

FM 1314 Access Management Study from SH 242 to SL 494

Public Meeting Two – Thursday Feb. 8, 2024, from 5 -7 p.m. at East Montgomery County Senior Center

WELCOME!

**FARM-TO-MARKET 1314 (FM 1314)
ACCESS MANAGEMENT STUDY**

FROM STATE HIGHWAY 242 (SH 242) TO STATE LOOP (SL 494)

Virtual Public Meeting: Information Online By February 6, 2024
In-Person Public Meeting: February 8, 2024

Why Am I Here?

- **Share** your knowledge of the corridor with us
- **Learn** about conditions and characteristics
- **Ask** questions about improvement efforts

The environmental review, consultation, and other actions required by applicable Federal Environmental Laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

East Montgomery County Senior Center located on
21679 McCleskey Road, New Caney, TX 77357

FM 1314 Access Management Study | Public Meeting #2 February 8, 2024 **1**

Script: The Texas Department of Transportation Houston District would like to welcome you to this virtual public meeting with an in-person open house. This presentation will provide information on the FM 1314 Access Management Study from SH 242 to SL 494. This is a pre-recorded presentation. The in-person open house will take place from 5 –7p.m. on Feb. 8, 2024, at East Montgomery County Senior Center located on 21679 McCleskey Road, New Caney, TX 77357. The public may come and go at their convenience and TxDOT staff will be there to answer your questions. The purpose of this public meeting is to solicit input on the Access Management study and offers an opportunity for the project team to address any questions or concerns from the public.

The Texas Department of Transportation commits to purposefully involve the public in planning and project implementation by providing early, continuous, transparent and effective access to information and decision-making processes. TxDOT would like to thank you for your participation in this public meeting. During the virtual presentation you may pause the video and navigate forward or backward using your video player.

Study Objectives



Improve
Safety



Reduce
Crash Rates



Improve
Mobility



Reduce
Traffic Delays



Preserve
**Economic
Development**



Improve **Access**



**Multi-Modal
Improvements**



Open process with
**Public and
Stakeholder
Involvement**



Provide **Practical
Solutions**

Script: Local and regional communities in the study area are experiencing increasing residential and commercial development. This Access Management Study will identify short-, mid-, and long-range transportation improvements along the FM 1314 corridor to enhance safety, improve mobility, adjacent property access and implement appropriate multi-modal improvements. In addition, the study will have an open public outreach process and stakeholder involvement in order to provide practical solutions.



National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by the Federal Highway Administration (FHWA) and TxDOT.

Script: This project is anticipated to receive federal funds. With the federal component, TxDOT is required to assess the potential environmental effects of the proposed project in accordance with federal standards. The process that is followed is called the National Environmental Policy Act process, otherwise known as NEPA. The NEPA process provides analyses of the potential impacts to the natural and manmade environment and helps the decision maker to make an informed decision on whether or not to proceed with the project. On December 9, 2019, TxDOT received a signed Memorandum of Understanding from the Federal Highway Administration that permits TxDOT to assume responsibility for reviewing and approving certain assigned NEPA projects. This review and approval process applies to this project.

