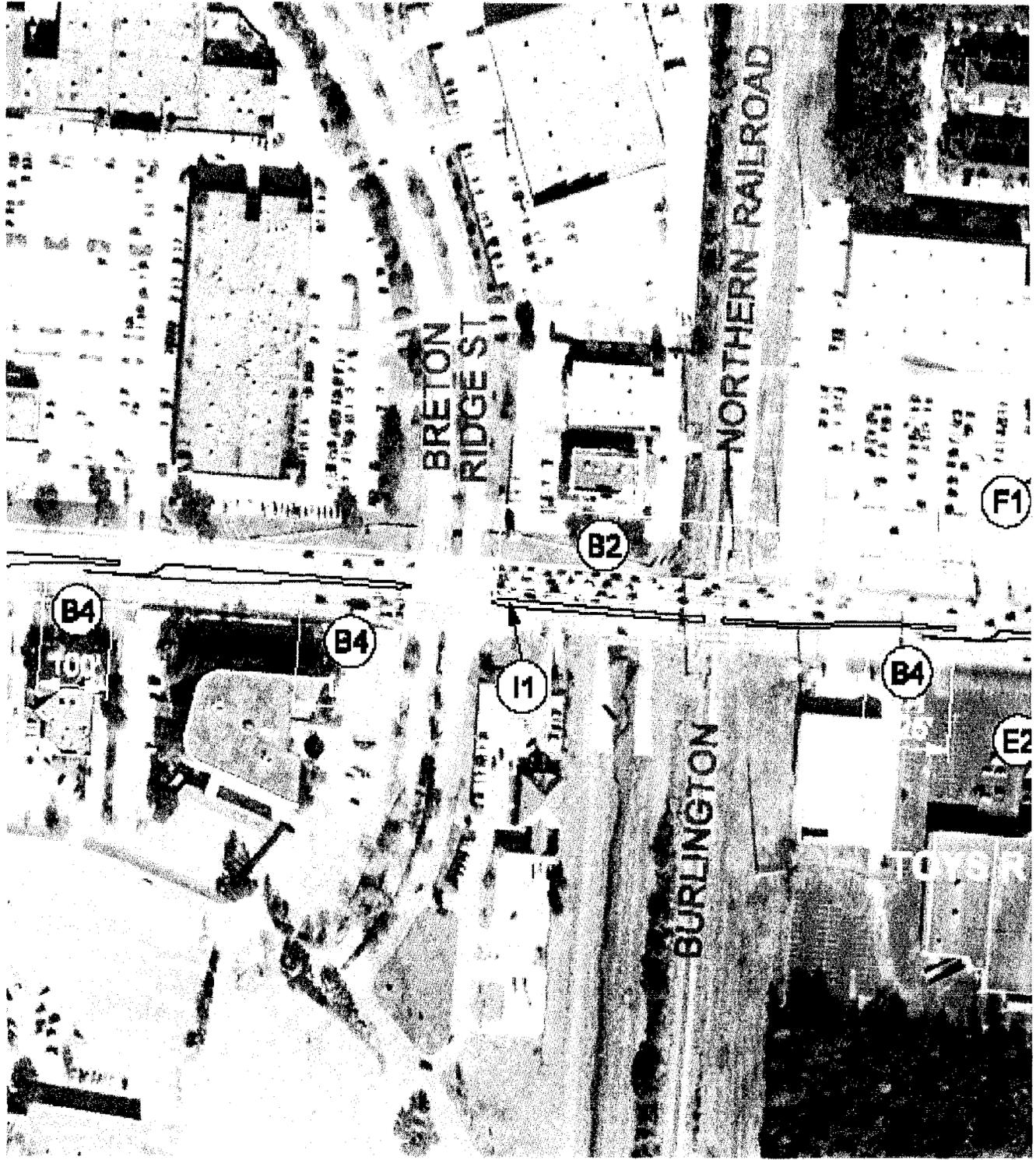
Improvements

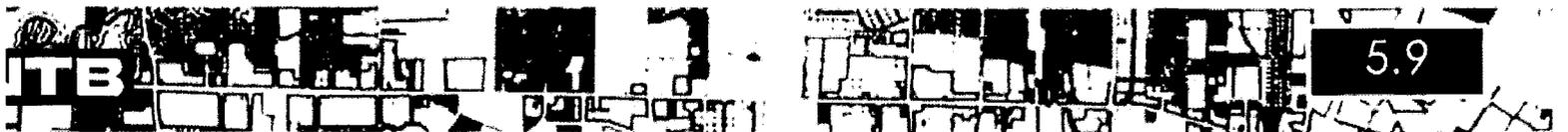


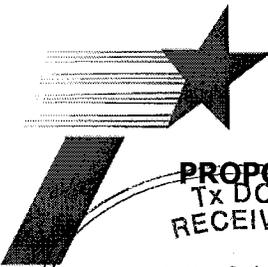
closure	D4	Extend existing turn bay (cross streets)
lane extension	E1	Minor driveway modification
functional channelized median	E2	Major driveway modification
channelized left turn lane	F1	Provide connection between adjacent properties
left turn lanes (FM 1960)	H3	Add bench at bus stop
through lane to right turn lane (FM 1960)	I1	Add guide sign
left turn lanes (cross streets)		



FM 1960 Access Management Study







PUBLIC MEETING COMMENT FORM

FM 1960 at the BNSF Railroad

PROPOSED IMPROVEMENTS AND ENVIRONMENTAL CONSTRAINTS

Tx DOT
RECEIVED
JUN 04 2009
HOUSTON MAIL OPERATIONS

May 19, 2009
Open House 6pm - 8pm

Hilton Garden Inn, Houston, Texas

SCANNED ON
JUN 04 2009
MAIL OPERATIONS HOUSTON

Welcome to the Public Meeting for the proposed improvements to Farm to Market (FM) 1960 at the BNSF RR. Your comments are important to the development of this project and will be taken into consideration. To submit written comments, please use the space provided below. You may submit this form tonight, or mail it to the address on the back. If mailed, written comments should be postmarked by June 2, 2009. Thank you.
(To mail, please fold in half with this page on the inside and affix a postage stamp. Please tape closed, do not staple.)

Bienvenido al Público que Encuentra para las mejoras propuestas Cultivar para Vender (FM) 1960 de la Carretera de BNSF RR. Sus comentarios son importantes al desarrollo de este proyecto y serán tomado en consideración. Para someterse comentarios escritos, utilizan por favor el espacio proporcionado abajo. Usted puede someterse esta forma esta noche, o enviarlo a la dirección en la espalda. Si comentarios enviados y escritos deben ser matasellados por el 2 de Junio de 2009. Gracias.
(Enviar, complacer doblar en la mitad con esta página por dentro y poner un sello de correo. Por favor cinta cerró, no cose con una grapa.)

1. How did you hear about this meeting? / ¿Cómo se informó de esta asamblea?

- Newspaper / Periódico
- Told by Friend or Neighbor / Amigo o vecino
- Received Notice in Mail / Aviso por Correo
- Other (please explain) / Otro modo (explique): NIN HCO C + TX DOT

2. Do you have any comments about the project presented tonight? / ¿Tiene usted cualquiera comenta acerca de proyecto presentadas esta noche?

See attached "SUPPLEMENT TO FORMAL COMMENTS"

3. Do you have a preference regarding options A-F? If yes, please explain? / ¿Tiene usted una preferencia con respecto a opción un A-F? ¿Si sí, explica por favor?

See attached "SUPPLEMENT TO FORMAL COMMENTS"

(continue comments on the back of this form / siga comentarios al dorso de esta forma)

4. Do you want to be included on the mailing list for future meetings regarding this proposed project? / ¿Quiere usted ser incluido en la lista de envío y recibe notas de reuniones futuras para este proyecto propuesto?

Name / Nombre: HCMWD No 191 Address / Dirección: 5720 Bayland
Jane Dougherty
Houston City / Ciudad: Texas Zip Code / Código Postal: 77006

5. Additional Comments / Comentarios adicionales: _____

-----fold along this line for mailing----- doble por esta línea para enviar -----

Item No. 19
5120 Bayard
Houston, TX 77006

Place
Postage
Here

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

Supplement To Formal Comments Submitted By Harris County Municipal Utility District No. 191

Project: Proposed improvements to Farm to Market (FM) 1960 at the Burlington Northern Santa Fe (BNSF) Railroad crossing in Harris County, Texas. The proposed project consists of constructing a grade separation at FM 1960 and the BNSF Railroad (Project)

Submitted to: Texas Department of Transportation (TxDOT)

Submitted by: Harris County Municipal Utility District No. 191 (District), a public agency located in the immediate vicinity of the Project, on both sides of FM 1960 east of the BNSF Railroad (see Appendix A)

Address: 5120 Bayard, Houston, Texas 77006
Phone: c/o James Dougherty, 713-880-8808
Fax: c/o James Dougherty, 281-220-8984
Email: c/o James Dougherty, jim@JLDJR.com

Date and place of public meeting: May 19, 2009 at the Hilton Garden Inn, 7979 Willow Chase Blvd., Houston, Texas 77070.

Supplement to comments:

B12

Although there was not an alternative presented at the public meeting that called for upgrading the existing grade crossing protection systems, such an alternative could be developed and implemented fairly quickly. Upgrading to four-quadrant gates, for example, could add significant protection. Under FRA quiet zone rules (see excerpt attached), four-quadrant gates can earn an effectiveness rating up to .92, which implies that they can be 92% as effective as closing a crossing permanently. Additional measures could enhance the effectiveness, e.g., adding cantilevered overhead warning lights or warning lights embedded in the pavement.

The District's engineers have estimated that a comprehensive grade-crossing protection upgrade could be achieved at a cost between \$200,000 and \$500,000, depending upon scope—a small fraction of the cost of the cheapest alternative presented at the public meeting.

[End of Supplement; see attached excerpt from FRA rules]

***Excerpt from Appendix A of 49 CFR Part 222
(Quiet Zone Rules):***

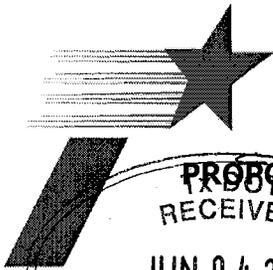
2. *Four-Quadrant Gate System*: Install gates at a crossing sufficient to fully block highway traffic from entering the crossing when the gates are lowered, including at least one gate for each direction of traffic on each approach.

Effectiveness:

Four-quadrant gates only, no presence detection: .82.

Four-quadrant gates only, with presence detection: .77.

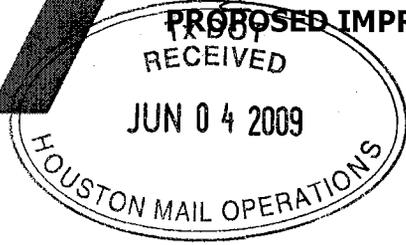
Four-quadrant gates with traffic of at least 60 feet (with or without presence detection): .92.



PUBLIC MEETING COMMENT FORM

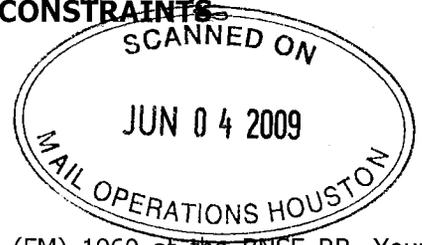
FM 1960 at the BNSF Railroad

PROPOSED IMPROVEMENTS AND ENVIRONMENTAL CONSTRAINTS



May 19, 2009 Open House 6pm - 8pm

Hilton Garden Inn, Houston, Texas



Welcome to the Public Meeting for the proposed improvements to Farm to Market (FM) 1960 at the BNSF RR. Your comments are important to the development of this project and will be taken into consideration. To submit written comments, please use the space provided below. You may submit this form tonight, or mail it to the address on the back. If mailed, written comments should be postmarked by June 2, 2009. Thank you. (To mail, please fold in half with this page on the inside and affix a postage stamp. Please tape closed, do not staple.)

Bienvenido al Público que Encuentra para las mejoras propuestas Cultivar para Vender (FM) 1960 de la Carretera de BNSF RR. Sus comentarios son importantes al desarrollo de este proyecto y serán tomado en consideración. Para someterse comentarios escritos, utilizan por favor el espacio proporcionado abajo. Usted puede someterse esta forma esta noche, o enviarlo a la dirección en la espalda. Si comentarios enviados y escritos deben ser matasellados por el 2 de Junio de 2009. Gracias.

(Enviar, complacer doblar en la mitad con esta página por dentro y poner un sello de correo. Por favor cinta cerró, no cose con una grapa.)

- 1. How did you hear about this meeting? / ¿Cómo se informó de esta asamblea?
[] Newspaper / Periódico [] Told by Friend or Neighbor / Amigo o vecino [] Received Notice in Mail / Aviso por Correo
[X] Other (please explain) / Otro modo (explique): HNWCOG and TXDOT

- 2. Do you have any comments about the project presented tonight? / ¿Tiene usted cualquiera comenta acerca de proyecto presentadas esta noche?
See attached "FORMAL COMMENTS BY HARLES COUNTY MUNICIPAL UTILITY DISTRICT NO. 191"

- 3. Do you have a preference regarding options A-F? If yes, please explain? / ¿Tiene usted una preferencia con respecto a opción un A-F? ¿Si sí, explica por favor? See attached.

(continue comments on the back of this form / siga comentarios al dorso de esta forma)

- 4. Do you want to be included on the mailing list for future meetings regarding this proposed project? / ¿Quiere usted ser incluido en la lista de envío y recibe notas de reunions futuras para este proyecto propuesto? Yes
Name / Nombre: James Dougherty Address / Direccion: 5120 Bayard
Houston City / Ciudad: Texas Zip Code /Codigo Postal: 77006

(See attached for full contact info.)

5. Additional Comments / Comentarios adicionales: _____

see attached

-----fold along this line for mailing----- doble por esta línea para enviar -----

HEMUD NO. 191
5120 Bayand
Houston, TX 77006

Place
Postage
Here

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

**Formal Comments By
Harris County Municipal Utility District No. 191**

Project: Proposed improvements to Farm to Market (FM) 1960 at the Burlington Northern Santa Fe (BNSF) Railroad crossing in Harris County, Texas. The proposed project consists of constructing a grade separation at FM 1960 and the BNSF Railroad (Project)

Submitted to: Texas Department of Transportation (TxDOT)

Submitted by: Harris County Municipal Utility District No. 191 (District), a public agency located in the immediate vicinity of the Project, on both sides of FM 1960 east of the BNSF Railroad (see Appendix A)

Address: 5120 Bayard, Houston, Texas 77006
Phone: c/o James Dougherty, 713-880-8808
Fax: c/o James Dougherty, 281-220-8984
Email: c/o James Dougherty, jim@JLDJR.com

Date and place of public meeting: May 19, 2009 at the Hilton Garden Inn, 7979 Willow Chase Blvd., Houston, Texas 77070.

Subjects addressed in these Comments:

- I. Impact of the Project on nearby businesses**
- II. Fiscal impacts of the Project on public agencies**
- III. Area traffic impacts of the Project**
- III. Costs and benefits of the Project**
- IV. Other potential environmental effects**
- V. Official position of the District**

Attachments to these Comments:

- Appendix A: Map of the District
- Appendix B: Businesses in High-Impact Area
- Appendix C: Vehicular Path To Reach High-Impact Area
- Appendix D: Simulated Motorist Eye-View From Atop Overpass
- Appendix E: Former Big Box Store on SH 6 near US 290
- Appendix F: Big "Box Site" on West Greens Road
- Appendix G: Historical Tax Data, "Big Box" Site on West Greens Road
- Appendix H: Excerpt From Research Report by Lewis, et al
- Appendix I: 2008 Ad Valorem Tax Data
- Appendix J: 2008 Sales Tax Receipts for Entire District

- Appendix J: Overlapping Taxes (All Taxing Jurisdictions)
 - Appendix L: 2008 Traffic Counts (TxDOT)
 - Appendix M: Trip Generation Data, Six Businesses
 - Appendix N: Possible Detour Route Using Cypresswood Dr
 - Appendix O: Back-Up on Main Lanes Cause By Insufficient
Storage Lane
 - Appendix P: Areas of Vehicular Conflicts and Potential
Collisions
 - Appendix Q: Excerpt from HGAC Regional Traffic Model for
2035
 - Appendix R: Excerpt from HGAC Report
 - Appendix S: FRA Summary Data
-

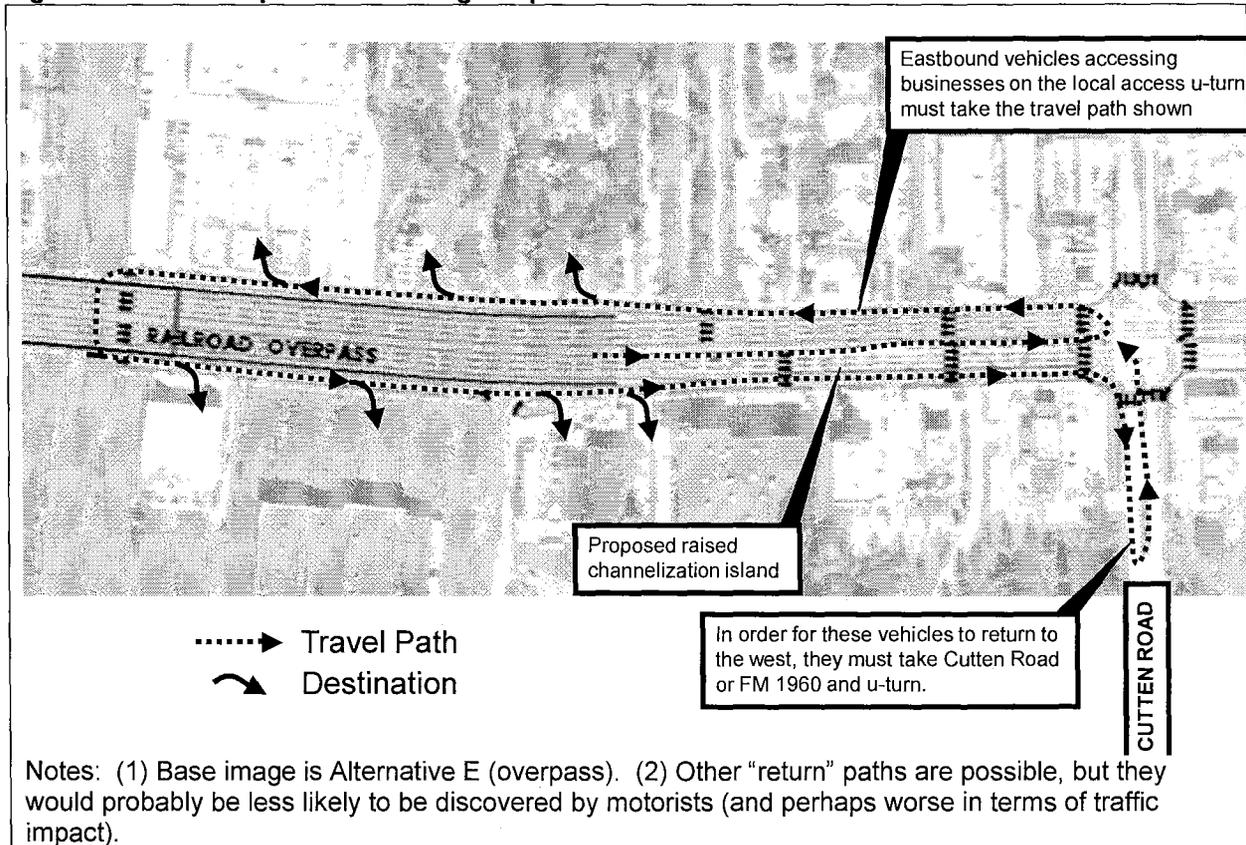
I. Impact of the Project on nearby businesses

A. Reductions in access, visibility

More than nine major businesses operate in the District on sites abutting FM 1960 east of the BNSF Railroad and in the immediate vicinity of the Project. See Appendix A and Appendix B. Logically, these businesses will suffer high, adverse impacts if an overpass or underpass is built in the center of FM 1960, because such a structure will reduce access to those businesses. The reduction will be especially acute in the case of the alternatives that do not include a crossing of the BNSF tracks at grade. See Figure 1 (also reproduced in Appendix C), illustrating the vehicular path that a motorist approaching from the west would have to follow to reach businesses in the high-impact area---and then return.

C3,C4

Figure 1: Vehicular path to reach high-impact area



Not just customer access will be affected. Trucks and other vehicles longer than 50 feet will not be able to make the u-turn at Cutten Road, because the width is insufficient. Those vehicles approaching from SH 249 or other points west will have to detour to reach businesses in the high-impact area. See Appendix N, illustrating a possible detour via Cypresswood Drive, almost five miles long.

