

Corridor Access Management Plan Preston Road — Main Street to US 380



Final Report — December 2006



Kimley-Horn
and Associates, Inc.

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Corridor Access Management Plan Preston Road — Main Street to US 380

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City of Frisco

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Kimley-Horn
and Associates, Inc.

December 2006





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EXECUTIVE SUMMARY

This report documents a corridor access management study that was performed for Preston Road (SH 289) from Main Street to US 380 in the City of Frisco. The study was then used to develop the Preston Road Corridor Access Management Plan presented in this document as **Appendix A**. This document explains the methodology that was used to develop such a plan.

Prior to initiating this project, the Texas Department of Transportation (TxDOT) recently completed the preliminary design and public hearings to widen Preston Road from two-lanes to six-lanes from Main Street to US 380. The final design was approximately 30% complete and this plan will be incorporated into the final design and construction where possible.

The purpose of the plan is to identify the controlled access limits for proposed full median openings and limited access driveways between major cross streets and mid-block median openings.

Using a combination of the City of Frisco's approved Access Management Guidelines and TxDOT design standards, design criteria were established to be used on Preston Road. These criteria are as follows:

Access Connection Spacing: Minimum 325 feet (see Right-Turn Deceleration Lane Design)

Minimum 345 feet when first driveway upstream or downstream from a "major" intersection with larger radii (e.g., Eldorado Parkway, Panther Creek Parkway, and Rockhill Road)

Exceptions that were accepted during the public process are indicated in plan

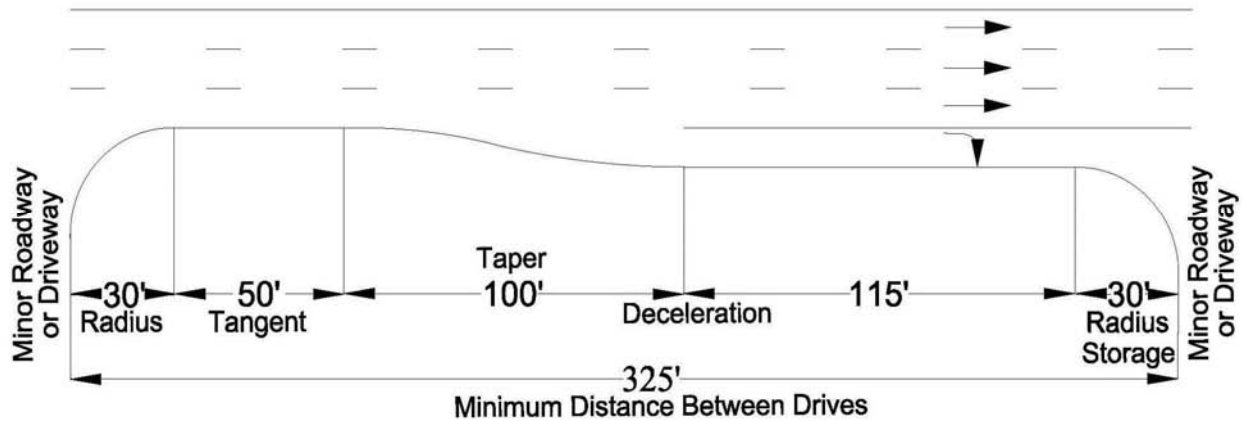
Median Opening Spacing: Minimum 790 feet based on back-to-back left-turn deceleration lane designs (see Left-Turn Lane design)

Exceptions that were accepted during the public process are indicated in the plan