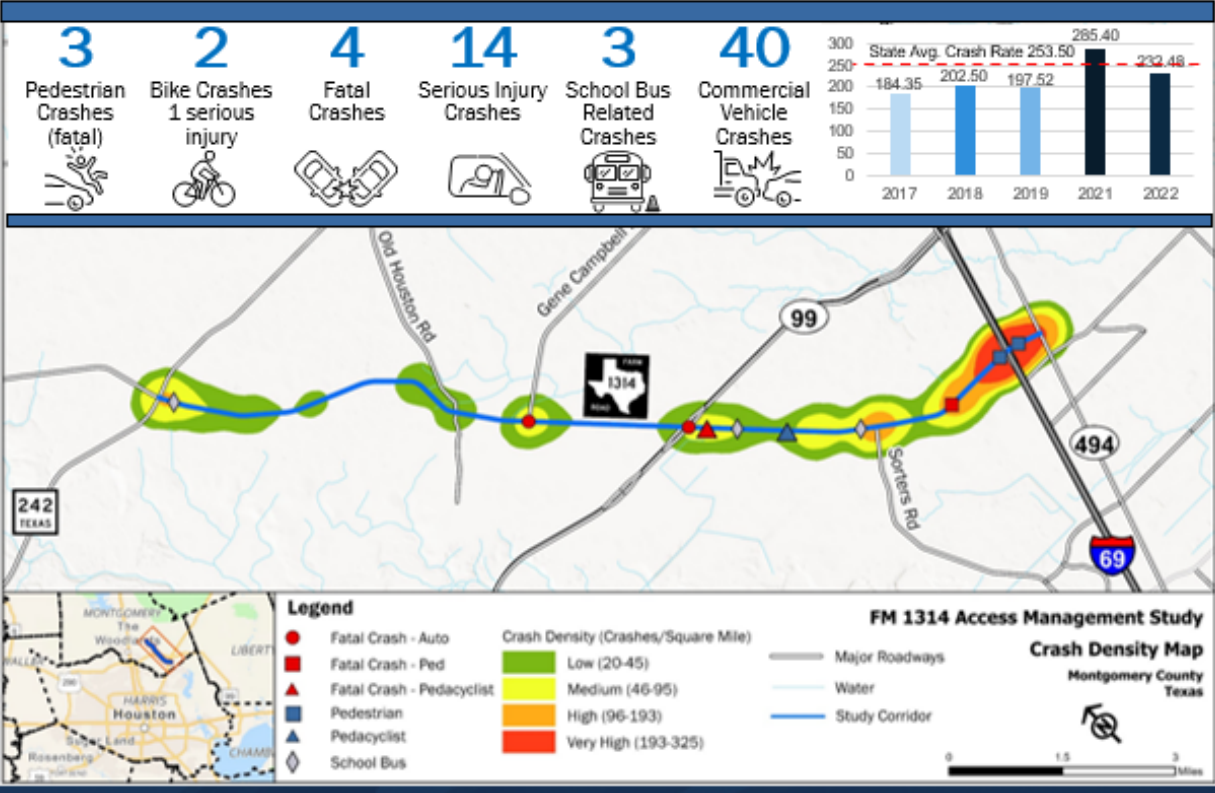
FM 1314 Access Management Study Timeline and Next Steps



* This schedule is approximate and subject to change

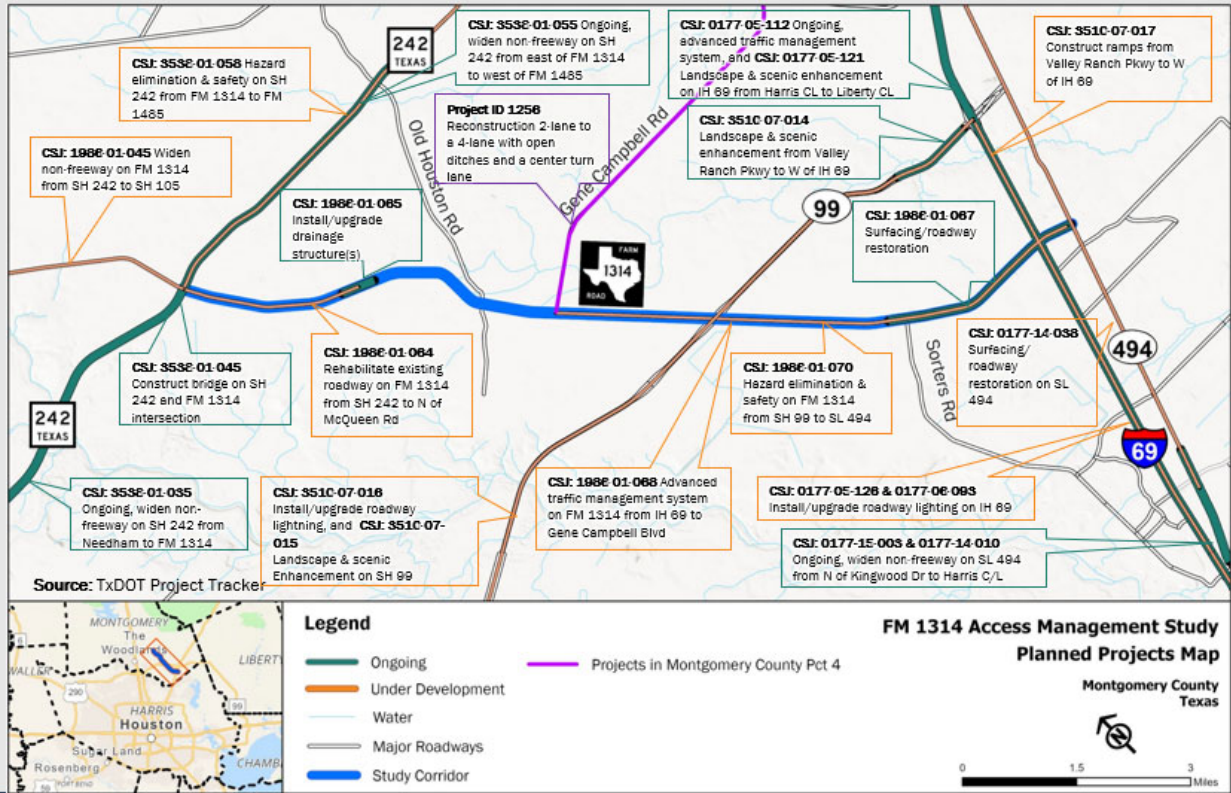
Script: Currently, we are reviewing proposed short, mid, and long-term improvements based on an analysis of existing conditions and input from the public, stakeholders and steering committee members. The recommended improvements will be finalized in early 2024. The final study report will be completed by early 2024.