In addition to reducing traffic access, an overpass or underpass will also restrict the visibility of businesses from motorists on FM 1960---the businesses will be "under

C1

the bridge” or otherwise screened from views from the road. See Appendix D for a simulated motorist’s eye-view from atop an overpass over the BNSF Railroad, including the approximate location of an adjacent major business (Toys-R-Us).

B. Types of businesses

Of course, the impact of reduced traffic access and reduced visibility are especially severe for businesses that depend heavily upon vehicular and visual access, like retailers. At least six of the businesses in the high-impact area are retailers (including two high-volume “big box” retailers); another three are restaurants (one Whataburger and two Pappas restaurants), which also depend heavily upon access and visibility by motorists.

C. Two case studies

C7

Two case studies provide estimates of the impact on businesses in the high-impact area. Appendix E shows an aerial view of a former “big box” retail building located adjacent to an elevated roadway overpass built in the center of SH 6 near US 290, crossing the UPRR tracks (Note: SH 6 is functionally a continuation of FM 1960, and the overpass is built above a railroad, so the setting is directly comparable to Project). The overpass restricted direct access to the site (apparently, the restriction is less severe than the restriction proposed by some Project alternatives, like Alternative E). The use of the site has changed in recent years. It now serves as a mini-storage facility. The value of the site, according to HCAD records, is approximately \$5.12 per square foot. By comparison, the HCAD value of the site of Toys-R-Us (on FM 1960 in the District, with direct access from a roadway at grade) is about \$12.50 per square foot. These values indicate a potential 59% reduction in value for a “big box” site adjacent to an overpass, when compared to a similar site adjacent to a roadway at grade.

Appendix F shows an aerial view of another “big box” site on West Greens Road near IH 45. A new roadway underpass was built in front of this site, restricting direct access to the site (apparently, the restriction is less severe than the restriction proposed by some Project alternatives, like Alternative E). Historical tax data from HCAD indicate a sharp, two-step drop in total market value, from \$2,600,000 in 1999 to \$1,900,000 in 2000 and then \$1,400,000 in 2001. See Appendix G. These data indicate an approximate 46% reduction in total value occurring over two years, at roughly the time of construction of the underpass.

D. Research report

A 1997 research report¹ supports the case-study indications that commercial land values will be reduced. The report compared adjacent land values before and after

¹ Lewis, Carol A, et al. “Land Value and Land Use Effects of Elevated, Depressed, and At-Grade Level Freeways in Texas,” Research Report 1327-2, Texas Transportation Institute and Center For Transportation Research and Training (1997) (sponsored by TxDOT).

construction of the Sam Houston Tollway (Beltway 8). Values increased in all land use categories, except one: the *highest-value commercial property*. That property fell in value by approximately 24%. See Table 4 from the report, reproduced in Appendix H.

E. Summary of impact on businesses

C7

In summary, two case studies and a TxDOT-sponsored report confirm the logical conclusion that overpasses or underpasses can reduce the value of commercial properties---most acutely where the new structures impair access and visibility. The estimated impacts, based on these studies and report, range between 59% and 24% (reductions in value).

The District's tax assessor-collector has identified over \$30 million in total AV (ad valorem tax value) for businesses in the high-impact area. See Appendix I. Applying the range of estimated reductions to the total value produces these estimated impacts:

Table 1. Value of commercial property in high-impact area

Total (From Appendix I)	Low Impact (24% reduction)	High Impact (59% reduction)
\$ 30,721,123	\$ 7,373,070 (reduction in value)	\$ 18,125,463 (reduction in value)

Note: These impacts are only for the properties east of the BNSF railroad. Similar or greater impacts are expected for businesses west of the railroad.

II. Fiscal impacts of the Project on public agencies

A. Tax proceeds (District only)

As shown in Appendix I, the total 2008 property taxes levied by the District on businesses in the high impact area was \$101,380. As shown in Appendix J, the District's total sales tax proceeds² were \$516,789. The District's tax assessor-collector has estimated that 80% of the District's sales tax proceeds (\$413,431) come from businesses in the high-impact area. The estimated District's total tax proceeds (property taxes plus sales taxes combined) are summarized as follows:

² The District, like others located along FM 1960, has entered into a Strategic Partnership Agreement with the City of Houston for commercial areas along FM 1960. Under that agreement, proceeds of the 1% local sales tax from the commercial areas is split evenly between the District and the City of Houston; each has an effective 0.5% sales tax rate in those areas.

Table 2. Estimated annual tax proceeds, District only

	Proceeds, entire District	Proceeds, high-impact area
Property taxes		\$ 101,380 (Appendix I)
Local sales taxes	\$ 516,789 (Appendix J)	\$ 413,431 (80% of total)
Total		\$ 514,811.

Note: These proceeds are only for areas east of the BNSF railroad. Similar or greater proceeds are expected for areas west of the railroad; see below.

B. Tax proceeds (all jurisdictions)

In 2008, the combined property tax rate of all jurisdictions overlapping the District was \$2.52 per \$100 of AV. See Appendix K. Applying that rate to total AV, the total taxes levied by all jurisdictions near the high impact area would be approximately \$774,172 year. Because the District's sales tax proceeds are equal to the City of Houston's sales tax proceeds, the combined total local sales taxes would be twice the District's, or \$826,862 per year. The state sales tax rate is 6.25%, which is 6.25 times the combined total local sales tax rate, so the estimated state sales tax proceeds from the area would be about \$5,167,887. The total estimated taxes (sales and ad valorem) for all jurisdictions are therefore estimated and summarized as follows:

Table 3. Estimated annual tax proceeds, impact areas, all jurisdictions

	District only (from Table 1)	Jurisdictions east of BNSF Railroad (see discussion above)	All jurisdictions, both sides of BNSF Railroad (Note 1)
Property taxes	\$ 101,380	\$ 774,172	
Local sales taxes	\$ 413,431	\$ 826,862	
State sales taxes	\$ 2,583,943	\$ 5,167,887	
Total	\$ 514,811	\$ 6,768,921	\$ 13,537,842 (Note 1)

Note1: Estimated tax proceeds from west of the BNSF railroad are assumed to be at least equal to tax proceeds from the east side, based upon the similar commercial land uses and the longer overpass length west of the BNSF Railroad.

As discussed in Section I, above, the impact upon adjacent **property values** of an overpass or underpass in the center of FM 1960 has been estimated to range between 24% and 59% (reductions in value). Because property taxes are a direct function of

C11

property values, the impact on property tax proceeds would be in the same range. Also, the District's tax assessor-collector has indicated that, for retail properties, sales tax proceeds are strongly correlated with property tax values, indicating a similar reduction in sales tax proceeds. Therefore, the total fiscal impact of the Project on public agencies can be estimated as follows:

Table 4. Fiscal impact of the Project on public agencies (\$/year)

	Estimated total tax proceeds, impact areas (from Table 3)	Low Impact (24% reduction)	High Impact (59% reduction)
District only	\$ 514,811	\$ 123,555 (reduction)	\$ 303,738 (reduction)
Jurisdictions east of BNSF Railroad	\$ 6,768,921	\$ 1,624,541 (reduction)	\$ 3,993,663 (reduction)
All jurisdictions, both sides of BNSF Railroad	\$ 13,537,842	\$ 3,249,082 (reduction)	\$ 7,987,326 (reduction)

III. Area traffic impacts of the Project

A. Current congestion peaks

According to recent TxDOT traffic counts, the peak traffic counts on FM 1960 occur in the segment straddling the BNSF Railroad between Cutten Road and Breton Ridge. See Appendix L. Observation of this segment confirms that it is extremely congested during peak hours, under current conditions, and especially during holiday shopping seasons. Constructing an overpass or underpass in the center of FM 1960 will not increase the through-lane capacity of this peak segment, because signalized intersections will remain at each end (at Cutten Road and Willowbrook Mall entrances). The through-lane capacity of FM 1960 will continue to be limited by the capacity of the intersections at each end.

B. Congestion worsened by the Project

A3

As more fully explained below, an overpass or underpass Alternative can make area congestion worse, because it may generate new, circuitous trips and turning movements, which will: (i) overload some of the most congested points---most acutely the Cutten Road intersection---and (ii) possibly impair the through-lane capacities of FM 1960 and Cutten Road.

See Appendix C, illustrating the circuitous vehicular path that motorists will have to follow to reach businesses in the high-impact area. Standard trip-generation models indicate that at least 316 vehicles would have to follow this path during the evening peak hour. See Appendix M, showing trip generation from six businesses in the high-impact area, which is only part of the total. Adding such a large number of vehicles into the system at the most congested point (FM 1960 EB at Cutten Road) at the most congested time (the evening peak) will almost certainly produce an extreme congestion episode every day. Such congestion episodes could be worsened further by these factors, which are not reflected in the “raw” trip generation numbers:

---The forced u-turns on FM 1960 EB at Cutten Road will impair the capacity of the existing left-turn lane, because the constrained roadway width will required u-turns to be made at a very low-speed (slower than left turns). Also, the u-turns will directly conflict with right turns on red from Cutten SB onto FM 1960 WB, increasing the length of the queue on Cutten SB.

---Trucks, trailers, buses and other vehicles longer than 50 feet cannot physically make a u-turn at Cutten Road, because the width is insufficient. Those vehicles will have to detour (perhaps via Cypresswood Drive, a detour route almost five miles long) to reach businesses in the high-impact area. See Appendix N. Note: If a long vehicle attempts to make the u-turn, but fails, the impact on westbound and northbound traffic would be immediate and severe.

---Those Project alternatives which would eliminate all at-grade crossings of the BNSF Railroad would also eliminate all practical and safe crossing points for pedestrians and cyclists---most likely causing them to abandon the crossing altogether or use motor vehicles to cross (which would generate more new vehicular trips through the peak-congested area).

As indicated in Appendix M (bottom of first page), it would be necessary to add 526 feet of storage lane on FM 1960 EB at Cutten Road to store 316 vehicles attempting to make a u-turn at peak hour---and that same length of storage lane would be necessary for each u-turn and left turn on the return path. Apparently, no such storage is included in any alternative, and there may not be physical room for it in some locations. Failure to provide sufficient storage capacity will have the inevitable result of causing back-ups into the through lanes. Such a backup on FM 1960 EB at Cutten would reduce the through-lane capacity by 33%. See Appendix O. Such a backup on Cutten Road NB or SB (or both) would reduce capacity by 50%.

C. *Collisions induced by the Project*

C7

The circuitous routings and congestion induced by the Project, as described above, will cause four predictable areas of increased conflict between high-volume vehicle paths, and therefore, the potential for many more collisions. These areas, illustrated in Appendix P, are: (i) EB on FM 1960 approaching Cutten, where vehicles could back-up into the innermost through lane, conflicting with vehicles approaching over the overpass from the west, (ii) u-turning at Cutten from FM 1960 EB to FM 1960 WB, where vehicles would meet other vehicles turning right on red from Cutten SB to FM 1960 WB, (iii) EB on the FM 1960 south service road, where vehicles may attempt to cross the “gore” area to reach the main lanes, and then weave across the main lanes to make a u-turn at Cutten Road (all to avoid the circuitous alternative path), and (iv) on Cutten Road south of FM 1960, where vehicles may attempt to make u-turns to get

back to FM 1960 and then make left turns to FM 1960 WB, creating conflicts with vehicles SB and NB on Cutten.

D. Circumstances aggravating congestion

The congestion induced by the Project will be aggravated by two unavoidable circumstances:

---Construction of an overpass or underpass in the center of FM 1960 is estimated to take about 24 months, during which time the capacity of the through-lanes on FM 1960 will be impaired and many existing turns will be made impossible. Periodic lane blockages are likely.

---According to a new Houston-Galveston Area Council regional traffic model for year 2035, average daily traffic volume in the peak-congestion section of FM 1960 (between the BNSF Railroad and Cutten) is predicted to be 138,322 vehicles (combined, both directions). See Appendix Q. This is more than double the volume counted in 2008; see Appendix L.

A1,A3

III. Costs and Benefits of the Project

The *Houston Freight Rail Study*³ examined a proposed grade separation at the Project location. That study also calculated costs and benefits of the grade separation as follows:

Table 4. Costs and benefits, from Houston Freight Rail Study

Class	Estimated Cost	Estimated Public Benefit
Class 3 Improvements (Grade Separations)	\$11,000,000	\$870,000
Total Identified Improvements	\$11,000,000	\$870,000

The calculated benefit/cost ratio (0.079) is very unfavorable to that particular proposal. It indicates that costs were about 12 times benefits. However, the ratio becomes much more unfavorable if the impacts on property values and the fiscal impacts on public agencies are taken into account as costs. These impacts are calculated and summarized as follows:

³ On TxDOT website: http://www.txdot.gov/project_information/projects/houston/railway/houston.htm

Table 5. Certain other costs of the Project

	Low Impact (24% reduction)	High Impact (59% reduction)
Loss of property values (From Table 1, doubled to approximate impacts on both sides of the BNSF Railroad)	\$ 14,746,140 (reduction in property value)	\$ 36,250,926 (reduction in property value)
Loss of tax proceeds (all jurisdictions, both sides of BNSF Railroad) (From Table 4, expressed as 10-year net present value of annual impacts, using NPV factor of 8.53)	\$ 27,714,669 (NPV of annual reductions)	\$ 68,131,891 (NPV of annual reductions)
Totals	\$ 42,460,809	\$ 104,382,817

If these costs are taken into account, and added to the estimated \$11,000,000 cost of constructing the proposed grade separation discussed in the Houston Freight Rail Study, the benefit/cost ratio would range between 0.0163 and 0.0075. In other words, the costs could range between 61 and 132 times the benefits.

The stated primary purpose of the Project is to eliminate grade-crossing accidents. Possibly, the low level of estimated benefits reflects the fact that there are not many reported accidents. The available data conflict. An HGAC study showed nine crashes from 1990 to 2003. See Appendix R. A search of the USDOT(FRA) "HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORTS"⁴ disclosed six incidents from 1978 to 1982, but none since that date. Those search results do not agree with FRA summary data available online. See Appendix S (Line 15, Crossing ID 59709H), which shows five incidents, no fatalities, no injuries. Given the number of new highway-only crashes that the Project could cause (see discussion above regarding area traffic impacts), it is entirely possible that the Project would cause more crashes than it would eliminate, cancelling-out the primary public benefit of the Project.

IV. Other potential environmental effects

Beyond the scope of these comments are **potential environmental effects** of the Project. For example, a highway overpass would require many thousands of vehicles to climb more twenty feet above grade, every day. Doubtlessly, this will require many thousands of gallons of additional fuel, producing **more carbon dioxide**, unburned hydrocarbons, soot, and other pollutants. Also, any Alternative that induces congestion

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C8

⁴ Form number FRA F 6180.57

will also increase such pollutants. The District urges TxDOT to calculate these impacts before selecting an Alternative.

Another environmental effect that should be taken into account is the impact on local-area circulation. Several of the Alternatives would sever pedestrian and cycle crossings of the BNSF, making the local area un-walkable and un-bikable. These impacts should be taken into account before selecting an Alternative. In this regard, it should be noted that Alternative F (railroad bridge above FM 1960) offers the opportunity to add local-area circulation facilities, including sidewalks, bike paths and local streets and driveways, at much lower costs than the other Alternatives.

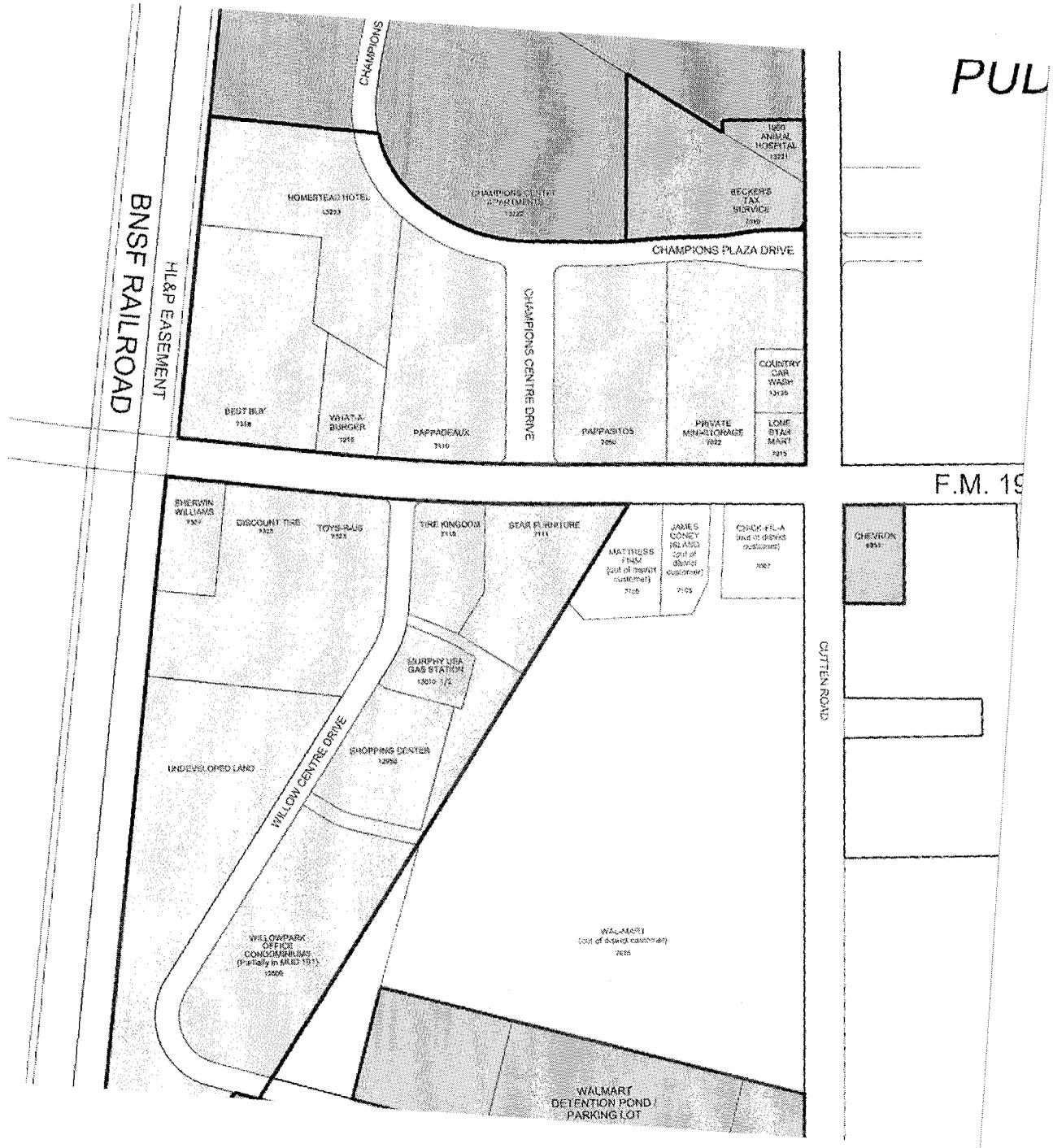
C6

V. Official position of the District

The Board of Directors of the District has voted to oppose those Project Alternatives that involve an overpass or underpass constructed in the center of FM 1960. (This would not include Alternative F, which involves construction of a railroad bridge above FM 1960.)