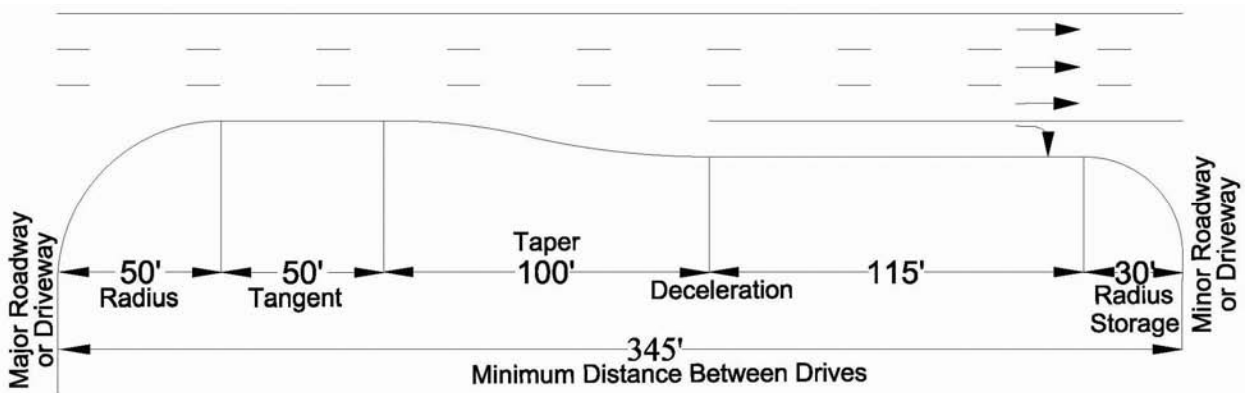
With these criteria in place, the City of Frisco plans to achieve its goals of:

- Keeping traffic moving along Preston Road
- Providing a safer roadway (safety correlates to amount of access)
- Maintaining sufficient access to local property owners
- Streamlining the permitting process for access drives along Preston Road

Right-Turn Deceleration Lane Design (325 feet):

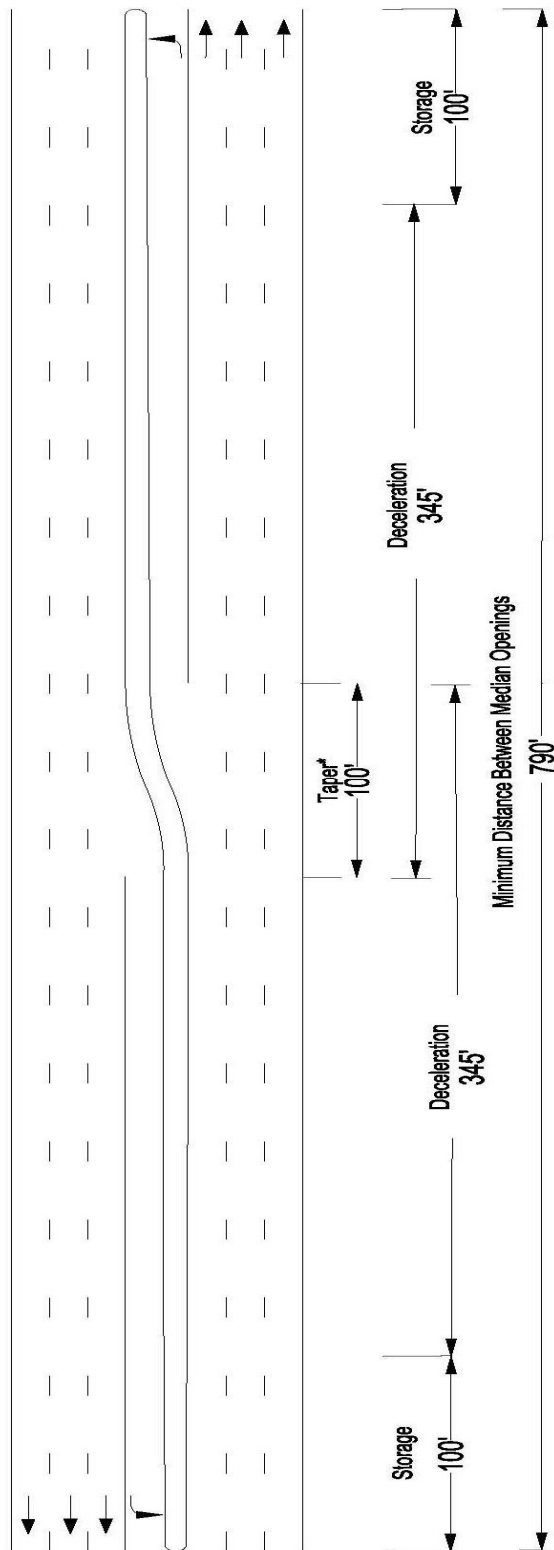


Right-Turn Deceleration Lane Design (345 feet):