Traffic Crashes



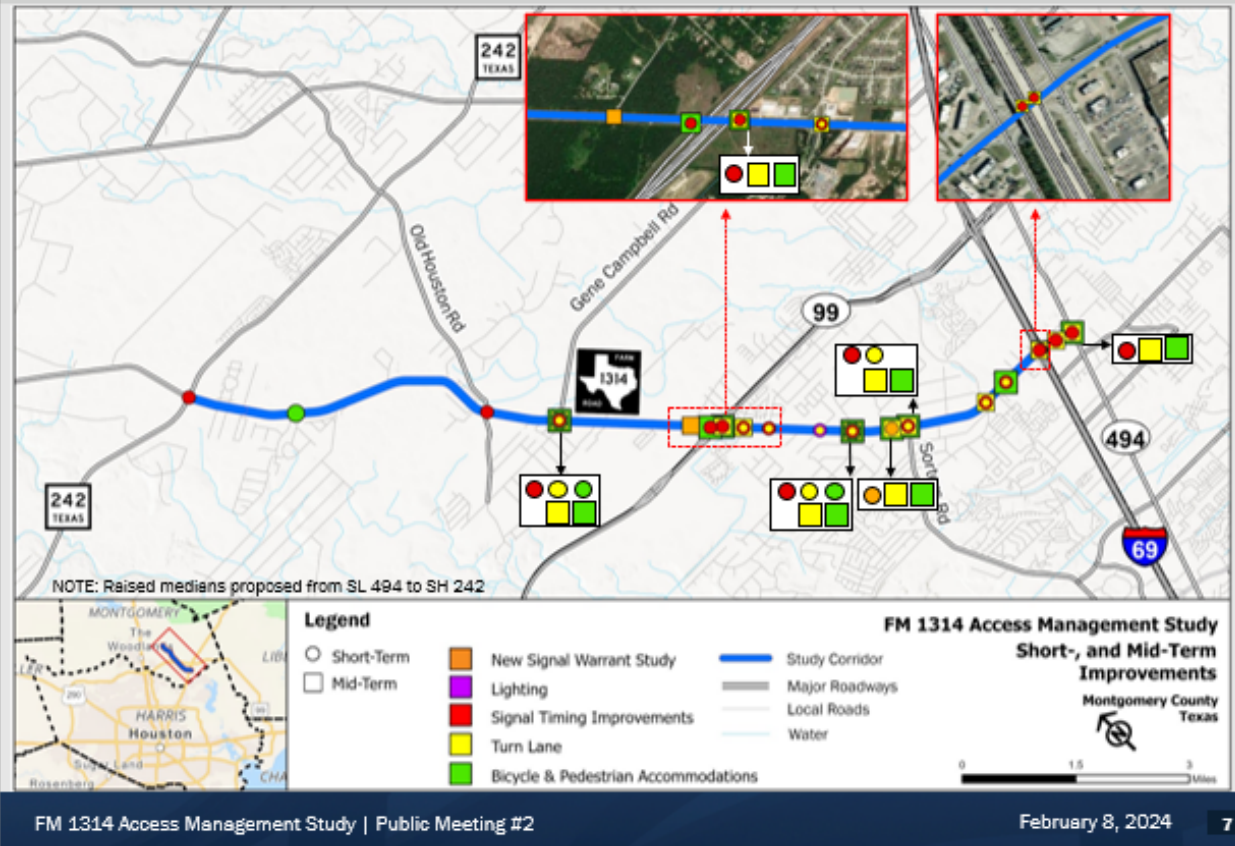
Script: This map shows the crash hotspots along the study corridor. The map legend details the range of crash density, with red being the highest and green being the lowest. The major crash hotspots are located at the segments near I-69 and SL 494. From 2017 to 2019, there were 629 crashes along this study corridor. That is one crash taking place at least every other day. Within these three years, there were 4 fatal crashes, one of them involving a pedestrian and another one involving a bicyclist. There are 2 bike-involved crashes and 3 school bus-related crashes. The total crashes gradually decrease from 2017 to 2020, but significantly jump to 298 crashes in 2021. In 2022, crashes along the corridor decreased compared to 2021; however, it still indicates an increase from 2017 to 2019 rates.