B2

Appendix A
Map of District Boundaries Near FM 1960



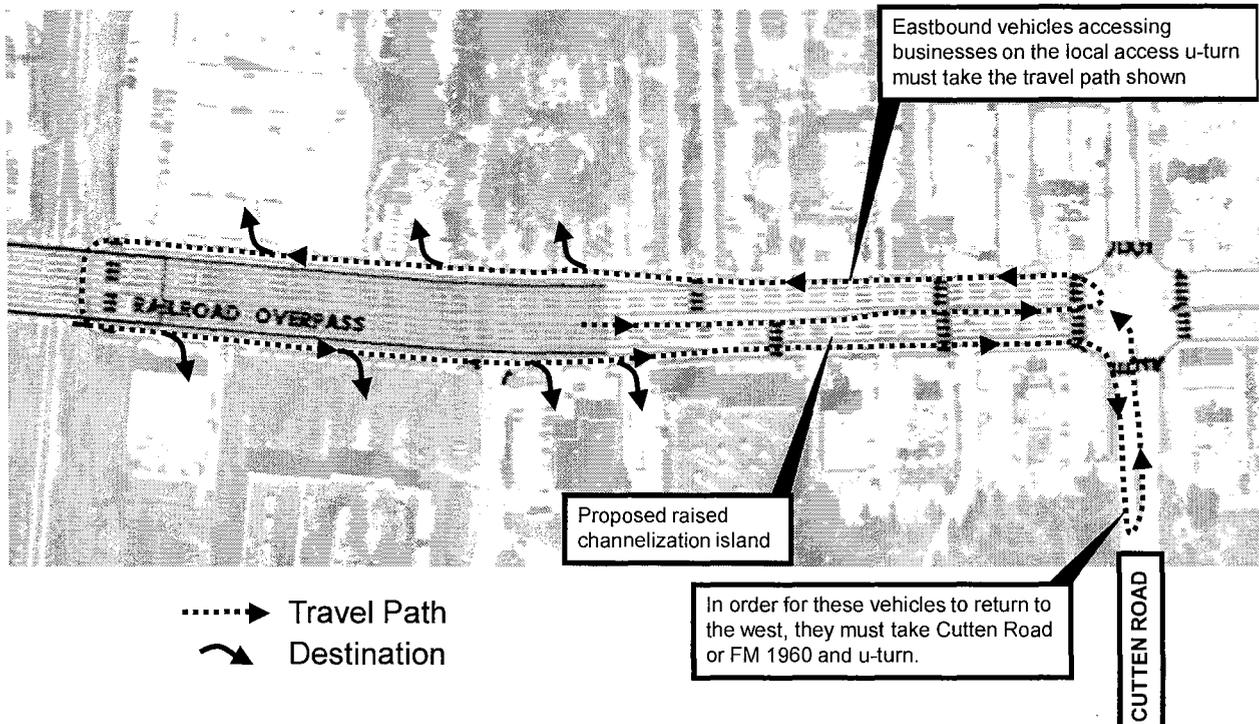
Appendix B

Major Businesses in High-Impact Area (District Only)



Appendix C

Vehicular Path To Reach High-Impact Area



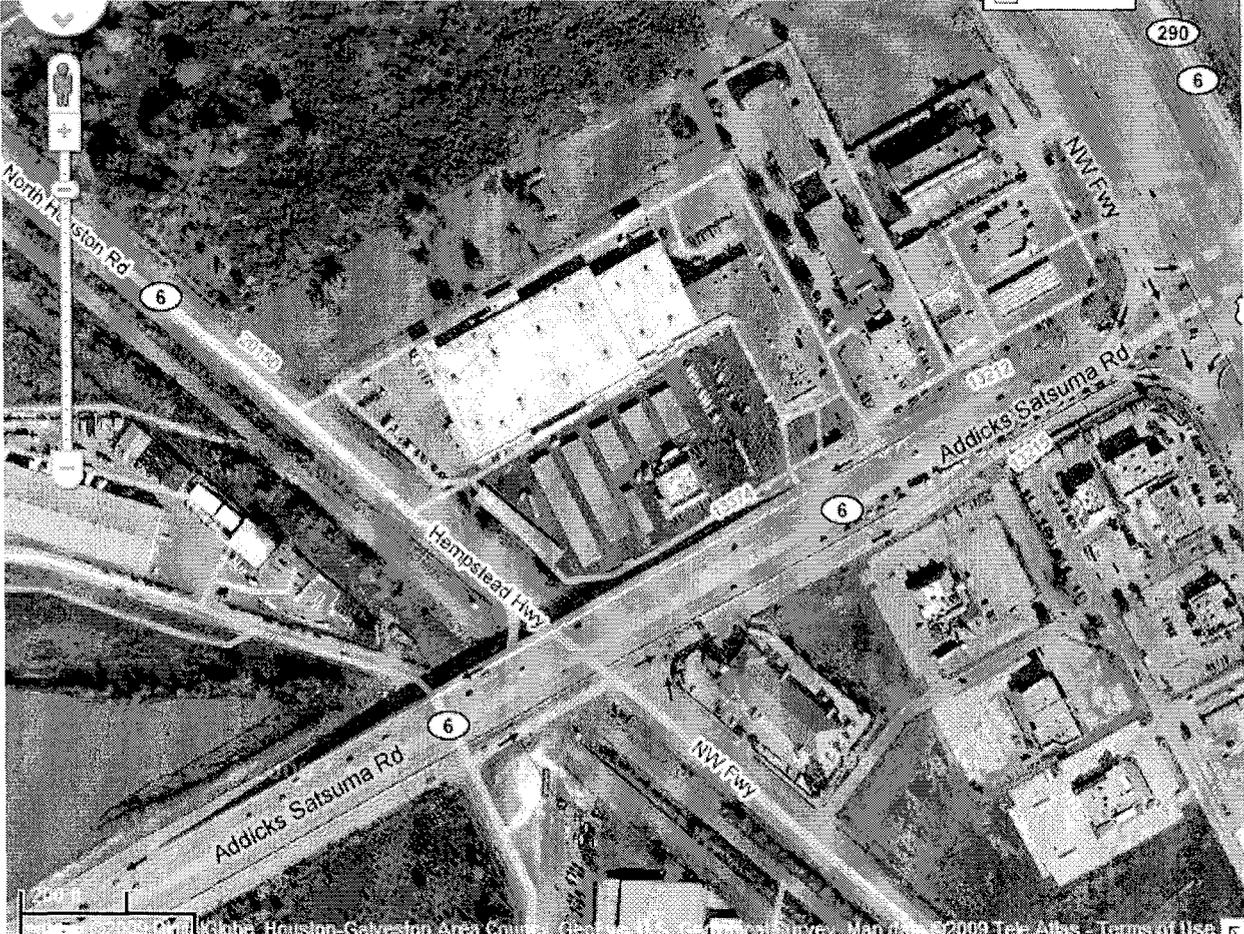
Appendix D

Simulated Motorist Eye-View From Atop Overpass



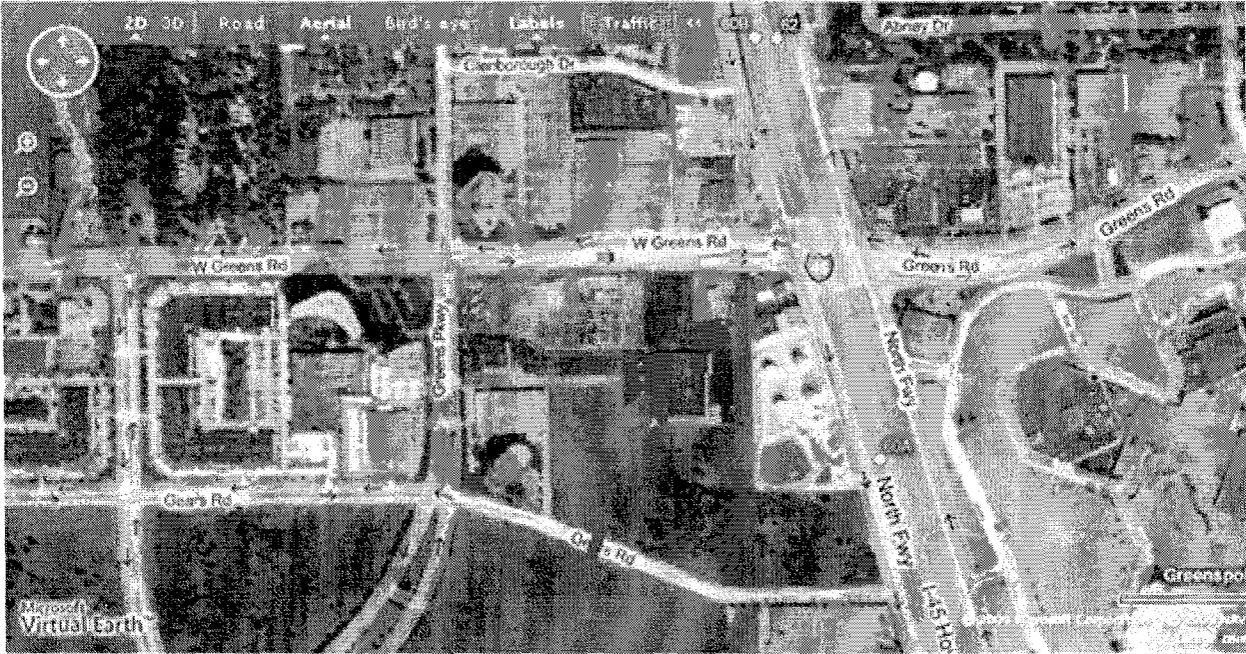
Appendix E

Former "Big Box" Store on SH 6 near US 290



Appendix F

“Big Box” Site on West Green Road



Big box store facing W. Greens Road

Appendix G

Historical Tax Data, "Big Box" Site on West Greens Road

```

32 SCAN BY ACCT          REAL PROPERTY APPRAISAL DATA          05/18/2009 12:18:42
                                TAX YEAR 2000          NEXT SCREEN
ACCOUNT 000 1152140000005      GIS          YEAR ACCOUNT CREATED 1984
HMSD 000% SPCL 0000000000 000%  PID 09-05098.1-03.4-011.0-0/000-001-6
DISABLED VET (1) 0% (2) 0%          APPROVED 08/04/2000
    NAME / ADDRESS          MTS          NOTICED
    DAYTON HUDSON CORP #156  1988          CENTER 41  SHIFTED/HTS
    C/O PROPERTY TAX DEPT          TAX DEFERRED?-->
    777 NICOLLET MALL          REPORT CLASS  F1          AG-TYPE

    MINNEAPOLIS MN          MAP FACET 5265D
    ZIP 55402-2004          MTL 00000
    DESCRIPTION          AGT          *** VALUES ***
RES E          1990          CURRENT          PREVIOUS
                                LAND          1239600          1239600
                                AG/TMB/SPC          0          0
GREENS CROSSING SEC 4          IMPROVEMENT          660400          1360400
ACREAGE 8.4318          RENDERED          0          0
    PROPERTY LOCATION
    205 W GREENS RD          TOTAL MKT          1900000          2600000
    HOUSTON TX          NOTES: OUT OF COUNTY TR 1E
    ZIP 77067          ZONE 30          25.19?          AB 889
                                MAILER STATUS:
SCREEN YEAR NOT = UPDATE TAX YEAR... READ ONLY
  
```

```

32 SCAN BY ACCT          REAL PROPERTY APPRAISAL DATA          05/18/2009 12:18:36
                                TAX YEAR 2001          NEXT SCREEN
ACCOUNT 000 1152140000005      GIS          YEAR ACCOUNT CREATED 1984
HMSD 000% SPCL 0000000000 000%  PID 09-05098.1-03.4-011.0-0/000-001-6
DISABLED VET (1) 0% (2) 0%          APPROVED 08/10/2001
    NAME / ADDRESS          MTS          NOTICED
    WIMBLEDON CHAMPIONS INC  2001          CENTER 41  SEQ NO 0010684
    %TECH E CENTER          TAX DEFERRED?-->          SHIFTED/HTS
    10000 OLD KATY RD STE 100  REPORT CLASS  F1          AG-TYPE

    HOUSTON TX          MAP FACET 5265D
    ZIP 77055-6045          MTL 00000
    DESCRIPTION          AGT          *** VALUES ***
RES E          1990          CURRENT          PREVIOUS
                                LAND          1239600          1239600
                                AG/TMB/SPC          0          0
GREENS CROSSING SEC 4          IMPROVEMENT          160400          660400
ACREAGE 8.4318          RENDERED          0          0
    PROPERTY LOCATION
    205 W GREENS RD          TOTAL MKT          1400000          1900000
    HOUSTON TX          NOTES: OUT OF COUNTY TR 1E
    ZIP 77067          ZONE 30          25.19?          AB 889
                                MAILER STATUS:
SCREEN YEAR NOT = UPDATE TAX YEAR... READ ONLY
  
```

Appendix H

Excerpt from Research Report by Lewis, et al.

**Table 4. Sam Houston Tollway
Range of Values (Land Value/Sq. Meter in \$1994)**

FREEWAY LEVEL/ LAND USE	BEFORE (1982) CONSTRUCTION		AFTER (1994) CONSTRUCTION	
	<u>Lowest</u>	<u>Highest</u>	<u>Lowest</u>	<u>Highest</u>
At-Grade	\$ 5.47	\$ 15.61	\$37.91	\$178.59
Elevated	1.22	46.93	8.14	183.06
Depressed	1.34	301.31 *	5.34	228.83
Residential	1.22	68.65	5.34	228.83
Commercial	10.54	301.31	45.16	228.83
Industrial**	12.37	12.37	Ø	Ø
Institutional**	14.44	14.44	56.82	56.82
Vacant	10.62	13.67	71.15	77.03

* One commercial parcel was valued to set the high end rate for this category.

** There were only three industrial cases and four institutional cases noted in this freeway section; each represented a different year, indicating the unstable and minimal nature of these land uses in this part of the city.

Appendix I

**2008 Ad Valorem Tax Data For
Businesses Near High-Impact Area (District Only)**

Address	AV (real)	AV (pers)	AV (total)	Tax Levy
7016 FM 1960 RD W HOUSTON TX 77069-3602	\$ 702,338	\$ 106,000	\$ 808,338	\$ 2,668
7022 FM 1960 RD W HOUSTON TX 77069	1,907,511	83,596	1,991,107	\$6,571
7050 FARM RD 1960 WEST HOUSTON TX 77069	3,172,000	269,251	3,441,251	\$11,356
7110 FARM RD 1960 WEST HOUSTON TX 77069	3,000,000	349,574	3,349,574	\$11,054
7111 FM ROAD W HOUSTON TX 77069-3603	3,073,000	1,069,046	4,142,046	\$13,669
7115 FM 1960 RD W HOUSTON TX 77069-3603	1,525,887	299,347	1,825,234	\$6,023
7318 FM 1960 RD W HOUSTON TX 77070-5801	2,972,280	2,588,373	5,560,653	\$18,350
7323 FM 1960 RD W HOUSTON TX 77070-5801	3,454,000	1,181,190	4,635,190	\$15,296
7325 FM 1960 W HOUSTON, TX 77070-5801	2,018,746	412,333	2,431,079	\$8,023
7327 FM 1960 RD W HOUSTON TX 77069-5801	1,227,677	240,818	1,468,495	\$4,846
FARM ROAD 1960 WEST	1,000,000	68,156	1,068,156	\$3,525
	\$24,053,43	\$6,667,68	\$30,721,12	\$101,380

In this table:

“AV” means ad valorem tax value (real = real property, pers = personal property)

“Tax Levy” represents only the District’s 2008 tax levy, \$0.33 per \$100 of AV.

Appendix J

2008 Sales Tax Receipts For Entire District

Jan-08	Feb-08	Mar-08	Apr-08	May-08	Jun-08	Jul-08	Aug-08	Sep-08	Oct-08	Nov-08	Dec-08
\$35,432	\$38,727	\$42,819	\$34,538	\$41,125	\$46,620	\$39,048	\$37,343	\$36,682	\$37,280	\$47,021	\$80,154

Total, for 2008 = \$516,789

Appendix K

Overlapping Taxes (All Taxing Jurisdictions)

Excerpt from the District's "2008 Continuing Financial Disclosure:"

The following table sets forth all 2008 taxes levied by overlapping taxing jurisdictions. No recognition is given to local assessments for civic association dues, fire department contributions, solid waste disposal charges or any other levy by entities other than political subdivisions.

<u>Taxing Jurisdiction</u>	<u>2008 Tax Rate per \$100 Assessed Valuation</u>
Harris County (including Harris County Flood Control District, Port of Houston Authority, Harris County Dept. of Education, and Harris County Hospital District)	\$0.63582
Lone Star College System District	\$0.11010
Cypress Fairbanks I.S.D.	\$1.35000
Harris County Emergency Service District No. 29	\$0.06253
Harris County Emergency Service District No. 11	\$0.03000
 Overlapping Taxes	 \$2.18642
 The District	 \$0.33000
 Total 2008 Overlapping Tax Rate	 \$2.51642

Abstract of Tax Revenue

Appendix L

2008 Traffic Counts (TxDOT)

Location of Traffic Count	Normal Weekday Summer 2007	Typical Saturday Summer 2007	Typical Sunday Summer 2007	24-hour Volume	
				Wednesday 11/21/2007	Thursday 11/22/2007 Thanksgiving Day
FM 1960 EB -- West of SH 249	20,800	20,619	14,317	20,602	10,062
FM 1960 EB (Underpass) @ SH 249	15,834	16,734	12,093	16,790	9,018
SH 249 NB FR -- South of FM 1960	31,456	33,957	31,456	35,839	15,755
SH 249 SB FR -- North of FM 1960	41,383	40,751	29,243	44,253	18,240
FM 1960 WB -- East of SH 249	24,374	25,590	19,391	25,653	11,472
FM 1960 WB (Underpass) @ SH 249	16,732	18,232	13,151	16,363	9,149
FM 1960 WB - EB U-turn @ SH 249	938	1,310	970	1,743	541
Centerfield NB -- North of FM 1960	344	339	217	496	97
Centerfield SB -- North of FM 1960	2,579	2,636	1,779	2,984	1,100
Centerfield NB -- South of FM 1960	669	1,222	703	1,329	402
Centerfield SB -- South of FM 1960	3,078	6,702	2,940	5,500	632
Commons at Willowbrook Entry NB -- North of FM 1960	7,038	8,557	5,988	5,003	555
Commons at Willowbrook Entry SB -- North of FM 1960	2,097	2,354	1,721	4,700	713
Willowbrook Mall Entry NB -- South of FM 1960	4,054	7,084	4,213	6,116	1,602
Willowbrook Mall Entry SB -- South of FM 1960	3,870	6,809	3,671	3,138	926
FM 1960 EB -- West of Willowbrook Mall Entry	33,781	35,751	27,521	37,847	20,370
FM 1960 WB -- East of Willowbrook Mall Entry	31,160	N/A	18,311	36,892	19,878
Breton Ridge NB -- North of FM 1960	4,898	4,850	4,029	4,937	1,504
Breton Ridge SB -- North of FM 1960	5,844	5,999	4,446	6,325	1,881
Breton Ridge NB -- South of FM 1960	7,034	9,696	4,805	7,210	873
Breton Ridge SB -- South of FM 1960	5,349	6,329	3,418	5,451	729
FM 1960 EB -- West of Breton Ridge	31,539	32,534	24,158	33,041	17,453
FM 1960 WB -- East of Breton Ridge	37,690	39,573	29,286	37,733	19,129
Willow Centre NB -- South of FM 1960	5,956	7,789	5,315	5,926	2,653
Willow Centre SB -- South of FM 1960	5,327	6,905	4,960	6,231	3,036
FM 1960 EB -- West of Willow Centre	36,042	35,678	26,149	37,342	18,446
FM 1960 WB -- East of Willow Centre	31,819	32,190	24,461	31,016	15,721
Champion Centre NB -- North of FM 1960	633	754	647	597	337
Champion Centre SB -- North of FM 1960	806	1,008	949	725	264
Cutten NB -- North of FM 1960	7,117	7,563	5,224	7,253	3,288
Cutten SB -- North of FM 1960	8,593	8,839	5,841	8,467	3,470
Cutten NB -- South of FM 1960	10,891	10,625	6,877	9,210	3,639
Cutten SB -- South of FM 1960	6,919	6,735	4,176	6,783	2,847
FM 1960 EB -- West of Cutten	31,889	33,034	23,467	31,849	15,940
FM 1960 WB -- East of Cutten	30,256	29,160	22,190	34,682	15,137

FM1960-Willowbrook_Summary-010908.xls

Appendix M

Trip Generation Data, Six Businesses in High-Impact Area

**Total EB Traffic Entering
Businesses Estimated to Make
U-Turn During Peak Hour
between 4 p.m. & 6 p.m.**

<u>Business</u>	<u>Vehicles</u>
Best Buy	50.00
Toys 'R Us	37.50
Star Furniture	3.75
Pappasitos	27.00
Pappadeaux	30.00
Whataburger	<u>23.00</u>
Sum:	171.25

**Total Traffic Exiting
Businesses Estimated to
Weave & Make U-Turn During
Peak Hour between 4 p.m. &
6 p.m.**

<u>Business</u>	<u>Vehicles</u>
Best Buy	53.00
Toys 'R Us	37.50
Star Furniture	3.75
Pappasitos	13.50
Pappadeaux	14.50
Whataburger	<u>22.00</u>
Sum:	144.25

Total No. of Vehicles Making U-Turn During Peak Hour Between 4 p.m. & 6 p.m.: 316

Storage Length Required: $L = V/n \times 2 \times S$

- L = Length
- V = No. of Vehicles
- n = No. of Cycles per Hour
- S = queue storage length, in ft per vehicle

$$L = \frac{316}{30} \times 2 \times 25$$

L = 526 feet

Note: Storage Length does not include traffic generated from Wal-Mart, Chik-fil-A, or NTB.

(Supporting calculations appear on following pages.)

