

PUBLIC MEETING COMMENT FORM
FM 3083: IH-45 TO LOOP 336 North
CONROE, MONTGOMERY COUNTY, TEXAS
April 7, 2009

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

Name and Mailing Address (Optional): LONE STAR COLLEGE - MONTGOMERY
(NEW CONROE CENTER)

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

- Residential property owner or renter
- Business property owner or lessee
- Highway user
- Other (please explain below)

How did you learn about this meeting:

- Newspaper
- Letter
- TxDOT Website
- Other (Please Explain) GR. CONROE ECO DEV. COUNCIL

PROPOSED
COMPLETION
DEC. 2010
WILL SERVE
3,000 STUDENTS

Comments: NEW CONROE CENTER (SEE ATTACHED MAP) 3,000 STUDENTS
WE WILL HAVE A MAIN ENTRANCE TO THE CENTER
FROM FM 3083. WE WILL NEED ACCESS
TO FM 3083 FROM EAST AND WEST TO THIS ENTRANCE
WE REQUEST A TRAFFIC LIGHT AT THIS
INTERSECTION.

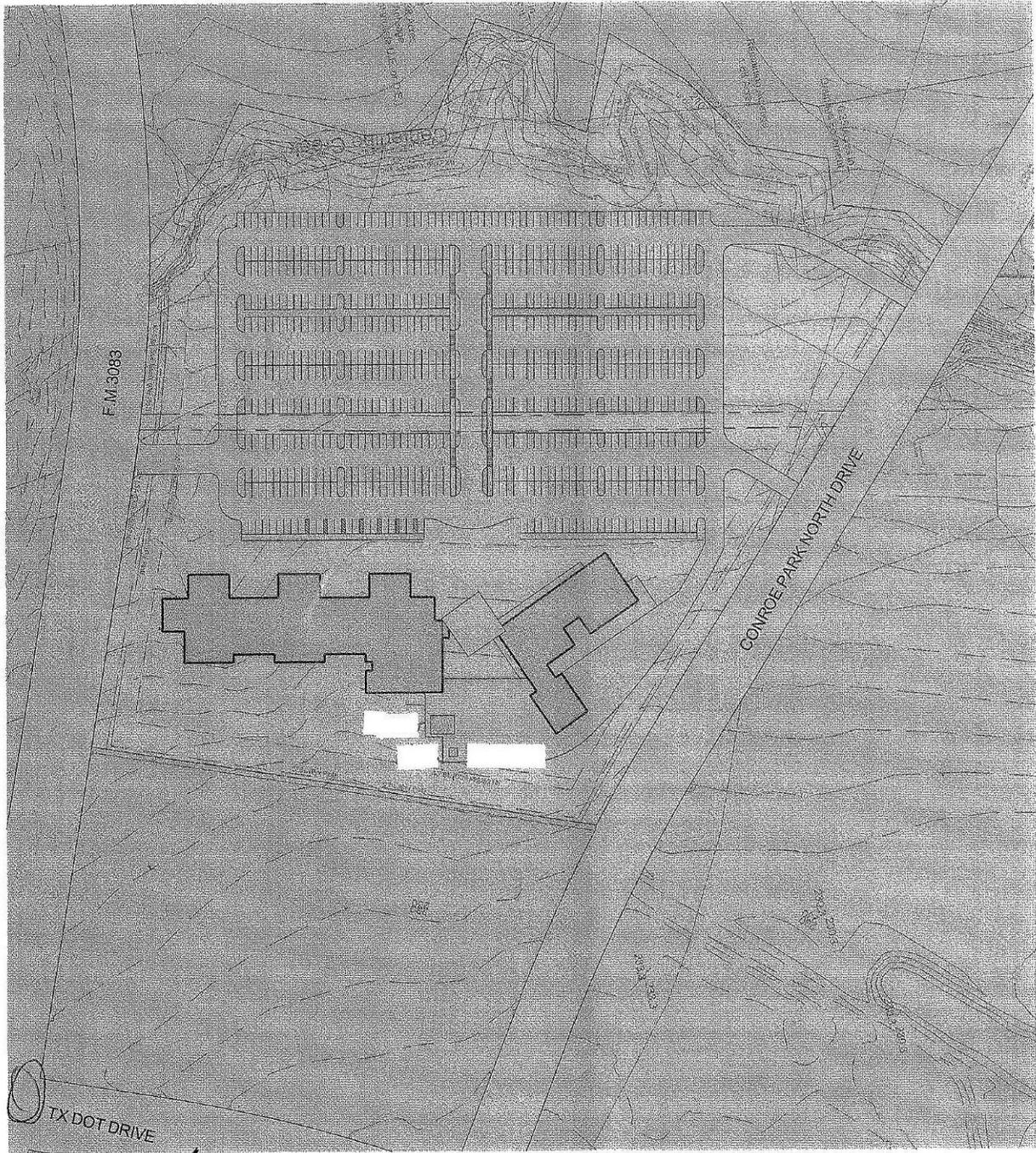
JIM TAYLOR 936-273-7225
V.P. ADMIN SERVICES j.taylor@lonestar.edu
LONE STAR COLLEGE - MONTGOMERY

Please make additional comments on the back.