Left-Turn Lane Design:





I. INTRODUCTION

Kimley-Horn was retained by the City of Frisco to develop a corridor access management plan along Preston Road from Main Street to US 380. This roadway is part of the State Highway system, designated as SH 289.

Prior to initiating this project, TxDOT completed the preliminary design and public hearings to widen Preston Road from two-lanes to six-lanes from Main Street to US 380. The final design was approximately 30% complete and this plan will be incorporated into the final design and construction where possible.

The purpose of the plan is to identify the controlled access limits for proposed full access median openings and limited access driveways between major cross streets and mid-block median openings.

A. STUDY TEAM

The project team listed below was responsible for the development and implementation of the Preston Road Corridor Access Management Plan:

- City of Frisco
- TxDOT
- Kimley-Horn

B. STUDY PROCESS

The study process followed the rational planning approach in which the study team conducted an extensive data collection effort, base map development, data analysis, development of the final report, and obtained approval from Frisco's City Council and TxDOT. At appropriate stages during the process, public and stakeholder meetings were conducted to help the team refine options and give overall guidance. **Table 1** depicts the general schedule that was followed in the process of developing the plan.



Table 1 – Preston Road Corridor Access Management Plan Schedule

December 2005	<ul style="list-style-type: none"> ✓ Gather and assemble data ✓ Evaluate existing conditions ✓ Initial meeting with stakeholders
January - March 2006	<ul style="list-style-type: none"> ✓ Meetings with TxDOT and City staff ✓ Identify access management issues and needs ✓ Begin preparation of preliminary corridor access management plan ✓ Individual stakeholder meetings
April 2006	<ul style="list-style-type: none"> ✓ City Council briefing ✓ Prepare draft corridor access management plan ✓ Conduct final stakeholder meeting
October 2006	<ul style="list-style-type: none"> ✓ Final documentation of corridor access management plan
November 2006	<ul style="list-style-type: none"> ✓ City Council ordinance adopting the approved plan ✓ TxDOT approval



II. PUBLIC INVOLVEMENT

An important element of the Preston Road Corridor Access Management Plan has been public involvement. Throughout the development of the plan, the public has been highly encouraged to participate. One of the goals of the access management plan was to integrate the transportation system with the future land uses. With the active involvement of the land owners and stakeholders along Preston Road (from Main Street to US 380), a reasonable plan was developed that balanced traffic and development issues and concerns.

A. PUBLIC MEETING #1

On December 8, 2005, the City and Kimley-Horn conducted a stakeholder meeting with the City staff, TxDOT, local property owners, and developers along the Preston Road corridor. The purpose of the meeting was to discuss who was involved, why the plan was developed, benefits of access management including operational and safety, and what would be included in the project. All property owners within the project limits were mailed notices to attend the stakeholder meetings. Twenty-seven stakeholders attended the meeting. The sign-in sheet from this meeting is located in **Appendix B**.

B. INDIVIDUAL STAKEHOLDER MEETINGS

After the first public meeting, Kimley-Horn developed draft exhibits of the controlled access limits and recommended locations for the proposed median openings. Individual stakeholder meetings were held on March 1, 2006 and March 2, 2006 to present the draft recommendations and receive comments. Again, all property owners and developers along the corridor were invited to meet with the City and Kimley-Horn. The stakeholders were notified by direct mail and those who attended the first public meeting were also notified by e-mail. Eighteen property owner meetings were completed over the two-day period. Overall the information presented was well received with a majority of the property owners in agreement with the proposed median openings.