Planned Projects



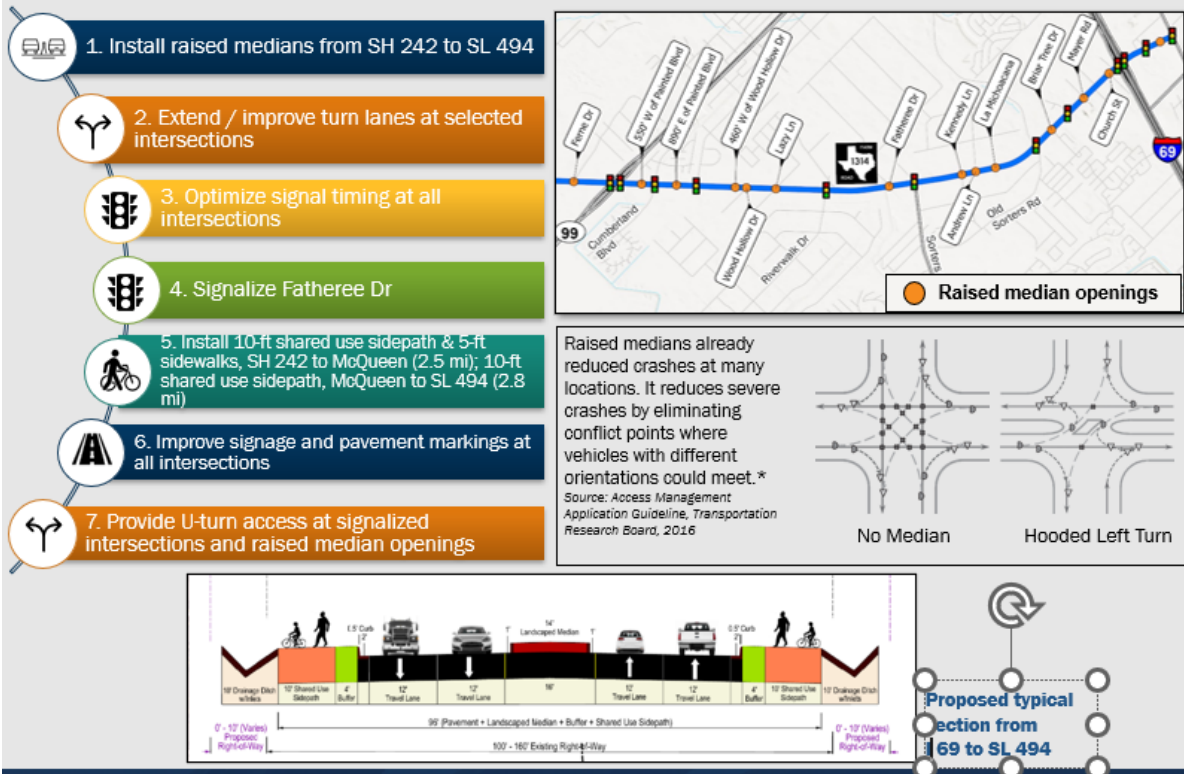
Script: Along the FM 1314 corridor are several ongoing and planned TxDOT projects. These projects vary from hazard elimination, widening non-freeway, installation or upgrading of drainage, bridge or ramp construction, and implementation of advanced traffic management systems. There is also an additional reconstruction project in Montgomery County Precinct 4.

Short- and Mid-Term Intersection Improvements



Script: This map shows the locations of the proposed short-term and mid-term intersection improvements. Improvements include turn lanes which are represented in yellow. Improvements are currently proposed for FM 1314 at the following locations: SH 242, Old Houston Rd., Gene Campbell Blvd, Grand Parkway, Cumberland Blvd, Timberland Blvd, Lazy Ln., Riverwalk Dr., Fatheree Dr., Partners Way, I-69, and at SL 494. Lighting improvements, which are represented in purple, are proposed to be added on FM 1314 at Lazy Ln. Reconfiguration of the intersection which may include geometric and traffic control modifications are at Fatheree Dr. A continuous Shared-use side path is proposed between McQueen Rd. and SL 494. A Shared-use side path on the eastside of FM 1314 is proposed between SH 242 and McQueen Rd. A sidewalk is proposed on the Westside of FM 1314 between SH 242 and McQueen Rd.