These comment forms can be turned in tonight, mailed, or electronically submitted before April 21, 2009. An electronic version of the public meeting summary report will be available on TxDOT's website before the end of summer 2009.

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

Email:
hou-piowebmail@dot.state.tx.us



ARCHITECTURE PLANNING PROGRAM MANAGEMENT
401 Louisiana, Suite 270
Houston, TX 77002

Tel : (713) 520-7580
Fax : (713) 520-7458

Lone Star College
Northside Center



SD01 - S

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April 7, 2009

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

Name and Mailing Address (Optional): ^{ATTN:} JOHNNY WILLIS } BAVER MFG. INC
PO BOX 1488
CONROE, TX 77305-1488

PLEASE COMPLETE THE APPROPRIATE ITEMS BELOW:

I am primarily interested in the project from the standpoint of (Please Check One):

- Residential property owner or renter
- Business property owner or lessee
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- Other (please explain below)

How did you learn about this meeting:

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- Letter
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- Other (Please Explain) GREATER CONROE ECONOMIC DEVELOPMENT GROUP

Comments: IT IS IMPERATIVE THAT WE HAVE AN AMPLE
TURNING RADIUS AT THE ENTRANCE TO OUR NEW
MANUFACTURING PLANT JUST EAST OF THE RAILROAD
TRACKS AND SHMS. OUR EQUIPMENT IS VERY
LARGE AND THE TRUCKS HAULING IT IN AND OUT
OF OUR SITE TYPICALLY HAVE TRAILER EXTENSIONS
WHICH ARE MUCH LONGER THAN A REGULAR
18 WHEELER - I BELIEVE A TURNING ^(ACCELERATION LANE) LANE ^{HEADED WEST}
WOULD BE IN OUR BEST INTEREST

Please make additional comments on the back.

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- Highway user
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How did you learn about this meeting:

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- Letter
- TxDOT Website
- Other (Please Explain) _____

Comments: _____

*Concerned that project is unfunded.
Suggest a light at Pollock (it is a
blind brow) as part of the improvement.*

Please make additional comments on the back.

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Mail to:
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Houston, Texas 77251-1386

Email:
hou-piowebmail@dot.state.tx.us

From: "Carlton LaBeff" <clabeff@CLTHOMAS.com>
To: <hou-piowebmail@dot.state.tx.us>
CC: "Cliff Thomas" <clthomas@CLTHOMAS.com>, "Jeff Johanson" <jjohanson@CLTHOMAS.com>
Date: 4/9/2009 1:50 PM
Subject: 3083 Proposed project- Conroe

I attended your meeting on April 7, 2009 in Conroe. Speedy Stop Food Stores owns the property at the SE corner of IH-45 and FM 3083. The attached photo's show the proposed road design which leaves us with an economic hardship along with a concern. First people heading west on FM 3083 who want to enter our store will have to do a U-turn at the light and come back to our drive. This will cause a safety issue for the driving public. Why not continue the left hand turn lane from the shopping center entrance to our entrance or build a 4 lane, with a continuous left hand turn lane, which would resolve all the retail and commercial business issues.

By the way, why would the cemetery and the funeral home have a left hand turn into each of those businesses and not have one at ours?

I understand that this project is several years down the road because of State funding, but I ask that you consider these comments and keep access to our retail motor fuel outlet to the west bound FM 3083 traveler. Thanks

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Carlton LaBeff
PO Box 1876
Victoria, TX 77902
361-582-5121
361-582-7821 (fax)
clabeff@clthomas.com





RESPONSES TO PUBLIC COMMENTS

**FM 3083 PUBLIC MEETING
APRIL 7, 2006
RESPONSES TO PUBLIC COMMENTS**

1. Scott Smith

Written Comment: Would like to see an incentive to contractor to complete the intersection area of 3083/336/1484 as early as possible with minimal disruption as possible to minimize time of congestion with traffic into/out of the airport, convention center, and fairgrounds complex. Airport creates significant traffic demand on that segment.

Response: Comment noted. Normally, TXDOT stipulates incentives in the construction contract to encourage early completion and to discourage late completion. The specific incentives of the FM 3083 Project in part or in whole have yet to be determined. Other methods of accelerating the construction, such as extending work week, night time construction, or temporary road closure have not been considered at this time.

2. Johnny Willis

Written Comment: It is imperative that we have an ample turning radius at the entrance to our new manufacturing plant just east of the railroad tracks and SH75. Our equipment is very large, and the trucks hauling it in and out of our site typically have trailer extensions which are much longer than a regular 18 wheeler. I believe a turning lane would be in our best interest.

Response: Comment noted. Final location of median breaks and turn lanes will be determined during final design. The final location of the median breaks and turn lanes will be based on safety considerations, design standards, and coordination with the individual property owners within the FM 3083 Project limits.

3. No Name

Written Comment: Concerned that project is unfunded. Suggest a light at Pollock (it is a blind brow) as part of the improvement.

Response: Comment noted. The intersection of Pollock and FM 3083 is currently un-signalized. The intersection of Pollock and FM 3083 will be evaluated for a proposed signal based on design criteria and safety guidelines. The process for evaluating the need for proposed signals will be completed as the FM 3083 Project continues to develop.