C. PUBLIC MEETING #2

On April 12, 2006, the City and Kimley-Horn conducted a second stakeholder meeting with City staff, TxDOT representatives, property owners, and developers along the Preston Road corridor. The purpose of the meeting was to give the stakeholders a project update and provide them with the current draft plan. During the meeting, the stakeholders had a 20-minute breakout session. In this breakout session, Preston Road was divided into four segments and a station was provided displaying each of these segments. At each station, a representative from either the City or Kimley-Horn was available to answer any questions or concerns with access or development of the draft plan.

After the breakout sessions the attendees reconvened and had an opportunity to ask questions. Most questions asked during the group session were non-access issues; they were concerned with right-of-way (ROW) acquisition and roadway/drainage design standards. Representatives from TxDOT were available to answer these types of questions. It was asked if TxDOT was going to replace existing driveways. The response was: TxDOT will be replacing existing access driveways. Upon redevelopment of areas along Preston Road, the City and TxDOT may ask that these driveways be removed or consolidated to follow the adopted plan. In addition, it was stated that Eldorado Parkway, Rockhill Road (future Virginia Parkway), and Meadow Hill Drive will be signalized with the completion of the widening. Panther Creek Parkway and Preston Trace Road are being studied to determine whether or not a traffic signal will be warranted at these intersections. It was stated that if stakeholders wished to fund and have TxDOT construct any median openings serving their developments in concurrence with the widening of Preston Road, they must notify the City to initiate that process. The sign-in sheet from this meeting is located in **Appendix C**.



III. EXISTING TRAFFIC CHARACTERISTICS

A. DAILY TRAFFIC VOLUMES

Daily traffic volumes (VPD) were provided by the City of Frisco. The 24-hour counts were recorded at multiple locations along Preston Road. The traffic volumes used to analyze the corridor are shown in **Table 2**.

Table 2 – Daily Volume Counts

Corridor Section		VPD (2005)*
Preston Road	Main Street to Meadow Hill	31,538
Preston Road	Meadow Hill to Fisher	30,729
Preston Road	Fisher to Eldorado	28,550
Preston Road	Eldorado to Panther Creek Pkwy.	23,604
Preston Road	Panther Creek Pkwy. To Rockhill	18,236
Preston Road	Rockhill to US 380	20,843
Rockhill Road	Preston Road to Custer	6,858
Panther Creek Pkwy.	Preston Road to Tulane	669
Main Street	County to Preston Road	16,779
Main Street	Preston Road to Hillcrest	16,162
Eldorado	N. County to Preston Road	7,911
Eldorado	Preston Road to Hillcrest	7,585
US 380	DNT to Preston Road	29,231
US 380	Preston Road to Custer	27,379

*Obtained from the City of Frisco website.

B. CRASH DATA

Crash data from the years 2003, 2004, and up to October 2005 were analyzed to determine the location and severity of the most recent crashes. During the study period, a total of 156 crashes occurred along Preston Road. **Table 3** shows the crash data by type of collision. A crash location map is shown in **Appendix D**.

In addition, the section from SH 121 to Main Street was also analyzed for comparison purposes. Important information to be noted from this table is the comparison of the types of collisions that occur along the two different sections of Preston Road. Both sections have similar crash rates, but the SH 121 to Main Street carries more than twice the volume than that of the study area. Since the southern section is divided, the number of conflict points is



reduced. Also, the possibility of head-on collisions greatly reduced. These types of collisions are often of the highest severity.

The National Safety Council was recently commissioned by the U.S. Congress to document and estimate the cost of motor vehicle crashes. The estimates are listed in **Table 4**. As shown, the southern section of Preston Road costs society the same amount as the study section, even though it has twice the volume and a higher crash rate. This is partially due to the raised median and access management techniques that were applied to this area.