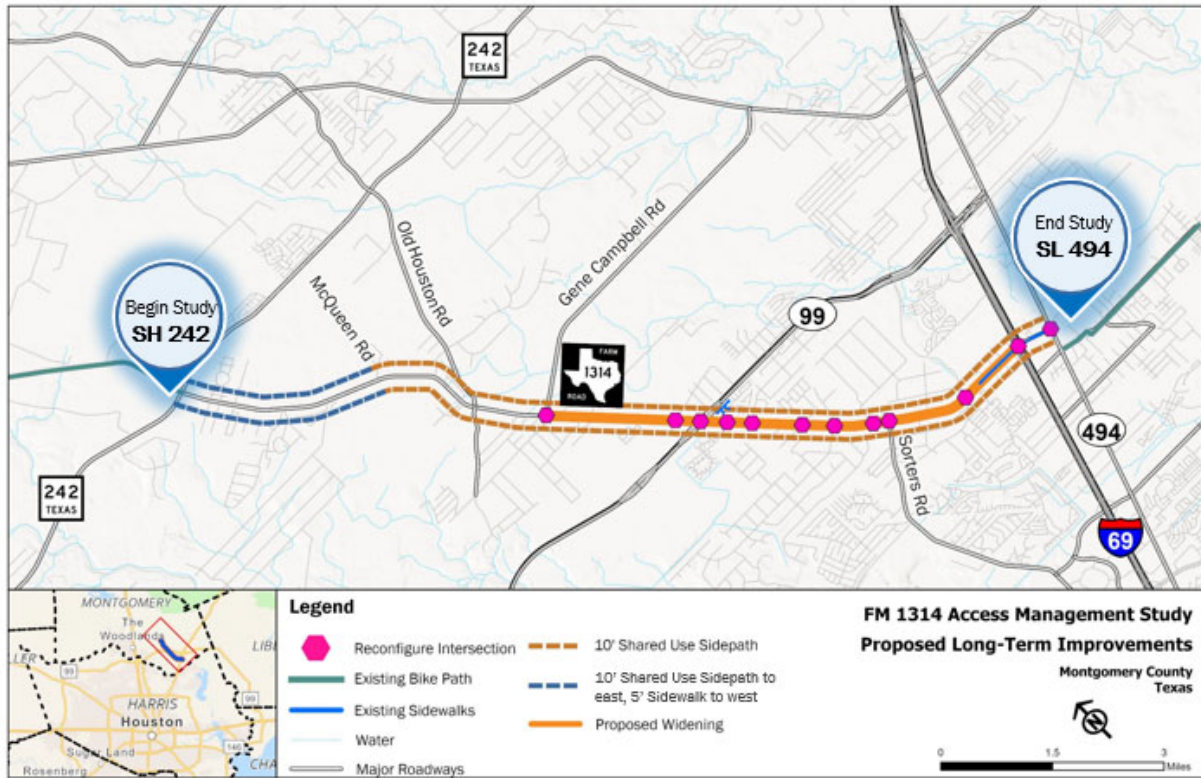
Proposed Corridor Improvements: Short- and Mid-Term



Script: Short-term improvements are high-impact roadway treatments that enhance safety and mobility along a corridor typically in a short time frame and at a lower cost. There are currently short-term improvements that are proposed for the FM 1485 corridor. These include:

- the installation of raised medians from SH 242 to SL 494,
- extended and improved turn lanes at selected intersections,
- optimization of signal timing,
- new signal at Fatheree Dr.,
- installing a 10-foot shared-use side path to the east and 5-foot sidewalk to the west between SH 242 and McQueen; installing a 10-foot shared use path to the east and west between McQueen and SL 494
- improving signage and pavement markings at all intersections,
- providing U-turn access at signalized intersection and raised median openings.

Long-Term Improvements



Script: Long-term improvements consist of widening from Gene Campbell Road to I-69 and intersection reconfigurations. Long-term improvements typically have a timeline of approximately 10 years before they are introduced and may carry higher costs versus the short- and mid-term improvements.