4. Carlotta Lansford

Written Comment: I am very interested in the widening of FM 3083 to 4 lanes from Loop 336 to highway 105 west. On certain days you can sit for more than 20 minutes just waiting to go 3 miles. That is insane !!

Response: Comment noted.

5. Bob Anderson

Written Comment: Proposal overall looks good - However, need a light at Pollock Dr. This project needs funding now. I have personally seen multiple close calls from the intersection at 3083 and Pollock Dr. In

addition, the traffic west on 3083 across highway 75, IH 45 is excessively slow. The intersection at 3083 and Longmire also needs a light.

Response: Comment noted. The intersection of Pollock and FM 3083 is currently un-signalized. The intersection of Pollock and FM 3083 will be evaluated for a proposed signal based on design criteria and safety guidelines. The process for evaluating the need for proposed signals will be completed as the FM 3083 Project continues to develop. The intersection of Longmire and FM 3083 in this comment are located west of IH 45. Improvements to this area are not within the FM 3083 Project limits.

6. Frank Foroeisew

Written Comment: Please consider for the Bauer Manufacturing Inc., plant entrance, a street turnaround due to large loadbox trailers.

Response: Comment noted. Alternatives for constructing a U-Turn/ Turn Around under the proposed Bridge over the Union Pacific Railroad Tracks have been considered. The two primary alternatives for the U-Turn/ Turn-Around were considered to be cost prohibitive and had greater impacts than the current design. Some of the impacts included acquisition of additional Right-of-Way on both sides of FM 3083, additional structures over Stewart Creek, restricted access for the Bauer Manufacturing plant entrance and increased impacts to existing wetlands.

7. Chuck Mondl

Written Comment: Proposed median east of the overpass is the only entrance to the Bauer plant. Bauer will have permit trailer 160' long. The truck and the media look to be very tight deliveries. If possible, it would be very helpful for the Bauer property to have a turnaround under the overpass. Bauer plant has 160' long permit loads enter and leave the plant entrance at east end of proposed overpass. The median opening looks very narrow.

Response: Comment noted. Alternatives for constructing a U-Turn/ Turn Around under the proposed Bridge over the Union Pacific Railroad Tracks have been considered. The two primary alternatives for the U-Turn/ Turn-Around were considered to be cost prohibitive and had greater impacts than the current design. Some of the impacts included acquisition of additional Right-of-Way on both sides of FM 3083, additional structures over Stewart Creek, restricted access for the Bauer Manufacturing plant entrance and increased impacts to existing wetlands. Final location and widths of median breaks and turn lanes will be determined during final design. The final location and widths of the median breaks and turn lanes will be based on safety considerations, design standards, and coordination with the individual property owners within the FM 3083 Project limits.

8. New Horizon Church

Written Comment: We are very concerned there is no proposed left turn lane from the south into our property. The elevation is going down when going south and the person turning left is not seen until the next driver tops the hill. In the proposal, the property next to us gets a left turn lane. Our concern is that people will use their turn lane and make a u-turn to get to the church. Then leaving the church, there is no other option than to turn right out of our drive way. We are concerned these are safety issues for our congregation. Thank you.

Response: Comment Noted. During final design, driveways affected by the proposed improvements within the FM 3083 Project Limits will be evaluated and designed based on design criteria, safety and coordination with the individual property owner. Final location of median breaks and turn lanes will be determined during final design. The final location of the median breaks and turn lanes will be based on safety considerations, design standards, and coordination with the individual property owners within the FM 3083 Project limits.

9. Jim Taylor

Written Comment: New Conroe Center (See attached map). We will have a main entrance to the center from FM 3083. We will need access to FM 3083 from east and west to this entrance. We request a traffic light at this intersection.

Response: Comment noted. Final location of median breaks and turn lanes will be determined during final design. The final location of the median breaks and turn lanes will be based on safety considerations, design standards, and coordination with the individual property owners within the FM 3083 Project limits. Intersections will be evaluated for a proposed signal based on design criteria and safety guidelines. The process for evaluating the need for proposed signals will be completed as the FM 3083 Project continues to develop.

10. Don Byrne

Written Comment: With all of the new businesses coming to this corridor, it is imperative that FM 3083 is widened to at least 4 lanes from E. Loop 336 through Highway 105 west. As the new anticipated businesses will be coming to the area, the problem will only get significantly worse. I strongly encourage you to find a way to make this project happen. Thank you for your interest in my feedback.

Response: Comment noted.

11. Carlton LaBeff

Email Comment: I attended your meeting on April 7, 2009 in Conroe. Speedy Stop Food Stores owns the property at the SE corner of IH-45 and FM 3083. The attached photo's show the proposed road design which leaves us with an economic hardship along with a concern. First people heading west on FM 3083 who want to enter our store will have to do a U-turn at the light and come back to our drive. This will cause a safety issue for the driving public. Why not continue the left hand turn lane from the shopping center entrance to our entrance or build a 4 lane, with a continuous left hand turn lane, which would resolve all the retail and commercial business issues.

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