Using the Institute of Transportation Engineers' *Trip Generation 6th Edition*, the following was calculated for the various businesses near 7318 FM 1960 W; Houston, Texas 77070

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Location	Average No. of Veh. Trip Ends	Entering		Exiting	
		EB	WB	EB	WB
Best Buy	205	50	50	52.5	52.5
Toys 'R Us	300	75	75	75	75
Star Furniture	30	7.5	7.5	7.5	7.5
Pappasitos	81	27	27	13.5	13.5
Pappadeaux	89	30	30	14.5	14.5
Whataburger	89	23	23	21.5	21.5
Total	794	213	213	185	185

Using the Institute of Transportation Engineers' *Trip Generation 6th Edition*, the following was calculated for Best Buy located at 7318 FM 1960 W, Houston, Texas 77070:

Square Footage of Gross Floor Area Per Harris County Appraisal District: 45,595 SF

Table 1

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday

Directional Distribution: 50% entering, 50% exiting

Average No. of Vehicle Trip Ends:	2,050
No. of Vehicles Entering:	1,025
No. of Vehicles Exiting:	1,025

Table 2

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday, Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Directional Distribution: 49% entering, 51% exiting

Average No. of Vehicle Trip Ends:	205
No. of Vehicles Entering:	100
No. of Vehicles Exiting:	105

Table 3

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday, A.M. Peak Hour of Generator

Directional Distribution: 53% entering, 47% exiting

Average No. of Vehicle Trip Ends:	157
No. of Vehicles Entering:	83
No. of Vehicles Exiting:	74

Table 4

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday, P.M. Peak Hour of Generator

Directional Distribution: 49% entering, 51% exiting

Average No. of Vehicle Trip Ends:	207
No. of Vehicles Entering:	101
No. of Vehicles Exiting:	106

Using the Institute of Transportation Engineers' *Trip Generation 6th Edition*, the following was calculated for a warehouse located at 7318 FM 1960 W; Houston, Texas 77070.

Square Footage of Gross Floor Area Per Harris County Appraisal District: 45,595 SF

Table 1

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday

Directional Distribution: 50% entering, 50% exiting

Average No. of Vehicle Trip Ends:	518
No. of Vehicles Entering:	259
No. of Vehicles Exiting:	259

Note: Total Trip Ends = $T = 3.676(X) + 350.266$, Where X is in Thousands of SF Gross Area (Fitted Curve Equation)

Table 2

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday, Peak Hour of Adjacent Street Traffic.

One Hour Between 7 and 9 a.m.

Directional Distribution: 82% entering, 18% exiting

Average No. of Vehicle Trip Ends:	47
No. of Vehicles Entering:	38
No. of Vehicles Exiting:	8

Note: Total Trip Ends = $\ln(T) = 0.707\ln(X) + 1.148$, Where X is in Thousands of SF Gross Area (Fitted Curve Equation)

Table 3

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday, Peak Hour of Adjacent Street Traffic

One Hour Between 4 and 6 p.m.

Directional Distribution: 24% entering, 76% exiting

Average No. of Vehicle Trip Ends:	41
No. of Vehicles Entering:	10
No. of Vehicles Exiting:	31

Note: Total Trip Ends = $\ln(T) = 0.754\ln(X) + 0.826$, Where X is in Thousands of SF Gross Area (Fitted Curve Equation)

Table 4

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday, A.M. Peak Hour of Generator

Directional Distribution: 59% entering, 41% exiting

Average No. of Vehicle Trip Ends:	81
No. of Vehicles Entering:	48
No. of Vehicles Exiting:	33

Note: Total Trip Ends = $T = 0.388(X) + 63.121$. Where X is in Thousands of SF Gross Area (Fitted Curve Equation)

Table 5

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday, P.M. Peak Hour of Generator

Directional Distribution: 8% entering, 92% exiting

Average No. of Vehicle Trip Ends:	74
No. of Vehicles Entering:	6
No. of Vehicles Exiting:	68

Note: Total Trip Ends = $T = 0.455(X) + 53.116$. Where X is in Thousands of SF Gross Area (Fitted Curve Equation)

Using the Institute of Transportation Engineers' *Trip Generation 6th Edition*, the following was calculated for TOYS 'R US located at 7323 FM 1960 W; Houston, Texas 77070:

Square Footage of Gross Floor Area Per Harris County Appraisal District: 59,949 SF

Table 1

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area
On a: Weekday, Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Directional Distribution: 50% entering, 50% exiting

<u>Interpolating</u>	<u>SF</u>	<u>Avg. Veh.</u>
X1	48,000	240
X2	50,000	250
	59,949	300

Average No. of Vehicle Trip Ends:	300
No. of Vehicles Entering:	150
No. of Vehicles Exiting:	150

Table 2

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area
On a: Saturday, Peak Hour of Generator

Directional Distribution: 46% entering, 54% exiting

<u>Interpolating</u>	<u>SF</u>	<u>Avg. Veh.</u>
X1	49,000	270
X2	47,000	260
	59,949	325

Average No. of Vehicle Trip Ends:	325
No. of Vehicles Entering:	150
No. of Vehicles Exiting:	176

Using the Institute of Transportation Engineers' *Trip Generation 6th Edition*, the following was calculated for Star Furniture located at 7111 FM 1960 W; Houston, Texas 77069:

Square Footage of Gross Floor Area Per Harris County Appraisal District: 60,973 SF

Table 1

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday

Directional Distribution: 50% entering, 50% exiting

Average No. of Vehicle Trip Ends:	300
No. of Vehicles Entering:	150
No. of Vehicles Exiting:	150

Table 2

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday, Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Directional Distribution: 69% entering, 31% exiting

Average No. of Vehicle Trip Ends:	10
No. of Vehicles Entering:	7
No. of Vehicles Exiting:	3

Table 3

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday, Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Directional Distribution: 44% entering, 56% exiting

Average No. of Vehicle Trip Ends:	26
No. of Vehicles Entering:	11
No. of Vehicles Exiting:	15

Table 4

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area
On a: Weekday, A.M. Peak Hour of Generator
Directional Distribution: 63% entering, 38% exiting

Average No. of Vehicle Trip Ends:	24
No. of Vehicles Entering:	15
No. of Vehicles Exiting:	9

Table 5

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area
On a: Weekday, P.M. Peak Hour of Generator
Directional Distribution: 51% entering, 49% exiting

Average No. of Vehicle Trip Ends:	30
No. of Vehicles Entering:	15
No. of Vehicles Exiting:	15

Table 6

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area
On a: Saturday
Directional Distribution: 50% entering, 50% exiting

Average No. of Vehicle Trip Ends:	290
No. of Vehicles Entering:	145
No. of Vehicles Exiting:	145

Using the Institute of Transportation Engineers' *Trip Generation 6th Edition*, the following was calculated for Pappasitos located at 7050 FM 1960 W; Houston, Texas 77069:

Square Footage of Gross Floor Area Per Harris County Appraisal District: 10,761 SF

Table 1

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday

Directional Distribution: 50% entering, 50% exiting

Average No. of Vehicle Trip Ends:	960
No. of Vehicles Entering:	480
No. of Vehicles Exiting:	480

Table 2

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday, Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Directional Distribution: Not Available

Average No. of Vehicle Trip Ends:	9
No. of Vehicles Entering:	N/A
No. of Vehicles Exiting:	N/A

Table 3

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday, Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Directional Distribution: 67% entering, 33% exiting

Average No. of Vehicle Trip Ends:	81
No. of Vehicles Entering:	54
No. of Vehicles Exiting:	27

Table 4

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday, A.M. Peak Hour of Generator

Directional Distribution: 82% entering, 18% exiting

Average No. of Vehicle Trip Ends:	60
No. of Vehicles Entering:	49
No. of Vehicles Exiting:	11

Table 5

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday, P.M. Peak Hour of Generator

Directional Distribution: 62% entering, 38% exiting

Average No. of Vehicle Trip Ends:	97
No. of Vehicles Entering:	60
No. of Vehicles Exiting:	37

Using the Institute of Transportation Engineers' *Trip Generation 6th Edition*, the following was calculated for Pappadeaux located at 7110 FM 1960 W; Houston, Texas 77069:

Square Footage of Gross Floor Area Per Harris County Appraisal District: 11,733 SF

Table 1

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday

Directional Distribution: 50% entering, 50% exiting

Average No. of Vehicle Trip Ends:	1,060
No. of Vehicles Entering:	530
No. of Vehicles Exiting:	530

Table 2

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday, Peak Hour of Adjacent Street Traffic.

One Hour Between 7 and 9 a.m.

Directional Distribution: Not Available

Average No. of Vehicle Trip Ends:	10
No. of Vehicles Entering:	N/A
No. of Vehicles Exiting:	N/A

Table 3

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday, Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Directional Distribution: 67% entering, 33% exiting

Average No. of Vehicle Trip Ends:	89
No. of Vehicles Entering:	60
No. of Vehicles Exiting:	29

Table 4

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday, A.M. Peak Hour of Generator

Directional Distribution: 82% entering, 18% exiting

Average No. of Vehicle Trip Ends:	66
No. of Vehicles Entering:	54
No. of Vehicles Exiting:	12

Table 5

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday, P.M. Peak Hour of Generator

Directional Distribution: 62% entering, 38% exiting

Average No. of Vehicle Trip Ends:	106
No. of Vehicles Entering:	66
No. of Vehicles Exiting:	40

Using the Institute of Transportation Engineers' *Trip Generation 6th Edition*, the following was calculated for Whataburger located at 7210 FM 1960 W; Houston, Texas 77070:

Square Footage of Gross Floor Area Per Harris County Appraisal District: 2,732 SF

Table 1

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday

Directional Distribution: 50% entering, 50% exiting

Average No. of Vehicle Trip Ends:	1,360
No. of Vehicles Entering:	680
No. of Vehicles Exiting:	680

Table 2

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday, Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Directional Distribution: 51% entering, 49% exiting

Average No. of Vehicle Trip Ends:	136
No. of Vehicles Entering:	69
No. of Vehicles Exiting:	67

Table 3

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday, Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Directional Distribution: 52% entering, 48% exiting

Average No. of Vehicle Trip Ends:	89
No. of Vehicles Entering:	46
No. of Vehicles Exiting:	43

Table 4

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday, A.M. Peak Hour of Generator

Directional Distribution: 51% entering, 49% exiting

Average No. of Vehicle Trip Ends:	150
No. of Vehicles Entering:	77
No. of Vehicles Exiting:	74

Table 5

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Weekday, P.M. Peak Hour of Generator

Directional Distribution: 52% entering, 48% exiting

Average No. of Vehicle Trip Ends:	125
No. of Vehicles Entering:	65
No. of Vehicles Exiting:	60

Table 6

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

On a: Saturday

Directional Distribution: 50% entering, 50% exiting

Average No. of Vehicle Trip Ends:	2,000
No. of Vehicles Entering:	1,000
No. of Vehicles Exiting:	1,000

Table 7

Average Vehicle Trip Ends vs: 1,000 Sq. Feet Gross Floor Area

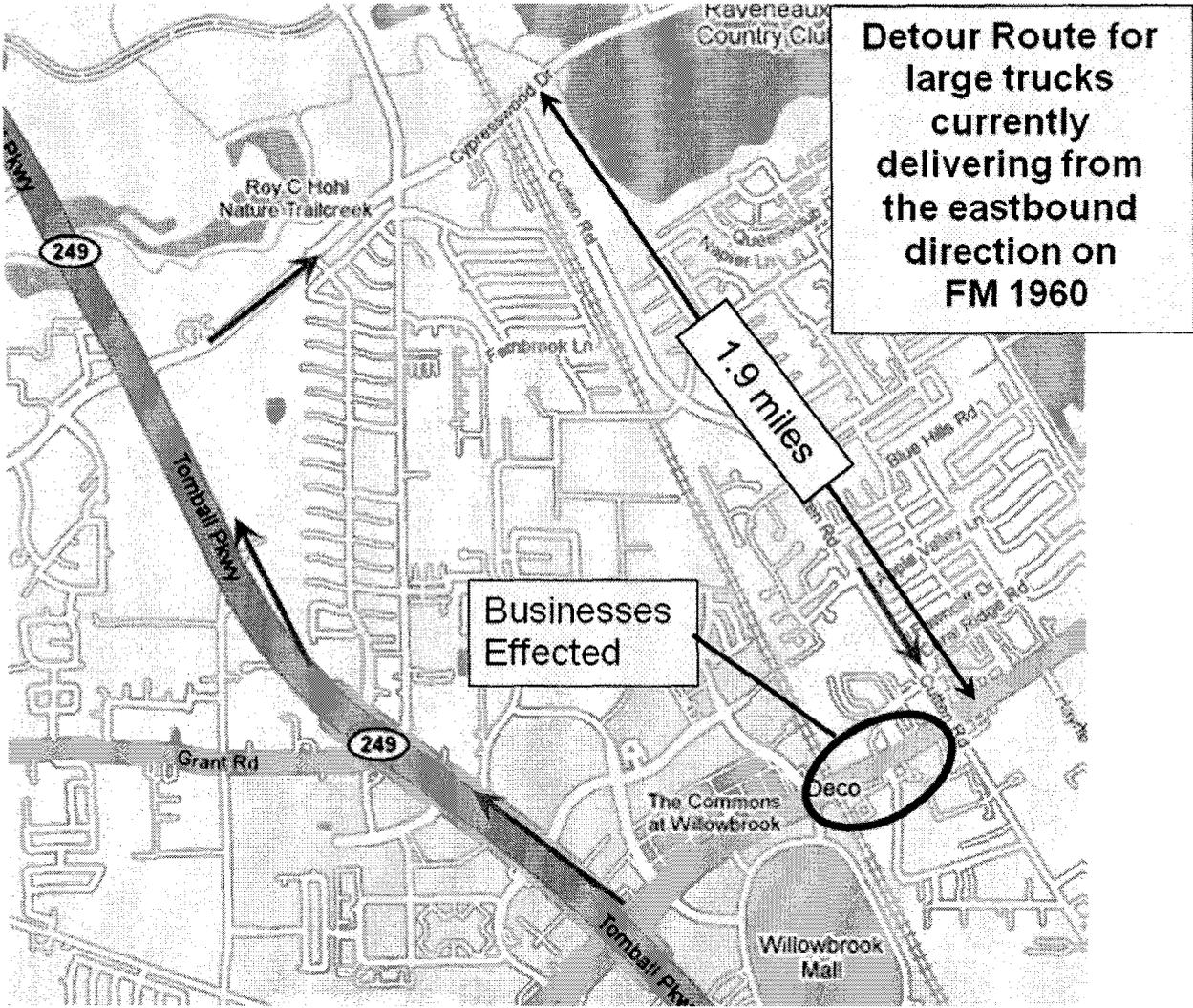
On a: Saturday, Peak Hour of Generator

Directional Distribution: 51% entering, 49% exiting

Average No. of Vehicle Trip Ends:	161
No. of Vehicles Entering:	82
No. of Vehicles Exiting:	79