Proposed Corridor Improvements: Long-Term



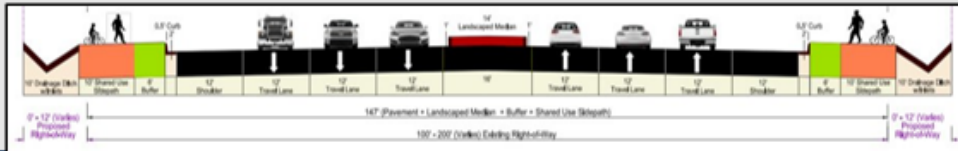
1. Widen to 3 lanes in each direction and reconfigure intersections from Gene Campbell Blvd to IH 69
2. Install 12-foot shoulders from McQueen Rd to Sorters Rd
3. Install 10-foot shared use sidepath (6.7 miles)
4. Signalize Ferne Dr
5. Recommend driveway consolidation
6. Realignment of Owens Rd to convert to a traditional 4 leg intersection
7. Realignment of intersections at Fatheree Dr and Mills Rd

Improvements at Gene Campbell Blvd Intersection:

- Improve pavement markings and speed limit signs
- Optimize signal timing
- New right turn lanes along EB Gene Campbell Blvd
- Add new 3rd lane on FM 1314 east of Gene Campbell Blvd to IH 69, EB/WB
- Add 12-ft shoulders and 10-ft shared use sidepath, EB/WB
- Raised medians, mountable curbs for emergency vehicles
- Extend left turn storage lanes, EB/WB
- Reserve right of way for future widening of Gene Campbell Blvd



Proposed typical section from Gene Campbell Blvd to Sorters Rd



Script: The long-term improvements for the FM 1314 corridor include the widening of the corridor from Gene Campbell to IH-69 to accommodate 3 lanes on in each direction, with 16-foot center median, 12-foot-wide shoulders and exclusive left and right turn lanes, the installation of raised medians, installation of a continuous 10-foot-wide shared-use side path for bicyclists and pedestrians, new signal warrant studies at selected intersections, and recommend driveway consolidation or closures.

Corridor Implementation and Cost Estimates



Period	Improvement	Quantity	Unit	Unit Cost	Total Cost	TxDOT Cost	TOTAL Cost (in Millions)
SHORT - TERM	Corridor Wide Improvements	1.00	LB	\$ 1,877,500.00	\$ 1,874,833.33	\$ 1,874,833.33	
	Install Curb	13,000.00	LF	\$ 25.00	\$ 325,000.00	\$ 325,000.00	
	Install Median Curb	11,000.00	LF	\$ 25.00	\$ 275,000.00	\$ 275,000.00	
	Install Raised Median from SR 242 to SR 494 (including truck lanes to facilitate e/crubs and maintenance)	5,800.00	BT	\$ 125.00	\$ 725,000.00	\$ 687,500.00	
	Intersection Improvements	5.00	LB	\$ 1,628,000.00	\$ 1,628,000.00	\$ 1,628,000.00	
	Install Additional Pavement (including widening for intersection turn lanes)	1.00	LB	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	
	Install Pavement Markings	1.00	LB	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	
	Install Signage	1.00	LB	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	
	Install Street Lighting at L&L LT	1.00	LB	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00	
	New Traffic Signals at Veterans St (including performing signal warrant analysis)	1.00	LB	\$ 400,000.00	\$ 400,000.00	\$ 400,000.00	
	Install Emergency Flashing Signal	2.00	LB	\$ 300,000.00	\$ 600,000.00	\$ 600,000.00	
	Improve Signal Timing and Synchronization at all signalized intersections	1.00	LB	\$ 105,000.00	\$ 105,000.00	\$ 105,000.00	
	Improve Connectivity to Existing Interstates (limited locations) (includes shared use sidewalk (SIS) & sidewalk (SIS) from SR 242 to McQueen Rd, and shared use sidewalk (SIS) & sidewalk (SIS) from McQueen Rd to SR 494 (2.8 mi))	900.00	BT	\$ 90.00	\$ 81,000.00	\$ 81,000.00	
	Barriers, Signs, Traffic Control (5%)	1.00	LB	\$ 148,044.67	\$ 148,044.67	\$ 148,044.67	
	Mobilization (10%)	1.00	LB	\$ 290,083.33	\$ 290,083.33	\$ 290,083.33	
TOTAL FOR SHORT-TERM IMPROVEMENTS				\$ 2,900,833.33	\$ 2,900,833.33		\$3.34
MEDIUM - TERM	Corridor Wide Improvements	1.00	LB	\$ 1,661,200.00	\$ 1,676,522.22	\$ 1,676,522.22	
	Install Median Curb	1,800.00	LF	\$ 25.00	\$ 45,000.00	\$ 45,000.00	
	Install Raised Median from SR 242 to SR 494	1,800.00	BT	\$ 175.00	\$ 315,000.00	\$ 18,250.00	
	Install Sidewalk (includes shared use sidewalk (SIS) & sidewalk (SIS) from SR 242 to McQueen Rd, and shared use sidewalk (SIS) & sidewalk (SIS) from McQueen Rd to SR 494 (2.8 mi))	13,000.00	BT	\$ 30.00	\$ 390,000.00	\$ 1,170,000.00	
	Install Additional Pavement	1.00	LB	\$ 320,000.00	\$ 320,000.00	\$ 320,000.00	
	Install Pavement Markings	1.00	LB	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	
	Intersection Improvements	1.00	LB	\$ 880,000.00	\$ 880,000.00	\$ 880,000.00	
	Install Street Lighting for selected intersections	1.00	LB	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	
	New Traffic Signals based on signal warrant studies	1.00	LB	\$ 400,000.00	\$ 400,000.00	\$ 400,000.00	
	Install Signage	1.00	LB	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	
	Traffic Signal Warrant Study	1.00	LB	\$ 50,000.00	\$ 50,000.00	\$ 100,000.00	
	Drainage Study	1.00	LB	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	
	Improve Signal Timing and Synchronization at all signalized intersections	1.00	LB	\$ 120,000.00	\$ 120,000.00	\$ 120,000.00	
	Drainage / Pedestrian Improvements	1.00	LB	\$ 288,000.00	\$ 288,000.00	\$ 288,000.00	
	Install Driveways	1.00	LB	\$ 17,000.00	\$ 17,000.00	\$ 17,000.00	
Other	1,800.00	BT	\$ 17.00	\$ 30,600.00	\$ 298,800.00		
Driveway Consolidation	1.00	LB	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00		
Drainage Infrastructure	1.00	LB	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00		
Barriers, Signs, Traffic Control (5%)	1.00	LB	\$ 247,844.67	\$ 247,844.67	\$ 247,844.67		
Mobilization (10%)	1.00	LB	\$ 495,263.33	\$ 495,263.33	\$ 495,263.33		
TOTAL FOR MID-TERM IMPROVEMENTS				\$ 4,952,833.33	\$ 4,952,833.33		\$5.70
LONG - TERM	Corridor Wide Improvements	1.00	LB	\$ 84,185,000.00	\$ 81,832,775.50	\$ 81,832,775.50	
	Install Curb	62,000.00	LF	\$ 25.00	\$ 1,550,000.00	\$ 1,550,000.00	
	Install Median Curb	68,000.00	LF	\$ 30.00	\$ 2,040,000.00	\$ 1,710,000.00	
	Install Shared Use Sidewalk (SUS) (7 miles)	68,000.00	BT	\$ 30.00	\$ 2,040,000.00	\$ 5,220,000.00	
	Install Raised Median (Concrete)	85,000.00	BT	\$ 150.00	\$ 12,750,000.00	\$ 1,000,000.00	
	Install Raised Median (Landscaped)	58,000.00	BT	\$ 150.00	\$ 8,700,000.00	\$ 180,000.00	
	Concrete Pavement (lanes to 3 lanes in each direction and reconfigure intersections from Santa Comba Blvd to SR, including 12-foot shoulders from McQueen Rd to Barnes Rd, and Reassignment of Owens Rd, Fallowe Dr and Mtn Rd Intersections)	1.00	LB	\$ 24,200,000.00	\$ 24,200,000.00	\$ 24,200,000.00	
	Install Signage	1.00	LB	\$ 250,000.00	\$ 250,000.00	\$ 250,000.00	
	Buffer Landscaping	17,000.00	BT	\$ 2.50	\$ 42,500.00	\$ 42,500.00	
	Pavement Markings	1.00	LB	\$ 220,000.00	\$ 220,000.00	\$ 220,000.00	
	Intersection Improvements	1.00	LB	\$ 1,248,200.00	\$ 1,248,200.00	\$ 1,248,200.00	
	Emergency Vehicle Traffic Control Signal	2.00	LB	\$ 300,000.00	\$ 600,000.00	\$ 600,000.00	
	New Traffic Signals at Farrow Drive and other selected location	2.00	BT	\$ 400,000.00	\$ 800,000.00	\$ 800,000.00	
	Traffic Signal Warrant Study	1.00	LB	\$ 50,000.00	\$ 50,000.00	\$ 100,000.00	
	Proposed HOV	48.00	AC	\$ 23,800.00	\$ 1,142,400.00	\$ 628,200.00	
Reassignment of Owens Rd to convert to a traditional 4 leg intersection	1.00	LB	\$ 3,500,000.00	\$ 3,500,000.00	\$ 3,500,000.00		
Add Continuous Street Lighting	1.00	BT	\$ 300,000.00	\$ 1,800,000.00	\$ 1,800,000.00		
Barriers, Signs, Traffic Control (5%)	1.00	LB	\$ 2,828,338.78	\$ 2,828,338.78	\$ 2,828,338.78		
Drainage Infrastructure (5%)	1.00	LB	\$ 828,338.78	\$ 828,338.78	\$ 828,338.78		
Utilities (5%)	1.00	LB	\$ 1,787,068.27	\$ 1,787,068.27	\$ 1,787,068.27		
SWPPP (5%)	1.00	LB	\$ 1,787,068.27	\$ 1,787,068.27	\$ 1,787,068.27		
Mobilization (10%)	1.00	LB	\$ 8,868,877.55	\$ 8,868,877.55	\$ 8,868,877.55		
Contingency (10%)	1.00	LB	\$ 17,737,755.10	\$ 17,737,755.10	\$ 17,737,755.10		
Inflation (3.5%)	1.00	LB	\$ 2,948,837.14	\$ 2,948,837.14	\$ 2,948,837.14		
TOTAL FOR LONG-TERM IMPROVEMENTS				\$ 88,566,775.50	\$ 88,566,775.50		\$87.56