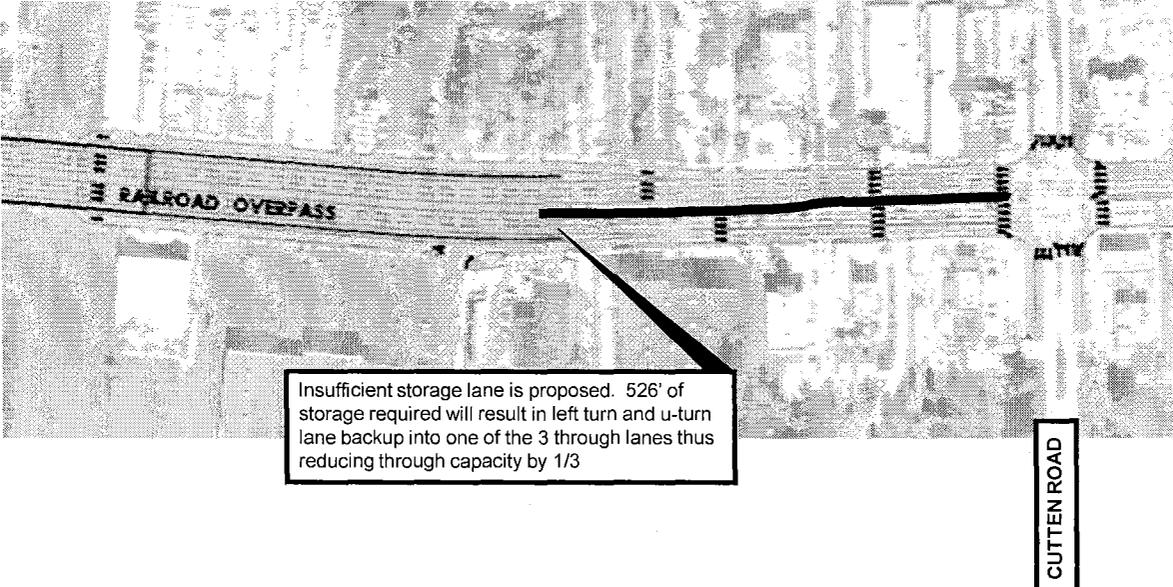
Appendix N

Possible Detour Route Using Cypresswood Drive



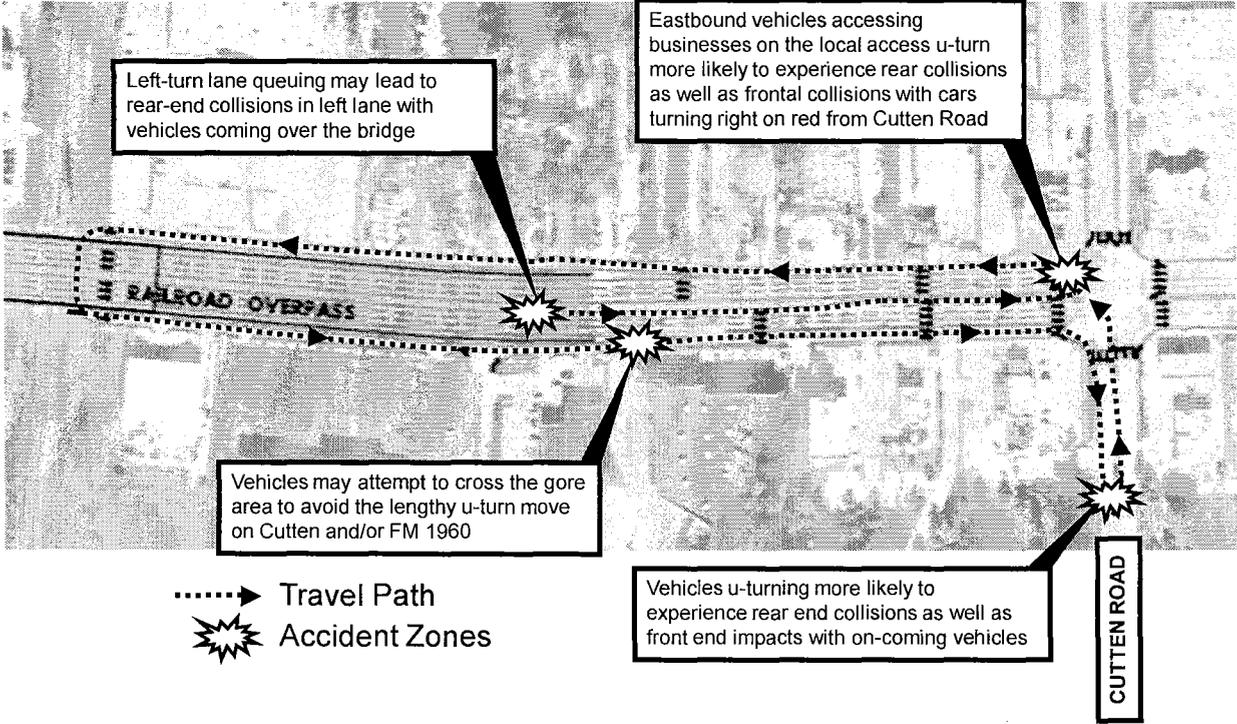
Appendix O

Back-Up on Main Lanes Caused by Insufficient Storage Lane



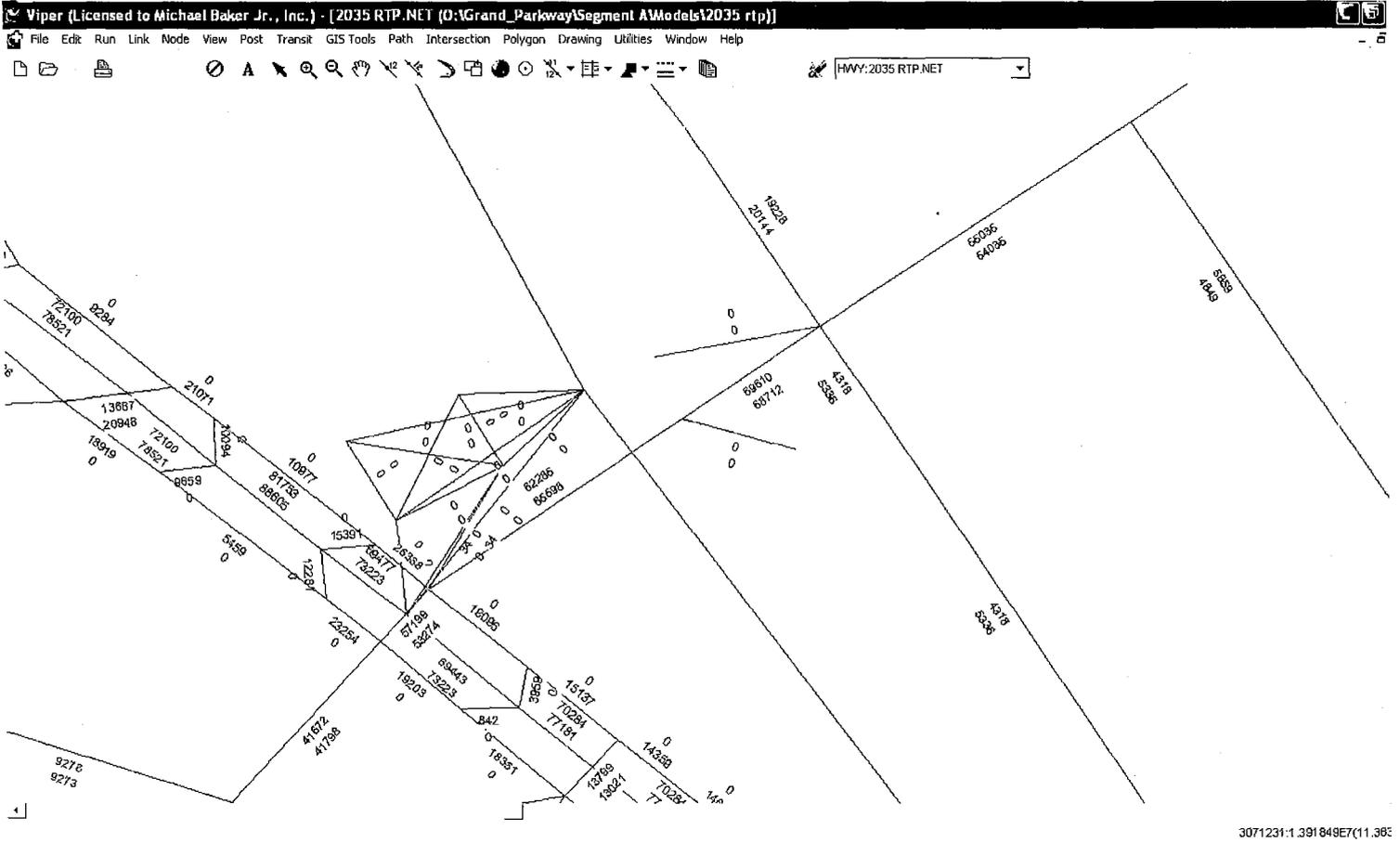
Appendix P

Areas of Vehicular Conflicts and Potential Collisions



Appendix Q

Excerpt from HGAC Regional Traffic Model For 2035



Appendix R

Excerpt From HGAC Report

Highway-Rail Grade Crossing Safety

Between 1990 and June 2003, there were 1,183 crashes involving a railroad train and a motor vehicle in the eight-county region (Harris, Brazoria, Chambers, Fort Bend, Galveston, Liberty, Montgomery, Waller), an average of about 95 a year. Relative to the State, the region has a relatively severe problem. According to the Federal Railroad Administration, from 2000 to 2002, there were 247 highway/rail crashes in the region.¹ These involved 13 fatalities and 74 injuries. The 247 crashes accounted for 23.2% of the State's total highway/rail crashes. However, between 1990-92, the region had 252 crashes but accounted for only 15.8% of the State's total highway/rail crashes.² Thus, over the decade, the number of railroad highway-grade crossing crashes essentially did not change, but did account for a higher share of the State total.

Part of this proportional increase can be explained by the region's increasing share of population. In 2000, for example, the region had 22.3% of the State's population. But, the fact that total highway/rail crashes in Texas decreased over the 10-year period from 1594 to 1073, whereas the region essentially showed no change in this types of crashes, suggests that safety measures have not been sufficiently taken to reduce the number of highway/rail crashes.

H-GAC has identified eight locations where there were eight or more highway/rail crashes between 1990 and June 2003:

1. Knapp Road and a BNSF (Burlington Northern Santa Fe) line in Brazoria County (13 crashes)
2. Almeda Genoa Road and a BNSF line in Harris County (13 crashes)
3. Market Street and a UP (Union Pacific) line in Harris County (12 crashes)
4. Antoine Drive and a BNSF line in Harris County (10 crashes)
5. FM 1960 and a BNSF line in Harris County (9 crashes)
6. Lawndale Road and a Union Pacific line in Harris County (9 crashes)
7. Hillcroft and a UP line in Harris County (8 crashes)
8. Park Terrace/Shady Park Drive and a UP line in Harris County (8 crashes)

There are 22 more locations where there were 5-7 crashes between 1990 and June 2003. Since these data cover a 12 year period, we do not know whether improvements have been subsequently made at these locations. Any information on improvements about these locations will be appreciated.

¹ There was no information for Chambers County.

² Federal Railroad Administration database, 2003: <http://safetydata.fra.dot.gov/officeofsafety>

Appendix S

FRA Summary Data

*CROSSINGS THAT HAVE HAD THE MOST INCIDENTS, UP TO 25 CROSSINGS LISTED
SORTED BY MOST INCIDENTS, MOST FATAL INCIDENTS, MOST FATALITIES, MOST INJURY INCIDENTS, MOST INJURIES*

FREQUENCY OF CROSSING COLLISIONS (FROM FORM FRA F 6180.57 DATA)

Selections: BNSF Rwy Co. [BNSF]
Texas, HARRIS
Jan 1975 To Feb 2009

Nbr	Crossing ID	State	County	City	Total Incidents	Fatal Incidents	Total Deaths	Injury Incidents	Total Injuries
1	023207W	Texas	HARRIS	HOUSTON	16	1	1	3	6
2	023214G	Texas	HARRIS	HOUSTON	13	.	.	5	7
3	023215N	Texas	HARRIS	HOUSTON	10	.	.	2	3
4	288051H	Texas	HARRIS	HOUSTON	9	.	.	2	2
5	288010D	Texas	HARRIS	HOUSTON	8	.	.	2	3
6	597080V	Texas	HARRIS	ROSSLYN	8	.	.	.	.
7	597090B	Texas	HARRIS		7	2	2	1	1
8	755627X	Texas	HARRIS		7	.	.	1	2
9	597088A	Texas	HARRIS		7	.	.	.	.
10	597084X	Texas	HARRIS	HOUSTON	6	2	2	.	.
11	287996C	Texas	HARRIS	HOUSTON	6	.	.	1	1
12	287972N	Texas	HARRIS	HOUSTON	6	.	.	.	.
13	288024L	Texas	HARRIS	HOUSTON	5	1	1	1	1
14	597089G	Texas	HARRIS	HOUSTON	5	.	.	2	2
15	597091H	Texas	HARRIS		5	.	.	.	.
16	288033K	Texas	HARRIS	HOUSTON	4	2	4	.	.
17	288032D	Texas	HARRIS	HOUSTON	4	.	.	2	5
18	287969F	Texas	HARRIS	HOUSTON	4	.	.	2	3
19	288050B	Texas	HARRIS	HOUSTON	4	.	.	2	3
20	288335M	Texas	HARRIS	HOUSTON	4	.	.	2	2
21	023212T	Texas	HARRIS	HOUSTON	4	.	.	1	1
22	288051H	Texas	HARRIS		4	.	.	.	.
23	288043E	Texas	HARRIS	HOUSTON	4	.	.	.	.
24	023206P	Texas	HARRIS	HOUSTON	3	1	1	.	.
25	288034S	Texas	HARRIS	HOUSTON	3	1	1	.	.
					156	10	12	29	42

May 30th, 2009

Dear Director of Project Development,

After reading of the proposed improvements on FM 1960 at the BNSF Railroad crossing, I support **alternative B**, that is the option The Houston Chronicle states, "includes a four-lane overpass over the railroad crossing and two frontage roads in each direction running parallel to that overpass section. No driveways would be affected, and all existing traffic signals would be left intact."

B4

C4

I believe it is vital, as Alternative B provides, to preserve the existing **commercial business structure** as is by not **eliminating business access** when the project is completed. By the same token however, it would likely be of great benefit to encourage side street entry points rather than driveways connecting to FM 1960 allowing more efficient traffic flow, not to mention greater safety. Additionally minimizing driveway access on FM 1960, therefore making side streets of greater necessity, would encourage growth in a manner of best benefit to the area as a whole.

C3

In addition to supporting the 4-lane bridge option, I encourage TXDOT to work with Harris County Precinct 4 and the City of Houston on the following local projects *prior* to any work being done at the railroad crossing:

1. **Fast track the West Greens Road capital improvement project put forth by Harris County Precinct 4.**
2. **Create a roadway and at-grade railroad crossing connection between the mall ring road and the southern end of Willow Centre Drive.**
3. **Extend Willow Chase Boulevard across the railroad tracks to Cutten Road.**
4. **Build a minimal two-lane Centerfield Boulevard bridge over FM 1960.**

A3

A3

None of the above projects will solve the traffic problems experienced at the FM 1960/BNSF intersection, but having three additional options to cross the tracks to provide local traffic options would lead to a reduction of the problems at the intersection of note. The Greens Road project has a bridge over the tracks planned. Perhaps with the small projects listed above the "no build" option will become acceptable for the FM 1960 railroad crossing. The Centerfield Bridge is listed as well to alleviate anticipated traffic on Breton Ridge Street should a railroad crossing be made on Willow Chase. To gain the best result for the money invested I encourage the short rail crossing between Willow Centre Drive and the mall ring road.

The at-grade crossing is a backlog no matter if a train is crossing or not. Providing local alternatives by means of West Greens Road, a Willow Centre Dr/Mall Ring Rd connection, and Willow Chase Blvd will reduce the stress put on FM 1960 through the Willowbrook area at all times of day by local traffic. Building these proposals to provide local options may prove to be far **less expensive** than any of the existing alternatives and may even provide better end results.

A1

Thank you for your time and efforts,

Thomas Doven

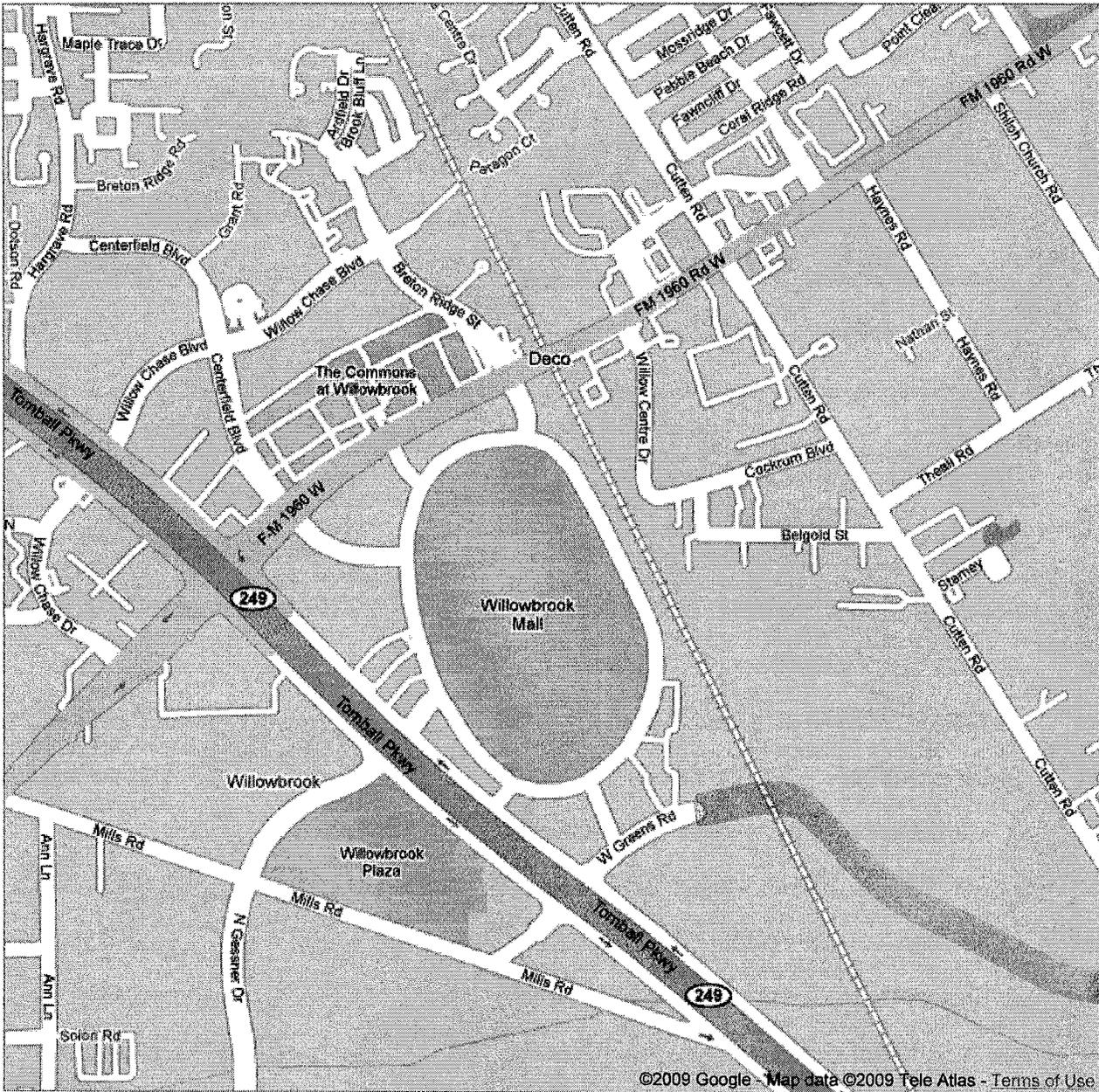
010 (cont)

Google maps

Address Spring, TX 77379

Get Google Maps on your phone

Text the word "GMAPS" to 466453



1. Fast track the West Greens Road capital improvement project put forth by Harris County Precinct 4.

010 (cont)

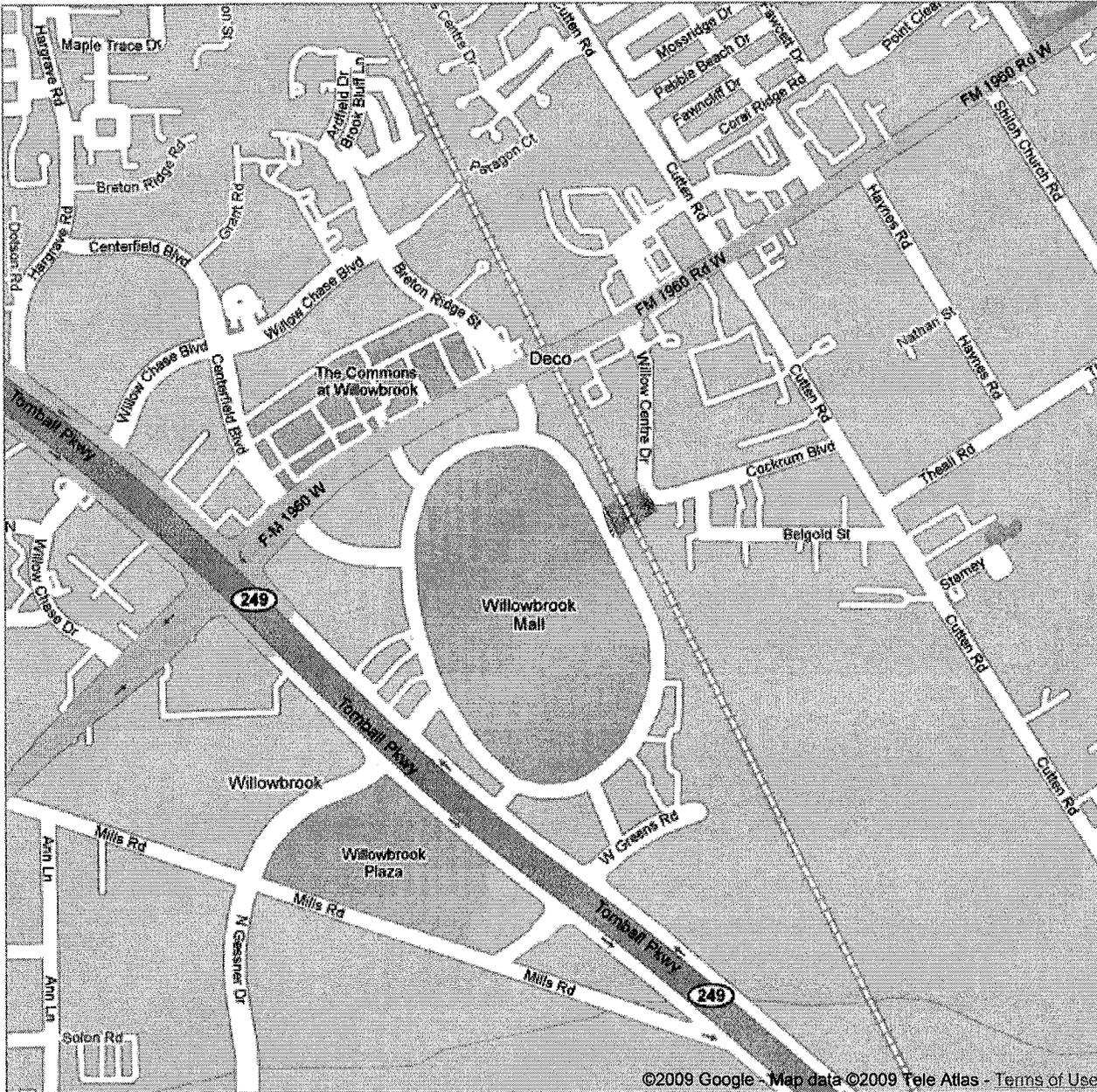


Address Spring, TX 77379

Get Google Maps on your phone



Text the word "GMAPS" to 466453



2. Create a roadway and at-grade railroad crossing connection between the mall ring road and the southern end of Willow Centre Drive.

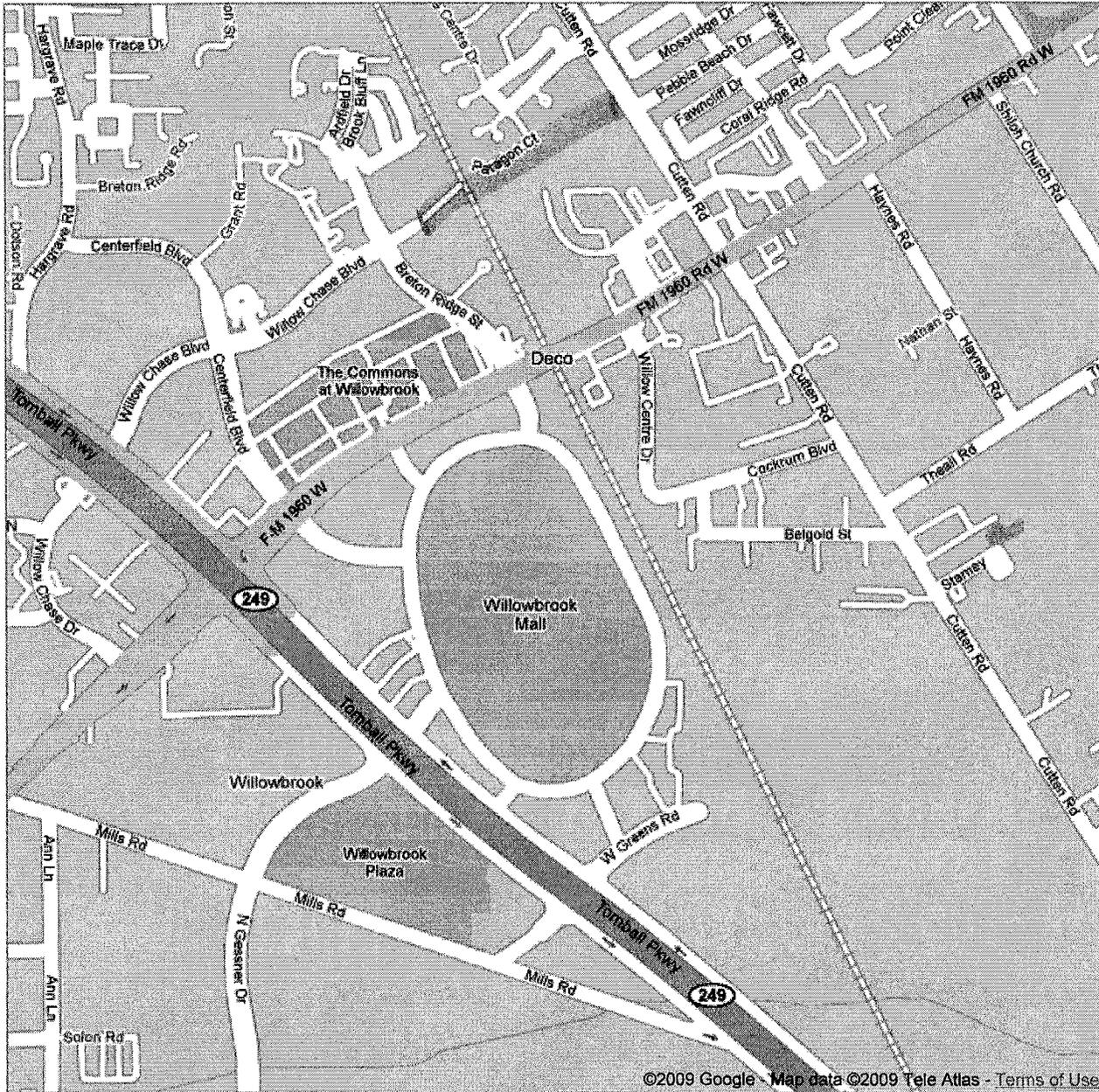
010 (cont)

Google maps

Address **Spring, TX 77379**

Get Google Maps on your phone

Text the word "GMAPS" to 466453



3. Extend Willow Chase Boulevard across the railroad tracks to Cutten Road.

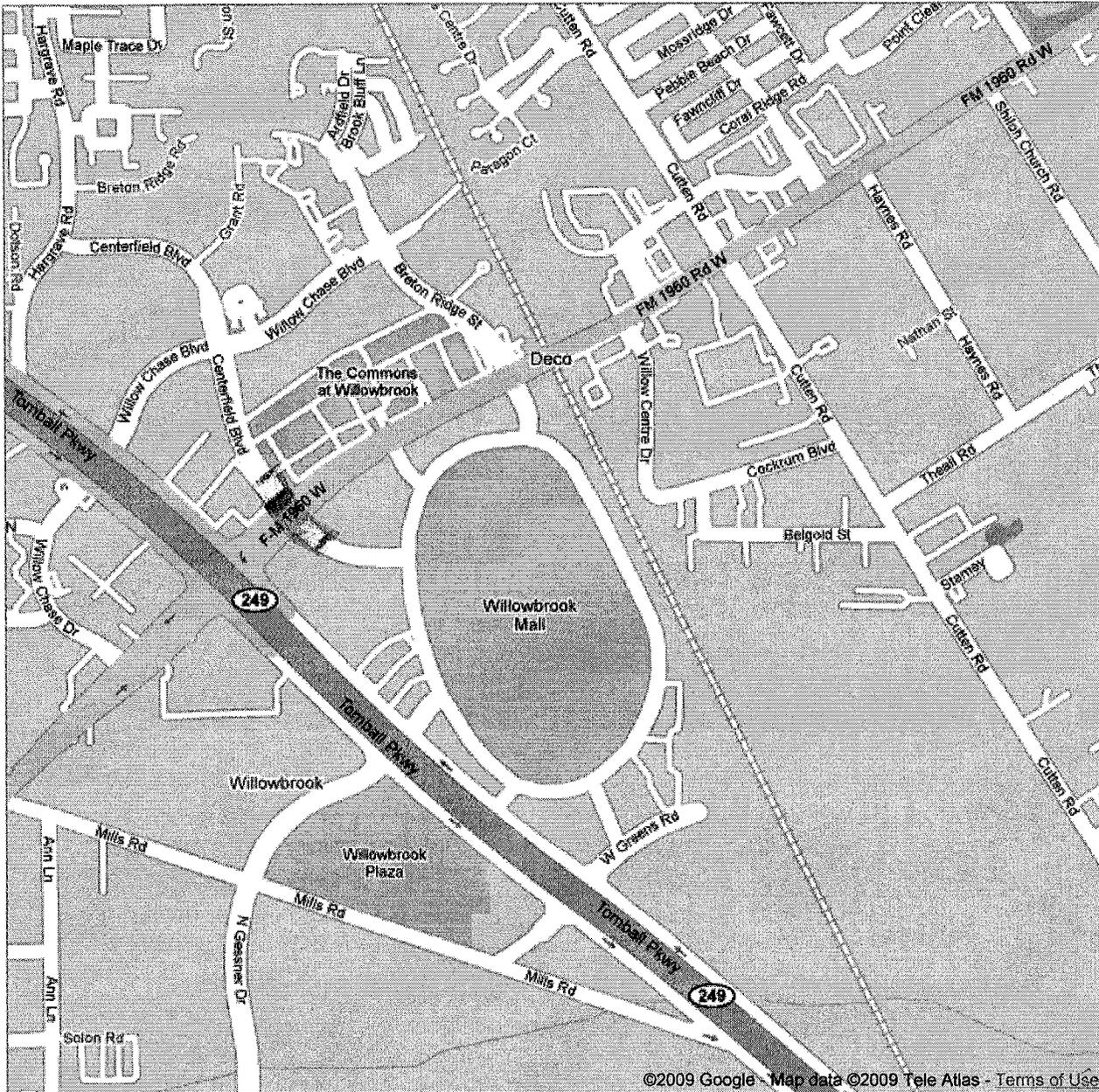
010 (cont)

Google maps

Address **Spring, TX 77379**

Get Google Maps on your phone

Text the word "GMAPS" to 466453



4. Build a minimal two-lane Centerfield Boulevard bridge over FM 1960.

A3

Dear Director of Project Development,

Nowadays.
The frontage rd intersection of St. 249 and F.M. 1960, must go below grade level, while the 1960 Main Line are raised to grade level.

Later years.
St. 249 must be double decked with 4 upper grade level main line. and 4 lower tunnel express like. The upper must have overpass at Cotton and Breton Ridge. Westbound of M 1960 to Southbound St. 249, must have 2 interchange ramps, with the upper deck being a bridge and the lower deck being a tunnel. Northbound St. 249 to Eastbound F.M. 1960, must have 2 interchange ramps, with the upper deck being a bridge and the lower deck being a tunnel; ~~at~~ at the upper deck, exits after intersections and entrances before intersections. At the lower deck, there must be a westbound exit ramp after Cotton and an entrance ramp before Cotton. Their already underground passway in the Boston Metro Area.

B8

Sincerely,

011

Patricia L. Seavenworth
Dist. 4
Patricia L. Seavenworth
519 Appleton St.
Bilington, Mo. 62476

HOUSTON MAIL OPERATIONS
RECEIVED
JUN 02 2009
SCANNED ON
JUN 02 2009
HOUSTON OPERATIONS

TPN

B5

DEAR ~~DR. TRAVIS~~ DIRECTOR OF PROJECT DEVELOPMENT,
FM 1960, MUST BE A 6 LN FRONTAGE ROAD HIGHWAY, EAST OF TX 249,
CROSSOVERS AT CUTTEN AND BRETON RIDGE. CHAMPIONS CENTRE,
WILLOW CENTER, AND COMMONS AT WILLOWBROOK, MUST BE SPLIT
UP, WHICH WILL ~~REQUIRE~~ LIMIT SIGNAL LIGHTS, THEN, THE SPEED
LIMIT CAN BE RAISED TO SPEED TRAFFIC FLOW, WEST OF TX 249,
THE FRONTAGE RD HIGHWAY MUST BE 4 LNS.

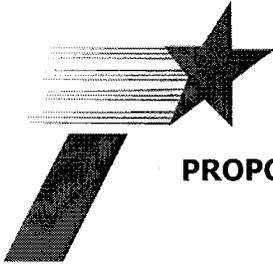
SINCERELY,

JAMES J. McCarthy

DIST. 7 EXEC. OFFICE
JAMES J. MCCARTHY
100 S. MAIN ST.
LOS ANGELES, CA. 90002

TX DOT RECEIVED JUN 02 2009 HOUSTON MAIL OPERATIONS
SCANNED ON JUN 02 2009 MAIL OPERATIONS HOUSTON

DD



PUBLIC MEETING COMMENT FORM

FM 1960 at the BNSF Railroad PROPOSED IMPROVEMENTS AND ENVIRONMENTAL CONSTRAINTS

May 19, 2009
Open House 6pm - 8pm

Hilton Garden Inn, Houston, Texas

Welcome to the Public Meeting for the proposed improvements to Farm to Market (FM) 1960 at the BNSF RR. Your comments are important to the development of this project and will be taken into consideration. To submit written comments, please use the space provided below. You may submit this form tonight, or mail it to the address on the back. If mailed, written comments should be postmarked by June 2, 2009. Thank you.

(To mail, please fold in half with this page on the inside and affix a postage stamp. Please tape closed, do not staple.)

Bienvenido al Público que Encuentra para las mejoras propuestas Cultivar para Vender (FM) 1960 de la Carretera de BNSF RR. Sus comentarios son importantes al desarrollo de este proyecto y serán tomado en consideración. Para someterse comentarios escritos, utilizan por favor el espacio proporcionado abajo. Usted puede someterse esta forma esta noche, o enviarlo a la dirección en la espalda. Si comentarios enviados y escritos deben ser matasellados por el 2 de Junio de 2009. Gracias.

(Enviar, complacer doblez en la mitad con esta página por dentro y poner un sello de correo. Por favor cinta cerró, no cose con una grapa.)

1. How did you hear about this meeting? / ¿Cómo se informó de esta asamblea?

- Newspaper / Periódico
- Told by Friend or Neighbor / Amigo o vecino
- Received Notice in Mail / Aviso por Correo
- Other (please explain) / Otro modo (explique): _____

2. Do you have any comments about the project presented tonight? / ¿Tiene usted cualquiera comenta acerca de proyecto presentadas esta noche?

I/We (my spouse and I) residents in the immediate area. We live 100 YDs from the tracks are really against the changes. "F" would be the best and afford light rail to take folks into town and use Willow brook parking.

B6 you have a preference regarding options A-F? If yes, please explain? **B2** usted una preferencia con respecto a opción un A-F? ¿Si sí, explica por favor? F only but that's as a last choice. Really recommend you spend the money else where. This is a waste!

A3 **A1**

(continue comments on the back of this form / siga comentarios al dorso de esta forma)

4. Do you want to be included on the mailing list for future meetings regarding this proposed project? / ¿Quiere usted ser incluido en la lista de envío y recibe notas de reuniones futuras para este proyecto propuesto?

Name / Nombre: Vanghan Miller Address / Dirección: 7103 Centre Oaks Dr

Houston City / Ciudad: TX Zip Code / Código Postal: 77069

5. Additional Comments / Comentarios adicionales:

If you could get the railroads to work together they could by pass using this track altogether and come in more effectively East of here on tracks that don't disrupt any traffic.

A4

Use common sense and spend the money elsewhere... Leave this as is, otherwise it'll have an environmental impact and cause several businesses to go bust too.

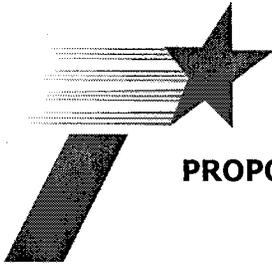
A1

C2, C3

-----fold along this line for mailing----- doble por esta línea para enviar -----

Place Postage Here

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



PUBLIC MEETING COMMENT FORM

FM 1960 at the BNSF Railroad PROPOSED IMPROVEMENTS AND ENVIRONMENTAL CONSTRAINTS

May 19, 2009
Open House 6pm - 8pm

Hilton Garden Inn, Houston, Texas

Welcome to the Public Meeting for the proposed improvements to Farm to Market (FM) 1960 at the BNSF RR. Your comments are important to the development of this project and will be taken into consideration. To submit written comments, please use the space provided below. You may submit this form tonight, or mail it to the address on the back. If mailed, written comments should be postmarked by June 2, 2009. Thank you.
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Bienvenido al Público que Encuentra para las mejoras propuestas Cultivar para Vender (FM) 1960 de la Carretera de BNSF RR. Sus comentarios son importantes al desarrollo de este proyecto y serán tomado en consideración. Para someterse comentarios escritos, utilizan por favor el espacio proporcionado abajo. Usted puede someterse esta forma esta noche, o enviarlo a la dirección en la espalda. Si comentarios enviados y escritos deben ser matasellados por el 2 de Junio de 2009. Gracias.
(Enviar, complacer doblar en la mitad con esta página por dentro y poner un sello de correo. Por favor cinta cerró, no cose con una grapa.)

1. How did you hear about this meeting? / ¿Cómo se informó de esta asamblea?

- Newspaper / Periódico
- Told by Friend or Neighbor / Amigo o vecino
- Received Notice in Mail / Aviso por Correo
- Other (please explain) / Otro modo (explique): _____

2. Do you have any comments about the project presented tonight? / ¿Tiene usted cualquiera comenta acerca de proyecto presentadas esta noche? A3

Do not think the project makes sense. Risk of R/R crossings can be mitigated other way without creating economic disruption to area C3

3. Do you have a preference regarding options A-F? If yes, please state which one? / ¿Tiene usted una preferencia con respecto a opción un A-F? ¿Si sí, explica por favor? B1 C5

leave things alone. Improve safety measures at crossing if necessary

(continue comments on the back of this form / siga comentarios al dorso de esta forma)

4. Do you want to be included on the mailing list for future meetings regarding this proposed project? / ¿Quiere usted ser incluido en la lista de envío y recibe notas de reuniones futuras para este proyecto propuesto?

Name / Nombre: E. A. Morito Address / Dirección: 7110 Centa Grove Ct
Houston City / Ciudad: TX Zip Code / Código Postal: 77069

5. Additional Comments / Comentarios adicionales: _____

-----fold along this line for mailing----- doble por esta línea para enviar -----

Place
Postage
Here

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

C6

DEAR DIRECTOR OF PROJECT DEVELOPMENT,
THE CURBS OF FM 1960 MUST HAVE SIDEWALKS THAT WILL BE
LIKE SOME HIGHWAYS IN HUNTSVILLE, AL, WHERE I LIVE AT.

SINCERELY
MARK MOON
MARK MOON
2105 SHANNONHOUSE
HUNTSVILLE, AL, 35803

TX DOT RECEIVED
JUN 02 2009
HOUSTON MAIL OPERATIONS

SCANNED ON
JUN 02 2009
MAIL OPERATIONS HOUSTON

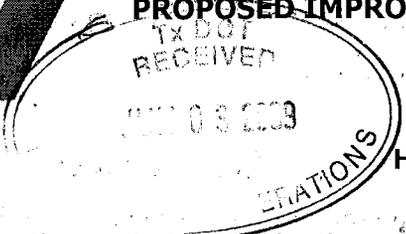
DD



PUBLIC MEETING COMMENT FORM

FM 1960 at the BNSF Railroad

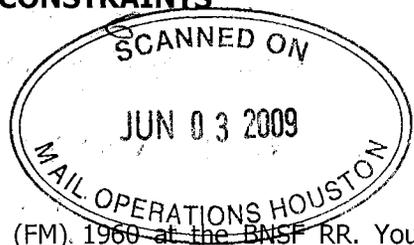
PROPOSED IMPROVEMENTS AND ENVIRONMENTAL CONSTRAINTS



May 19, 2009

Open House 6pm - 8pm

Hilton Garden Inn, Houston, Texas



Welcome to the Public Meeting for the proposed improvements to Farm to Market (FM) 1960 at the BNSF RR. Your comments are important to the development of this project and will be taken into consideration. To submit written comments, please use the space provided below. You may submit this form tonight, or mail it to the address on the back. If mailed, written comments should be postmarked by June 2, 2009. Thank you.

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Other (please explain) / Otro modo (explique): Mentioned at HOA's meeting by a director of Harris County MUD District 191

2. Do you have any comments about the project presented tonight? / ¿Tiene usted cualquiera comenta acerca de proyecto presentadas esta noche? Well presented - helpful + knowledgeable Tex DOT reps. D1

3. Do you have a preference regarding options A-F? If yes, please explain? / ¿Tiene usted una preferencia con respecto a opción un A-F? ¿Si sí, explica por favor? B2

Preference would be (1) F (2) leave as is (3) do not consider options A-E B1 * see over *

(continue comments on the back of this form / siga comentarios al dorso de esta forma)

4. Do you want to be included on the mailing list for future meetings regarding this proposed project? / ¿Quiere usted ser incluido en la lista de envío y recibe notas de reuniones futuras para este proyecto propuesto? Yes

Name / Nombre: JOHN E. MOST Address / Dirección: 13719 Highland Cove Drive

Houston City / Ciudad: TX Zip Code / Código Postal: 77070-4361

5. Additional Comments / Comentarios adicionales:

Whilst costing the most, this to me seems the only logical long-term solution; however the following ^{need} to be considered.

C7,D2

- (1) Does BNSF really have this line in their long-term plan? Do they plan to twin track?
- (2) At what points will the grade increase have to be supported by viaduct-type structures?
- (3) Shoo-fly - where exactly would the track be diverted?
- (4) Need more explanation on the "neighborhood impacts" (presumably after construction). Noise from elevated section (?)
- (5) Community rail link - how likely is this?
- (6) If FM 1960 doubler in 10 years, there are going to be problems with whatever option is selected.

fold along this line for mailing / doble por esta línea para enviar

J.E. Moss
13719 Highland Cove Drive
Houston
 TX 77070-4361



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

C6

Dear Director of Project Development,
A pedestrian tunnel must be constructed under FM 1960 by
at Wilburbrook. This will be like Huntsville, AL. where I lived at. For
example, there is a ped. tunnel under a road by Whitesburg
another road east of there through a golf course.

Sincerely,

Loren J. Nelson
Whitesburg Mid. Sch.
Loren J. Nelson
107 Sanders Rd, Sw.
Huntsville, AL, 35802

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JUN 02 2009
MAIL OPERATIONS HOUSTON

TX DOT
RECEIVED
JUN 02 2009
HOUSTON MAIL OPERATIONS

DPD

018A

From: <RFNBMN@aol.com>
To: <HOU-PIOWEBMAIL@dot.state.tx.us>
Date: 5/22/2009 9:00 AM
Subject: TxDOT Internet E-Mail

Name: Bernice M. Norris<RFNBMN@aol.com>
Address:
13703 Highland Cove Dr.
Houston, Texas 77070
281-970-4341

Comment: Changing the way 1960 is would be a disaster for the businesses in the area and the economy in the area, business have already said they would have to move. So I very much against changing the area. Do something more constructive with the money, such as helping the poor. But it you have to do then the most expensive way is the way to go, for it goes over the railroad, and will take out several large stores, which the MUD district get 1% tax from which helps keep our water district bills down, so it you proceed with this than our bill will goes up drastically. In this time of poor economy this is not a bright ideal.

A1

C3

B2

C7

Last Page:
http://www.dot.state.tx.us/project_information/projects/houston/fm1960_sh249.htm

018B

From: <RFNBMN@aol.com>
To: <bhobbs@dot.state.tx.us>
Date: 6/1/2009 12:20 PM
Subject: 1960 project

Per our conversation this am I'm writing to appose the building of a overpass or underpass at the Burlington Northern Santa Fe Railroad Crossing at FM 1960 near Willowbrook Mall.

B1

I have reviewed all of the alternatives A thru F and find they would all cause great harm to economy in the area. As you are aware of the business in the area pay taxes which the Mud district gets 1%. If the business feel the need to close down since roadway to there store is impeded by this project or need to move out of the area do to the project we would lose money for the Mud district. As you are aware the projects that are ongoing with the Mud district to meet government standards would have to be paid for by someone. While we are taxed for some of it already it our tax would be much greater.

C3

Putting the rail system up over 1960 would be a health hazard to the people living close to the track, There would such a loud noise it could cause hearing problems, plus movement of the ground when the train was passing, so that homes would shake.

C8

C9

B1

None of these Alternatives present a viable alternative to what we already have. What you a proposing would cause a loss of businesses in the area, closing off of roads to various areas . Using Breton Ridge as a road to enter the mall, would send the traffic closer to the hospital area, and that area is already getting very busy, and will be getting busier when the office buildings are complete.

My suggestion would be to use this money to help those in need with the economy in such bad condition at the present time.

A1,A3

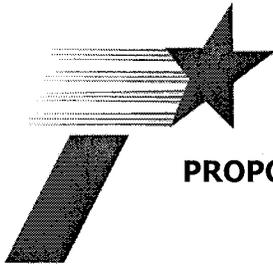
Best Wishes

B. Maxine Norris

*****An Excellent Credit Score is 750. See Yours in Just 2 Easy

Steps!

(<http://pr.atwola.com/promoclk/100126575x1222377040x1201454360/aol?redir=http://www.freecreditreport.com/pm/default.aspx?sc=668072&hmpgID=62&bcd=JuneExcfooterNO62>)



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Other (please explain) / Otro modo (explique): online/website

2. Do you have any comments about the project presented tonight? / ¿Tiene usted cualquiera comenta acerca de proyecto presentadas esta noche? Yes - keep this project moving forward - it is greatly needed. **A5**
It would be great to have another overpass between the railroad and SH 249 to eliminate all the stops in the area.