Script: The total cost estimates for the implementation of the short-, mid-, and long-term improvements are shown in this chart. Overall, the total cost of the short-term improvements is estimated to be \$3.34 million dollars. The estimated cost for the mid-term improvements is \$5.7 million dollars, and the estimated cost for the implementation of the long-term improvements is \$87.56 million dollars.



**Thank you for participating in
this public meeting**

**Please remember to submit comments by
Friday, Feb. 23, 2024**



Email: HOU_accessmanagement@txdot.gov

Verbal Comments: call (713) 802-5022

Mail Comments to:

TxDOT Houston District

Advanced Project Development Director

P.O. Box 1386, Houston, Texas 77251-1386

Fill out the online survey here at
[FM 1314 Access Management Study | Social](#)
[Pinpoint \(mysocialpinpoint.com\)](#)

Script: TxDOT encourages you to review the materials posted on the public meeting webpage and to provide written comments. You may submit written comments online by using a digital comment form found on the project web page. The digital comment form may also be accessed by scanning the QR code link shown on this slide. You may also submit written comments using the comment card found on the project's web page in the downloads section. The comment card can be emailed to HOUPIOwebmail@txdot.gov or mailed to the public information office at the TxDOT Houston District on 7600 Washington Ave, Houston, TX 77007. Comments must be submitted online, by email, or mailed and postmarked by Friday, Feb. 23, 2024, to be included in the official public meeting documentation. Responses to comments received during the comment period will be included in the public meeting documentation that will be posted on the public meeting page when complete. You can find the project meeting page by going to www.txdot.gov/projects/hearings-meetings.html

A graphic with a black background and a grey top bar. In the top right corner of the grey bar is a white star with a swoosh. The word "HELP" is written in white, hand-drawn letters. Below it, "#EndTheStreakTX" is written in large, bold, yellow letters. Underneath the hashtag, the text "End the streak of daily deaths on Texas roadways." is written in a smaller yellow font. In the bottom right area, there are three yellow circular icons for Facebook, Twitter, and Instagram, followed by a QR code. Below the icons is the text "#EndTheStreakTX Toolkit". In the bottom left area, the text "TxDOT.gov (Keyword: #EndTheStreakTX)" is written in white. The bottom of the graphic has a dark blue bar with white text: "FM 1314 Access Management Study | Public Meeting #1" on the left, "September 12, 2023" in the center, and "13" on the right.

HELP
#EndTheStreakTX
End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)

#EndTheStreakTX Toolkit

FM 1314 Access Management Study | Public Meeting #1

September 12, 2023

13

Script: November 7, 2000, was the last deathless day on roadways in Texas. That means for over 20 years, at least one person has died every single day. We all have a part to play to change that. This message is that reminder –to End the Streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs. So please do your part and share this message with your friends and family.

Thank you for participating in this public meeting. Please remember to submit your comments no later than Friday, Feb. 23, 2024, to be included in the official public meeting documentation.