3. Do you have a preference regarding options A-F? If yes, please explain. / ¿Tiene usted una preferencia con respect opción un A-F? ¿Si sí, explica por favor? I prefer option E, because the overpass is 3 lanes in each direction, there are shoulders on the overpass, and there is still access to the businesses along FM 1960. **B5** **C4** **C3**

(continue comments on the back of this form / siga comentarios al dorso de esta forma)

4. Do you want to be included on the mailing list for future meetings regarding this proposed project? / ¿Quiere usted ser incluido en la lista de envío y recibe notas de reuniones futuras para este proyecto propuesto? YES.

Name / Nombre: Kevin Parker Address / Dirección: 16150 Kieth Harrow Blvd. #1416

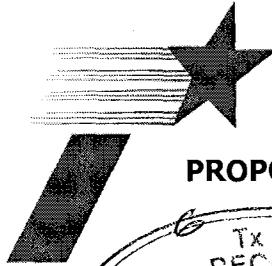
City / Ciudad: Houston, TX Zip Code / Código Postal: 77084

5. Additional Comments / Comentarios adicionales: _____

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

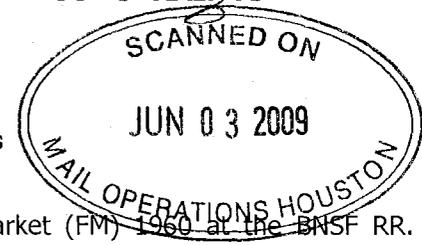
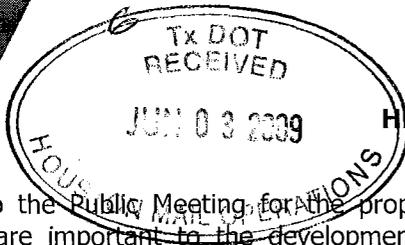


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- Other (please explain) / Otro modo (explique): _____

2. Do you have any comments about the project presented tonight? / ¿Tiene usted cualquiera comenta acerca de proyecto presentadas esta noche?

I am very pleased to see alternatives given with this project. Plan-to-scale with accompanying graphics made for easy viewing. TxDOT representatives were courteous and discussed the alternatives at meeting.

D1

3. Do you have a preference regarding options A-F? If yes, please explain? / ¿Tiene usted una preferencia con respecto opción un A-F? ¿Si sí, explica por favor?

Alternative "E". Allows for good access and long-term mobility. Cost effective.

B5

(continue comments on the back of this form / siga comentarios al dorso de esta forma)

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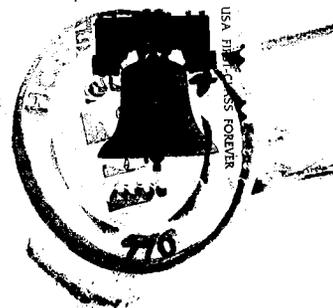
Name / Nombre: Janet E. Perino Address / Dirección: 7215 Palisades Hts. Drive
Houston, City / Ciudad: TX Zip Code / Código Postal: 77095

020(cont)

5. Additional Comments / Comentarios adicionales: _____

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J. E. Perino
7215 Palisades Hts. Drive
Houston, TX 77095



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



B2

DEAR DAVID, I RECEIVED SEVERAL PHONES
THE RACKS BACK IN 1960 MUST BE
VALUED AND WRITTEN UP THE EXHIBIT FROM
AND THE BURDEN TO REMOVE THE RACKS
FOR WHICH THE RR SHOULD BE EVACUATED
AND THE RACKS IN THE RR SHOULD BE
A RACK RACKS IN THE RR SHOULD BE
VALUED AND WRITTEN UP THE EXHIBIT
FROM.

DAN CERREY
JUDY PEREVA
JUDY PEREVA
7979 SHARKE ROAD
HUNTSVILLE, AL
35802

TX DOT RECEIVED
JUN 02 2009
HOUSTON MAIL OPERATIONS

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021B

DD



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- THE TEXAS PLAN**
- REDUCE CONGESTION
 - ENHANCE SAFETY
 - EXPAND ECONOMIC OPPORTUNITY
 - IMPROVE AIR QUALITY
 - INCREASE THE VALUE OF OUR TRANSPORTATION ASSETS

♻ Recycled Paper

Patrick G. Gant, P.E.
TRANSPORTATION ENGINEER
PROJECT DEVELOPMENT
HOUSTON DISTRICT

Office Address
7600 Washington Avenue
Houston, TX 77007
713/802-5274
Fax 713/802-5350

Mailing Address
P.O. Box 1386
Houston, TX 77251-1386
e-mail pgant@dot.state.tx.us

5-19-2009

provements to Farm to Market (FM) 1960 at the BNSF RR. Your project and will be taken into consideration. To submit written may submit this form tonight, or mail it to the address on the back. If re 2, 2009. Thank you. and affix a postage stamp. Please tape closed, do not staple.)

propuestas Cultivar para Vender (FM) 1960 de la Carretera de BNSF e este proyecto y serán tomado en consideración. Para someterse porcionado abajo. Usted puede someterse esta forma esta noche, o viados y escritos deben ser matasellados por el 2 de Junio de 2009.

(English, complete address on the inside with each page by dentro y poner un sello de correo. Por favor cinta cerró, no cose con una grapa.)

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- Local**
Newspaper / Periódico Told by Friend or Neighbor / Amigo o vecino Received Notice in Mail / Aviso por Correo
- Other (please explain) / Otro modo (explique): _____

2. Do you have any comments about the project presented tonight? / ¿Tiene usted cualquiera comenta acerca de proyecto presentadas esta noche?

Great one-on-one presentation with ability to ask questions as they arise

D1

3. Do you have a preference regarding options A-F? If yes, please explain? / ¿Tiene usted una preferencia con respecto a opción un A-F? ¿Si sí, explica por favor?

By process of elimination, we choose Alternatives A or E

B7

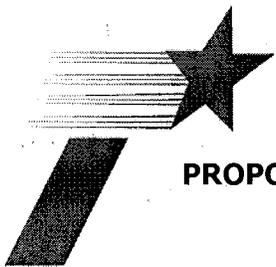
B5

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Name / Nombre: ANTON ROEGER, III Address / Direccion: 4618 Shatner Drive

City / Ciudad: Houston Zip Code /Codigo Postal: 77066-2658



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Other (please explain) / Otro modo (explique): Chamber of Commerce.

B1

2. Do you have any comments about the project presented tonight? / ¿Tiene usted cualquiera comenta acerca de proyecto presentadas esta noche?

None of the alternatives seem usable to our business. Access and existing our business are extremely limited.

C3,C4

B2

3. Do you have a preference regarding option A-F? / ¿Tiene usted una preferencia con respecto a opción un A-F? A B C D E F. If yes, please explain. / ¿Si sí, explica por favor?

None Would be least invasive

(continue comments on the back of this form / siga comentarios al dorso de esta forma)

4. Do you want to be included on the mailing list for future meetings regarding this proposed project? / ¿Quiere usted ser incluido en la lista de envío y recibe notas de reuniones futuras para este proyecto propuesto?

Name / Nombre: Don Savage Address / Dirección: Don Savage Bestman

City / Ciudad: _____ Zip Code / Código Postal: _____

5. Additional Comments / Comentarios adicionales:

Best Buy is opposed to

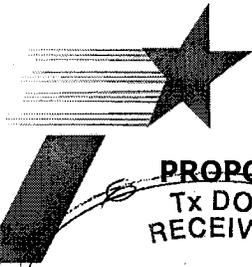
these plans. The entry and exit into our parking lot are seriously limited and would significantly reduce our revenue (tax base)

C3,C4

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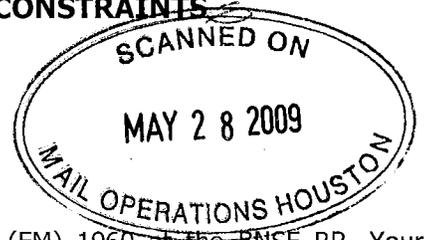
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Other (please explain) / Otro modo (explique): _____

2. Do you have any comments about the project presented tonight? / ¿Tiene usted cualquiera comenta acerca de proyecto presentadas esta noche?

IT WAS CONSTRUCTIVE FOR ALL INTERESTED PARTIES TO SEE THE CREATIVE OPTIONS - THIS WAS AN EXCELLENT / IMPRESSIVE APPROACH BY TXDOT.

D1

3. Do you have a preference regarding options A-F? If **B5** please explain? / ¿Tiene usted una preferencia con respecto a opción un A-F? ¿Si sí, explica por favor? **(E)**

MOST OVERPASS LANES WITH ADDED BENEFIT OF ACCESS ROADS (MORE LANES TO INCREASE AREA OCCUPANCY).

(continue comments on the back of this form / siga comentarios al dorso de esta forma)

4. Do you want to be included on the mailing list for future meetings regarding this proposed project? / ¿Quiere usted ser incluido en la lista de envío y recibe notas de reuniones futuras para este proyecto propuesto?

Name / Nombre: RICK SCIALONE Address / Dirección: 15919 MOONLIGHT CREEK CT

HOUSTON City / Ciudad: 77095 Zip Code / Código Postal: _____

5. Additional Comments / Comentarios adicionales: _____

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RICK SCIALDONE
15519 MOONLIGHT CREEK CT.
HOUSTON TX 77095



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



PUBLIC MEETING COMMENT FORM

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MAY 22 2009
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- Other (please explain) / Otro modo (explique): _____

B5

2. Do you have any comments about the project presented tonight? / ¿Tiene usted cualquiera comenta acerca de proyecto, presentadas esta noche? I prefer choice "E". All have some adverse financial impact on some interest but doing nothing is no option.

B5

3. Do you have a preference regarding options A-F? If yes, please explain? / ¿Tiene usted una preferencia con respecto a opción un A-F? ¿Si sí, explica por favor? "E" offers the best traffic flow while meeting the crossing reduction requirement for funding and has least impact on adjacent owners given the current and future traffic needs.

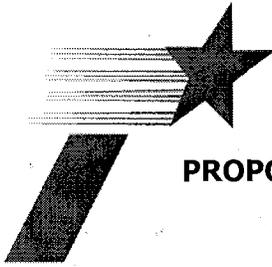
C3

(continue comments on the back of this form / siga comentarios al dorso de esta forma)

4. Do you want to be included on the mailing list for future meetings regarding this proposed project? / ¿Quiere usted ser incluido en la lista de envío y recibe notas de reuniones futuras para este proyecto propuesto?

Name / Nombre: Jack C Seary Jr Address / Dirección: _____

City / Ciudad: _____ Zip Code / Código Postal: _____



PUBLIC MEETING COMMENT FORM

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May 19, 2009
Open House 6pm - 8pm

Hilton Garden Inn, Houston, Texas

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(Enviar, complacer doblar en la mitad con esta página por dentro y poner un sello de correo. Por favor cinta cerró, no cose con una grapa.)

1. How did you hear about this meeting? / ¿Cómo se informó de esta asamblea?

- Newspaper / Periódico
- Told by Friend or Neighbor / Amigo o vecino
- Received Notice in Mail / Aviso por Correo
- Other (please explain) / Otro modo (explique): Notice by email

2. Do you have any comments about the project presented tonight? / ¿Tiene usted cualquiera comenta acerca de proyecto presentadas esta noche? We must look to the future with increasing population & traffic. Action must be taken to improve ingress & egress near the mall. All designs have some negative impact

3. Do you have a preference regarding options A-F? If yes, please explain? / ¿Tiene usted una preferencia con respecto a opción un A-F? ¿Si sí, explica por favor? Design F is expensive & offers no improve ment for FM 1960 - otherwise its an intriguing option. Alt B seems to have safety issues with changing lanes quickly. K limits access somewhat. All in all, B & E seem to

(continue comments on the back of this B4 ja comentar B5 so de esta forma)

4. Do you want to be included on the mailing list for future meetings regarding this proposed project? / ¿Quiere usted ser incluido en la lista de envío y recibe notas de reuniones futuras para este proyecto propuesto?

Name / Nombre: Barbara Thomason Address / Dirección: Houston Northwest Chamber of Commerce 14511 Falling Creek Suite 205
City / Ciudad: Houston TX Zip Code / Código Postal: 77014

C3

5. Additional Comments / Comentarios adicionales:

offer the least negative impact. Regarding the argument that a bridge would "kill" contiguous businesses: With plenty of notice with community development grants for pre-development, the area around the bridge could be and should be redeveloped for mid-rise & high-rise multi-use buildings where bridges & access are less of an issue.

A5

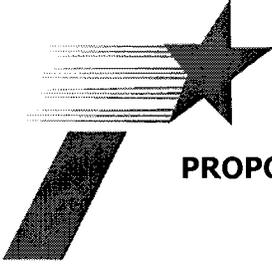
Other considerations are 1) that rail traffic will increase as there is a movement to bring commuter rail to these tracks 2) Lone Star College System is converting part of the H R facility on 45 acres with 11 buildings with 10,000 students expected in the coming years 3) Doing nothing is not an option given the above-listed factors.

A6

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- Newspaper / Periódico
- Told by Friend or Neighbor / Amigo o vecino
- Received Notice in Mail / Aviso por Correo
- Other (please explain) / Otro modo (explique): _____

2. Do you have any comments about the project presented tonight? / ¿Tiene usted cualquiera comenta acerca de proyecto presentadas esta noche? _____

B2

3. Do you have a preference regarding options A-F? If yes, please explain? / ¿Tiene usted una preferencia con respecto a opción un A-F? ¿Si sí, explica por favor? F - is best for my business. It doesn't affect the access to my office.

B - second choice **C3,C4**

(continue comments on the back of this form / siga comentarios al dorso de esta forma)

4. Do you want to be included on the mailing list for future meetings regarding this proposed project? / ¿Quiere usted ser incluido en la lista de envío y recibe notas de reunions futuras para este proyecto propuesto?

Name / Nombre: Mandy Address / Direccion: 7440 FM 1960 WEST

HOUSTON City / Ciudad: TX 77070 Zip Code /Codigo Postal: _____

5. Additional Comments / Comentarios adicionales:

B2

F is my favorite choice as it does not affect access to my office by my patient. I have been at this location for last 16 yrs. All other options would affect my office greatly.

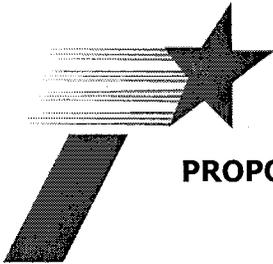
-----fold along this line for mailing----- doble por esta línea para enviar -----

Mandy

7440 FM 1960 WEST
Houston TX 77070.

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- Newspaper / Periódico
- Told by Friend or Neighbor / Amigo o vecino
- Received Notice in Mail / Aviso por Correo
- Other (please explain) / Otro modo (explique): _____

2. Do you have any comments about the project presented tonight? / ¿Tiene usted cualquiera comenta acerca de proyecto presentadas esta noche? Leave it alone **B1**

3. Do you have a preference regarding options A-F? / ¿Tiene usted una preferencia con respecto a opción un A-F? ¿Si sí, explica por favor? **B2** **C3,C4**
F would be the best. Access to my business would be available from all directions. less interruption duringy construction.

(continue comments on the back of this form / siga comentarios al dorso de esta forma)

4. Do you want to be included on the mailing list for future meetings regarding this proposed project? / ¿Quiere usted ser incluido en la lista de envío y recibe notas de reuniones futuras para este proyecto propuesto?

Name / Nombre: DISCOUNT TIRE Address / Direccion: 7325 FM 1960 W.
HOUSTON City / Ciudad: 77071 Zip Code /Codigo Postal: _____

5. Additional Comments / Comentarios adicionales:

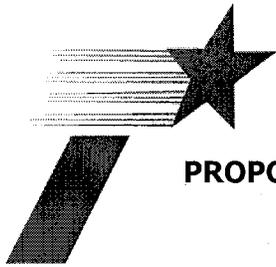
TOO MUCH BUSINESS INTERRUPTION in REVENUE during
CONSTRUCTION. It will have a HUGE negative effect
ON the SURROUNDING businesses. INCLUDING MINC
(DISCOUNT TIRE CO.)

Thank you!

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1. How did you hear about this meeting? / ¿Cómo se informó de esta asamblea?

Newspaper / Periódico



Told by Friend or Neighbor / Amigo o vecino

Received Notice in Mail / Aviso por Correo

Other (please explain) / Otro modo (explique): _____

2. Do you have any comments about the project presented tonight? / ¿Tiene usted cualquiera comenta acerca de proyecto presentadas esta noche? _____

B4

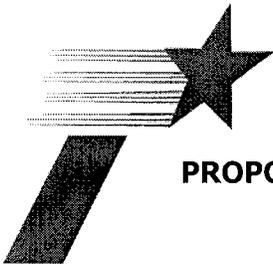
3. Do you have a preference regarding options A-F? If yes, please explain? / ¿Tiene usted una preferencia con respecto a opción un A-F? ¿Si sí, explica por favor? **B** seems most practical

(continue comments on the back of this form / siga comentarios al dorso de esta forma)

4. Do you want to be included on the mailing list for future meetings regarding this proposed project? / ¿Quiere usted ser incluido en la lista de envío y recibe notas de reuniones futuras para este proyecto propuesto?

Name / Nombre: _____ Address / Dirección: _____

_____ City / Ciudad: _____ Zip Code / Código Postal: _____



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- Told by Friend or Neighbor / Amigo o vecino
- Received Notice in Mail / Aviso por Correo
- Other (please explain) / Otro modo (explique): _____

2. Do you have any comments about the project presented tonight? / ¿Tiene usted cualquiera comenta acerca de proyecto presentadas esta noche? Very good presentation of the alternatives

D1

3. Do you have a preference regarding options A-F? If yes, please explain? / ¿Tiene usted una preferencia con respecto a opción un A-F? ¿Si sí, explica por favor? (F) Higher cost, but it preserves retail business and is least disruptive to FM 1960 traffic

B2

(continue comments on the back of this form / siga comentarios al dorso de esta forma)

4. Do you want to be included on the mailing list for future meetings regarding this proposed project? / ¿Quiere usted ser incluido en la lista de envío y recibe notas de reuniones futuras para este proyecto propuesto?

Name / Nombre: _____ Address / Dirección: _____

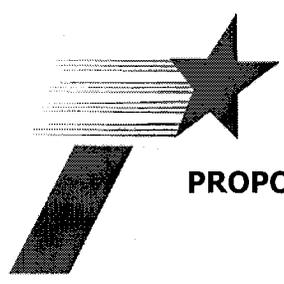
City / Ciudad: _____ Zip Code / Código Postal: _____

5. Additional Comments / Comentarios adicionales: _____

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- Other (please explain) / Otro modo (explique): _____

2. Do you have any comments about the project presented tonight? / ¿Tiene usted cualquiera comenta acerca de proyecto presentadas esta noche? _____

B2

3. Do you have a preference regarding options A-F? If yes, please explain? / ¿Tiene usted una preferencia con respecto a opción un A-F? ¿Si sí, explica por favor? Type f - this would not get in the way of business.

C3,C4

I think type "f" is the best option because daily traffic & business in Question would not be interrupted

(continue comments on the back of this form / siga comentarios al dorso de esta forma)

4. Do you want to be included on the mailing list for future meetings regarding this proposed project? / ¿Quiere usted ser incluido en la lista de envío y recibe notas de reuniones futuras para este proyecto propuesto?

Name / Nombre: Richard Wheelless Address / Dirección: 13990 Cullen rd

Houston City / Ciudad: 77069 Zip Code / Código Postal: _____

5. Additional Comments / Comentarios adicionales:

putting an over pass over the railroad would interrupt or **daily business** and would create a situation for our customers coming and going from our location.

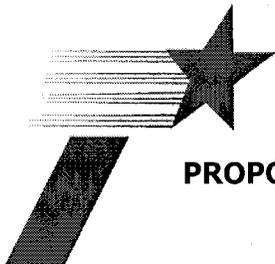
C3,C4

7325 FM 1960 West
(Discount Tire co.)

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Other (please explain) / Otro modo (explique): BY TXDOT THROUGH ACCESS MGMT CONTRACT

2. Do you have any comments about the project presented tonight? / ¿Tiene usted cualquiera comenta acerca de proyecto presentadas esta noche? AN OVERPASS IS NEEDED AT THE BNSF TO B5

INCREASE SAFETY AND TRAFFIC FLOW BETWEEN CUTTEN RD AND SH 249.

3. Do you have a preference regarding options A-F B5, please explain? / ¿Tiene usted una preferencia con respecto a opción un A-F? ¿Si sí, explica por favor? E.

REMOVES THE AT-GRADE RR XING COMPLETELY. OFFERS THE BEST TRAFFIC HANDLING CAPACITY.

(continue comments on the back of this form / siga comentarios al dorso de esta forma)

4. Do you want to be included on the mailing list for future meetings regarding this proposed project? / ¿Quiere usted ser incluido en la lista de envío y recibe notas de reuniones futuras para este proyecto propuesto?

Name / Nombre: DARRIN WILDER Address / Dirección: 6726 IMPERIAL LEAF LN

City / Ciudad: SPRING Zip Code / Código Postal: 77379

**APPENDIX I:
Response to Public Comments**

Responses to Comments on Farm to Market (FM) 1960 at the BNSF Railroad Public Meeting

The Public Comment period for FM 1960 at the BNSF Railroad was open from May 19, 2009 to June 2, 2009. During this time, the public was invited to submit comments in written format or by e-mail.

The tables below present 1) a list of commenters along with letter-number references for each comment made by that commenter, and 2) comments received along with responses from the Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) (see Figure 1 for further explanation). Each of the comments below will be considered during the environmental process and each comment will be incorporated into the environmental document as appropriate.

For organizing responses (Table 2 below), comments were categorized into one of four categories, as follows:

- A. Need for and Purpose of the Project
- B. Alternatives
- C. Socioeconomic Issues
- D. General Comment

Figure 1. How to Find Comments and Responses

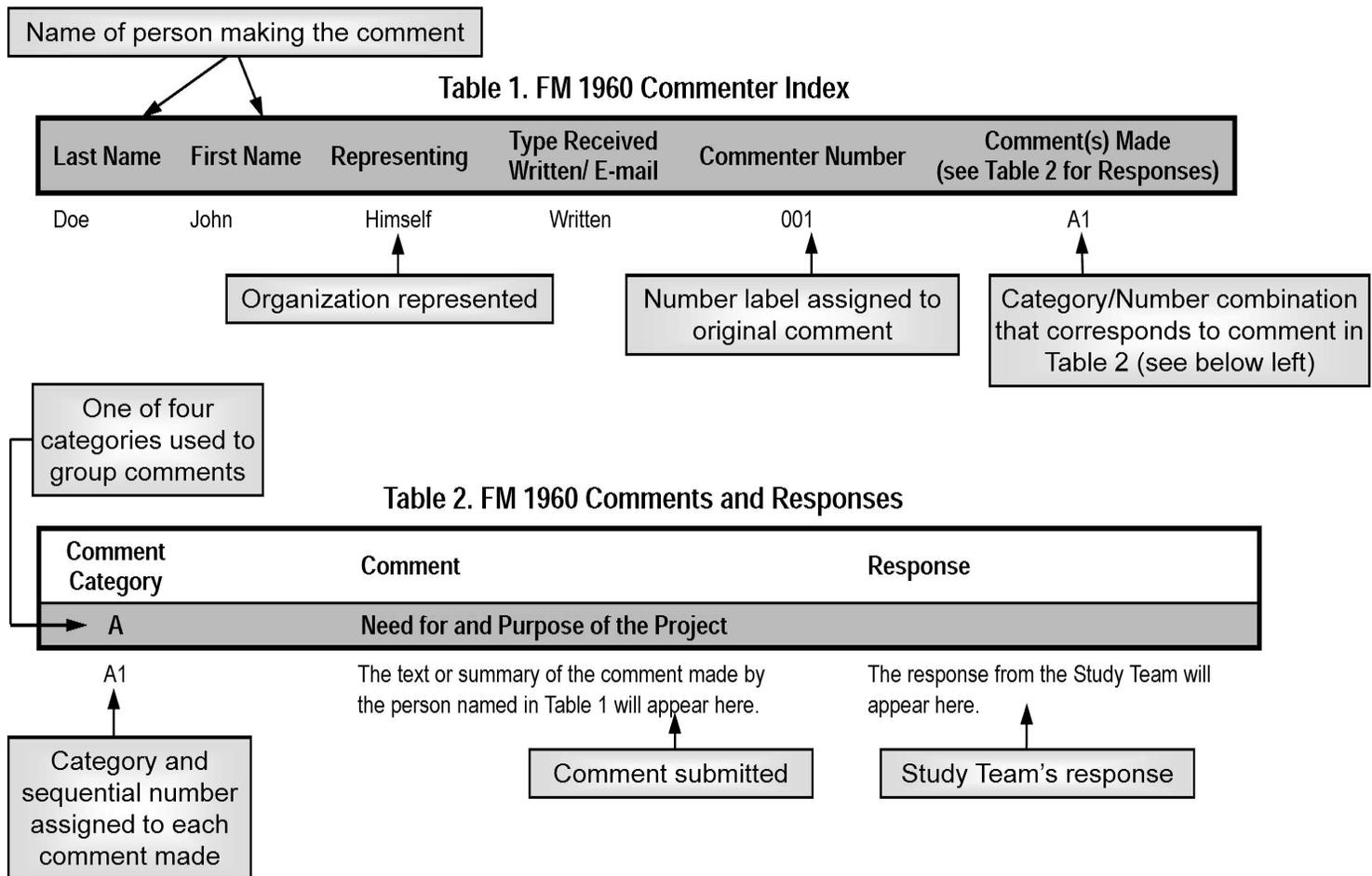


Table 1. FM 1960 Commenter Index

Last Name	First Name	Representing	Type Received	Commenter Number ¹	Comment(s) Made ² (See Table 2 for Responses)
Bhutig	Arthur	Self	Written	001	B2, B8, C6
Blank	Valery	Self	Written	002	B1, B2
Borromeo	Jose	Self	Written	003	B2, B3, C1, C2, C3, C4
Caddenhead	Kevin	Chick-fil-A	Written	004	B2, C3, C4
Cates	Ann	Self	Written	005	A1, B4
Day	Craig K.	Self	Written	006	A2, B2, C3
Dhesi	Tarsem	Tarman Ltd	Written	007	B2, B4, C4
Dixon	Lee Anne	General Growth Properties	Written	008	A3, B5, B9, B10, B11, C10, D3
Dougherty	James	Harris County MUD	Written	009	A1, A3, B2, B12, C1, C2, C3, C4, C6, C7, C8, C11
Doveno	Thomas	Self	Written	010	A1, A3, B4, C3
Leavenworth	Karen	Self	Written	011	A3, B8
McCarthy	James	Self	Written	012	B5
Miller	Vanghan	Self	Written	013	A1, A3, A4, B2, B6, C2, C3
Monto	E.A.	Self	Written	014	A3, B1, C3, C5
Moon	Mark	Self	Written	015	C6
Moss	John	Self	Written	016	B1, B2, C7, D1, D2
Nelson	Karen	Self	Written	017	C6
Norris	Bernice	Self	Written	018A	A1, B2, C3, C7
Norris	B.Maxine	Self	Email	018B	A1, A3, B1, C3, C8, C9
Parker	Kevin	Self	Written	019	A5, B5, C3, C4
Perino	Janet	Self	Written	020	B5, D1
Pleva	Judy	Self	Written	021A	B2, C5, C8
Pleva	Judy	Self	Written	021B	B2
Roeger	Anton	Self	Written	022	B5, B7, D1

Table 1. FM 1960 Commenter Index (cont.)

Last Name	First Name	Representing	Type Received	Commenter Number ¹	Comment(s) Made ² (See Table 2 for Responses)
Savage	Don	Self	Written	023	B1, B2, C3, C4
Scialdaone	Rick	Self	Written	024	B5, D1
Searcy	Jack	Self	Written	025	B5, C3, D1
Thomason	Barbara	Self	Written	026	A5, A6, B4, B5, C3
Unknown	Mandy	Self	Written	027	B2, C3, C4
Unknown	Unknown	Discount Tire	Written	028	B1, B2, C3, C4
Unknown	Unknown	Self	Written	029	B4
Unknown	Unknown	Self	Written	030	B2, D1
Wheeless	Richard	Self	Written	031	B2, C3, C4
Willer	Darrin	Self	Written	032	B5

Notes: ¹ The "Commenter Number" (e.g., "001") is a label given to the original comment and is composed a number assigned to the comment.

² Each of the "Comment(s) Made" corresponds to a comment category and number shown in the far left column of Table 2. The letter (A through D) equals the category (e.g., "Need for and Purpose of the Project"), and the number equals the comment within that category.

Table 2. FM 1960 Comments and Responses

Comment Category ¹	Comment	Response
A	Need for and Purpose of the Project	
A1	Commenter expresses concern with the estimated cost of the proposed project (range from \$18.3 million to \$73.6 Million).	On August 24, 2007, the Houston-Galveston Area Council (H-GAC) adopted the 2035 RTP and Fiscal Year (FY) 2008-2011 Transportation Improvement Program (TIP). The U.S. Department of Transportation (FHWA/FTA) found the 2035 RTP and 2008-2011 TIP to conform to the State Implementation Plan (SIP) on November 9, 2007. The evaluation and environmental study of FM 1960 at the BNSF Railroad is listed in the 2035 RTP and is included in the 2008-2011 TIP.
A2	Commenter states he has heard the railroad plans to add another line of tracks in the project area. Commenter suggests the railroad participate/contribute to the cost of the proposed project.	Comment acknowledged.
A3	Commenter is concerned the project does not meet the needs for the project area. Additionally, the commenter would like to see other transportation projects completed before the construction of the proposed project.	<p><i>The Importance of Purpose and Need in Environmental Documents</i> (September 18, 1990) states that:</p> <p>The purpose and need section in the environmental document lays out why the proposed action, with its inherent costs and environmental impacts, is being pursued. If properly described, it also limits the range of alternatives, which may be considered reasonable, prudent, and practicable in compliance with the CEQ regulations, Section 4(f), the Executive Orders on Wetlands and Floodplains, and the Section 404(b)(1) guidelines. Furthermore, it demonstrates the problems that will result if the project is not implemented. There are three key points to remember relative to the purpose and need section of an environmental document. It should be:</p> <ol style="list-style-type: none"> 1. Justification of why the improvement must be implemented; 2. As comprehensive and specific as possible; and, 3. Reexamined and updated as appropriate throughout the project development process (http://www.environment.fhwa.dot.gov/projdev/tdmneed.asp). <p>The need for the proposed project at FM 1960 at the BNSF Railroad is based on both regional and local transportation deficiencies and goals. <i>The Houston-Galveston Area Council (HGAC) 2035 Regional Transportation Plan (RTP), the H-GAC 2008-2011 Transportation Improvement Program (TIP) and the Texas Department of Transportation (TxDOT) project needs are reference materials for this project.</i> The purpose of the FM 1960 project at the BNSF Railroad is to expand capacity to enhance mobility, improve safety, improve railroad/ local traffic crossings, and accommodate population and economic growth while minimizing impacts to the natural and social environment.</p> <p>Construction will only begin after all appropriate approvals are secured and ROW has been acquired. For up to date project status and construction schedule postings,</p>

Table 2. FM 1960 Comments and Responses (Cont.)

Comment Category ¹	Comment	
(cont.) please visit the Texas Department of Transportation (TxDOT) website at http://www.txdot.gov/ . It should be noted that a more exact length of construction time will be established during the final design phase.		
A4	Commenter states the BNSF Railroad should utilize the tracks east of the project area and discontinue use of the tracks in the project location.	Coordination between TxDOT and BNSF has been initiated since the beginning of the project and will be an ongoing process throughout the environmental process and final design.
A5	Commenter states there are multiple options for re-development in the area including high-to keep this project moving forward as it is greatly needed.	Comment acknowledged.
A6	Commenter supports the project in stating rail traffic will increase as there is a movement to bring commuter rail to the tracks in the proposed project location and Lone Star College is expanding their system facilities with an expected increase in students.	Comment acknowledged.
B	Alternatives	
B1	Commenter supports the No-Build Option.	Comment acknowledged.
B2	Commenter supports Alternative F as presented at the public meeting on May 19, 2009.	Comment acknowledged.
B3	Commenter suggests modification to the design of Alternative Option F as presented at the May 19, 2009 Public Meeting. Commenter would like to see a design that incorporates a tunnel under FM 1960 to allow the BNSF Railroad to travel under the mainlanes and frontage roads of FM 1960.	If Alternative F is chosen, TxDOT would need to conduct further discussions with the BNSF railroad company. Design issues such as the Alternative F proposal to construct a railroad bridge, and the commented railroad tunnel option would need to be discussed and evaluated based on BNSF railroad requirements.
B4	Commenter supports Alternative B as presented at the public meeting on May 19, 2009.	Comment acknowledged.
B5	Commenter supports Alternative E as presented at the public meeting on May 19, 2009.	Comment acknowledged.
B6	Commenter recommends mass transit such as rail and/or improving existing roadways instead, which will help reduce congestion.	The environmental document will provide an alternatives analysis to include assessment of TSM, TDM, and mass transit alternatives. These transit alternatives do not adequately address the need for and purpose of the project. However, potential rail transit projects listed in the 2035 RTP along the radial freeways that represent the project termini may benefit from improvements to local roadway travel. Both the No-Build and Build Alternatives would include all roadway widening projects planned in the 2035 RTP. See also response to Comment A3 in this table.

Table 2. FM 1960 Comments and Responses (Cont.)

Comment Category ¹	Comment	
B7	Commenter supports Alternative A as presented at the public meeting on May 19, 2009.	Comment acknowledged.
B8	Commenter recommends an alternative design for FM 1960, including making FM 1960 a freeway segment in a double deck system with upper grade level mainlanes and lower level mainlanes.	<p>Upgrading FM 1960 into a freeway segment was discussed at a very early conceptual level as part of a universe of alternatives. An alternative of this magnitude has several negatives including:</p> <ul style="list-style-type: none"> • Access impacts to businesses • Complex ramping between mainlanes, access road and SH 249 • Major hydraulic issues (with tunnel concept) • Expansive right-of-way needs, and • High cost <p>These negative factors contribute in making this type of alternative infeasible. However, it should be noted that certain aspects of this comment are present in the various alternatives that were carried forward and presented at the May 19, 2009 public meeting.</p>
B9	Commenter suggests that most alternatives as presented at the May 19, 2009 public meeting will benefit from an expanded intersection at FM 1960 and The Commons Drive. Commenter also states that throat lengths to the north and south should be expanded to allow for an efficient "flushing" of cross street traffic when these approaches have green lights.	A more detailed analysis of intersection design will take place once an alternative is selected. TxDOT will continue to work with the affected property owners and businesses to improve safety and mobility along FM 1960.
B10	Commenter suggests that an additional through lane be incorporated into the intersection of FM 1960 and Commons Drive.	Commons Drive is a private roadway. Modifications or widening of this roadway would need to be closely coordinated between TxDOT and the property owner.
B11	Commenter supports Alternative D as presented at the public meeting on May 19, 2009 as a short term solution in improving mobility.	Comment acknowledged.
B12	Commenter recommends upgrading the existing grade crossing protection system to four-quadrant gates at the FM 1960 and BNSF Railroad crossing as a alternative option.	As part of the recent left-turn lane extension across the railroad track, the intersection signal timing and phasing as well as the railroad warning signal and gate were optimized for the current condition. This included the use of preemptive signals. Additional signal enhancements alone were not considered as an alternative because it does not meet the purpose and need of the project.

Table 2. FM 1960 Comments and Responses (Cont.)

Comment Category ¹	Comment	
C	Socioeconomic Issues	
C1	Commenter concerned the proposed project will detract from the scenic and aesthetic beauty of the area.	Visual and Aesthetic qualities will be evaluated in the environmental document based on the recommended alternative. TxDOT acknowledges that there could be both visual and aesthetic impacts associated with the proposed project. In addition to the analysis for visual and aesthetic impacts, the environmental document will evaluate indirect and cumulative impacts associated with the proposed project.
C2	Commenter is concerned with preservation, conservation, and/or mitigation of natural resources.	Mitigation will be evaluated for impacts associated with the proposed project. As part of the mitigation plan, natural resource mitigation would be provided if determined appropriate. Specifics of any appropriate design concept will be incorporated to the final roadway design phase and development of the mitigation and monitoring plan if appropriate.
C3	Commenter is concerned that the proposed project will impact patronage of retail businesses.	While no known independent studies have been conducted on the impact of the proposed project on small businesses, the environmental document will address economic impacts from the construction of the alternative alignments under the Build Alternative and for the No-Build Alternative for proposed project. More specifically, an evaluation will be performed to provide detailed information on tax and employment impacts. Overall, economic effects related to the project alternative are anticipated to be beneficial.
C4	Commenter is concerned the proposed project will affect access to and from local business in the project area.	Access to and from any existing development (e.g., commercial, business, residential, farm, etc.) would be provided and maintained before, during, and after construction. Dependent on the recommended alternative selected for the proposed project, some access might be temporarily altered or restricted. TxDOT strives to reduce impacts for all projects. TxDOT will maintain a continuous public involvement program to work with property and business owners to ensure that all access will be restored via alternate access routes as appropriate.
C5	Commenter supports the No-Build Alternative and states only safety measures need to be improved at the railroad crossing.	<p>The proposed improvements to FM 1960 would improve regional and local safety for the traveling public by minimizing the number of at-grade railroad crossing, conditions that contribute to stop-and-go conditions, increased crash rates, and congestion during peak travel times, and emergency events. Coordination with the BNSF Railroad will occur as the environmental impacts are studied.</p> <p>It should be noted that the No Build Alternative would not alter existing travel patterns or accessibility in the project area; however, linkages between the communities could be affected due to projected increases in traffic population over time, possibly increasing the number of crashes.</p> <p>The Build Alternative would offer opportunities to not only link with existing roadway</p>

Table 2. FM 1960 Comments and Responses (Cont.)

Comment Category ¹	Comment	
		<p>(cont.)</p> <p>improvements but also provide joint opportunities with public agencies and private development, resulting in changes to the existing transportation patterns in the area and thus is anticipated to provide an adequate transportation system with improved traffic operations.</p> <p>See also response to Comment A1 in this table.</p>
C6	<p>Commenter would like to see pedestrian tunnels/sidewalks incorporated into the proposed project.</p>	<p>The FM 1960 at BNSF Railroad project as proposed would accommodate existing and future crossings for both pedestrians and bicyclists at intersections, bridges, and over/underpasses affecting or providing direct access to designated pedestrian and/or bicycle facilities. In the event that a bicycle or pedestrian facility is in place prior to the proposed project, the facility would be reconstructed to maintain continuity and function.</p>
C7	<p>Commenter is concerned with indirect and cumulative impacts, especially subdivision impacts, fiscal impacts, and congestion.</p>	<p>TxDOT is currently in the process of performing an analysis for the proposed project. The environmental documents will evaluate the indirect and cumulative impacts for the proposed project.</p> <p>See also response to Comment A3 in this table.</p>
C8	<p>Commenter is concerned with health impacts from the proposed project.</p>	<p>An Analysis of Mobile Source Air Toxics (MSAT) will be evaluated for both the Build and No-Build future cases versus the base year.</p> <p>The air quality impact analysis will take into account sensitive populations. As stated in TxDOT's <i>Air Quality Guidelines</i> (2006), sensitive receptors include those facilities most likely to contain large concentrations of the more sensitive population (hospitals, schools, licensed daycares, and elder care facilities).</p>
C9	<p>Commenter is concerned with noise impacts from the proposed project.</p>	<p>The environmental document will provide a noise analysis of each of the alternative alignments. The environmental document will also provide an analysis of traffic noise abatement measures (mitigation options).</p>
C10	<p>Commenter (Willowbrook Mall) requests some improvements to Mall Ring Road to best facilitate movement of traffic in and around this area during and after construction including: Improved wayfinding signage, improved intersections, and modified signal timing.</p>	<p>It is TxDOT policy that cities with populations greater than 50,000 assume the operations and maintenance of roadway signals. Signals impacted by the recommended alternative would be replaced as part of the total construction cost of the project.</p>
C11	<p>Commenter is concerned with loss of property value as an impact from the proposed project.</p>	<p>TxDOT is currently preparing an environmental document for the proposed project. This document will evaluate direct and indirect impacts of the proposed project.</p> <p>See also response to Comment A3 and C7 in this table.</p>

Table 2. FM 1960 Comments and Responses (Cont.)

Comment Category ¹	Comment	
D	General Comments	
D1	Commenter states the TxDOT representatives at the public meeting were well prepared very knowledgeable of the proposed project.	Comment acknowledged.
D2	Commenter is concerned with long-term plans for the BNSF Railroad.	If Alternative F is chosen, TxDOT would need to conduct further discussions with the BNSF railroad company. Design issues such as the Alternative F proposal to construct a railroad bridge would need to be discussed and evaluated based on BNSF railroad requirements.
D3	Commenter states that general observations performed by commenter are similar to those provided on the summary sheet handed out at the May 19, 2009 public meeting, identifying the differences in concept and price between the alternatives.	Comment acknowledged.
D4	Commenter states that additional environmental analysis will be required, the extent of which depends on the alternative selected.	Comment acknowledged. See also response to comment A3 in this table.

Notes: ¹ The "Comment Category" (e.g., "A") is described in bold in the gray rows and represents a topic used to divide the comments into logical groupings. Each Comment Category has a number of comments within it (e.g., comments A1 through A4) labeled in the far left column.