A large portion of the crashes are the rear end type of collision. When developing the plan, it was crucial to attempt to prevent this type of collision. The right-turn and left-turn deceleration lanes were designed with the intent to avoid this collision by not forcing the motorists to decelerate too quickly.

Table 3 – Type of Collisions

Section	Main to US 380	SH 121 to Main
Crash Rate (Per Million VMT)	1.43	2.09
Average Daily Traffic Volume	24,250	53,560
Type of Collision	2003-2005 Crashes	2003-2005 Crashes
Head On	7	0
Hit Object	6	10
Left Turn	24	134
Off Road/Lost Control/Rollover	11	6
Rear End	88	224
Right Turn	6	33
Side	9	36
U-turn	5	5
Total	156	448

*Accident reports obtained from the City of Frisco



Table 4 – Severity and Cost of Crashes

Severity	Cost per Injury (Year 2004 Dollars)	Total Crashes		Total Cost	
		Main St. to US 380	SH 121 to Main St.	Main St. to US 380	SH 121 to Main St.
Fatality	\$3,760,000	1	0	\$3,760,000	\$0
Incapacitating	\$188,000	10	12	\$1,880,000	\$2,256,000
Non-Incapacitating	\$48,200	12	47	\$574,800	\$2,265,400
Possible Injury	\$22,900	39	96	\$843,100	\$2,198,400
Non-Injury	\$2,100	94	293	\$197,400	\$615,300
Total		156	448	\$7,308,400	\$7,335,100

*Obtained from *Estimating the Costs of Unintentional Injuries, 2004* (www.nsc.org/lrs/statinfo/estcost.htm)



IV. DEVELOPMENT OF PLAN

A. KICKOFF MEETING

The City of Frisco, TxDOT, and Kimley-Horn met to kickoff the project. During this meeting, the goals of the project were discussed, as well as the design criteria that will be used. Primary goals of the project were:

- Keep traffic moving along Preston Road
- Provide a safer roadway (safety correlates to amount of access)
- Maintain sufficient access to local property owners
- Streamline the permitting process for access drives along Preston Road

It was agreed by the group that the median opening spacing will be based on the design of back-to-back left-turn storage bays. The team also decided that the minimum deceleration length would be based on TxDOT's standard 10 mph speed differential design. Exceptions to these minimum requirements would be determined on a case-to-case basis. The spacing criteria for right-in, right-out mid-block access points would be determined once the appropriate median openings were established.

B. ESTABLISHING MEDIAN OPENINGS

The minimum median opening spacing was set at 790 feet, measured from median nose to median nose. This distance provides for back-to-back left-turn deceleration lanes. Several median openings were placed immediately at existing public street intersections (i.e., Preston Trace Road, Meadow Hill Drive, Fisher Road, Eldorado Parkway, Panther Creek Parkway, etc.). Based on these locations, setbacks were provided to establish windows where median openings would be allowed. **Figure 1** shows an example of this step. The green indicates where a median opening could be placed. All median openings were assumed to be 70-feet wide.

Figure 1 – Allowed Median Openings



FINE-TUNING THE MEDIAN OPENINGS

The next step was to establish potential median opening locations within the access windows. If possible, it was the desire of the team to establish the median opening locations. Referring to the previous figure, Camfield Way was the most logical place for a median opening. Therefore, the window was removed and a median opening was placed at Camfield Way. At the mid-block location between Fisher Road and Meadow Hill Drive, a logical median opening was suggested but not placed. The access window remained around this location. **Figure 2** provides an example of this step. After the median openings were established or a suggested location was provided, the individual stakeholder meetings took place. At the individual stakeholder meetings some of the suggested median openings were established. For example, the suggested median opening in **Figure 2** was decided by the City, Kimley-Horn, and stakeholders to be the most desirable location and was established. Therefore, the final plan does not show a green access window surrounding this opening. Most of the established median openings are planned to be paid for and built as part of the TxDOT widening project.

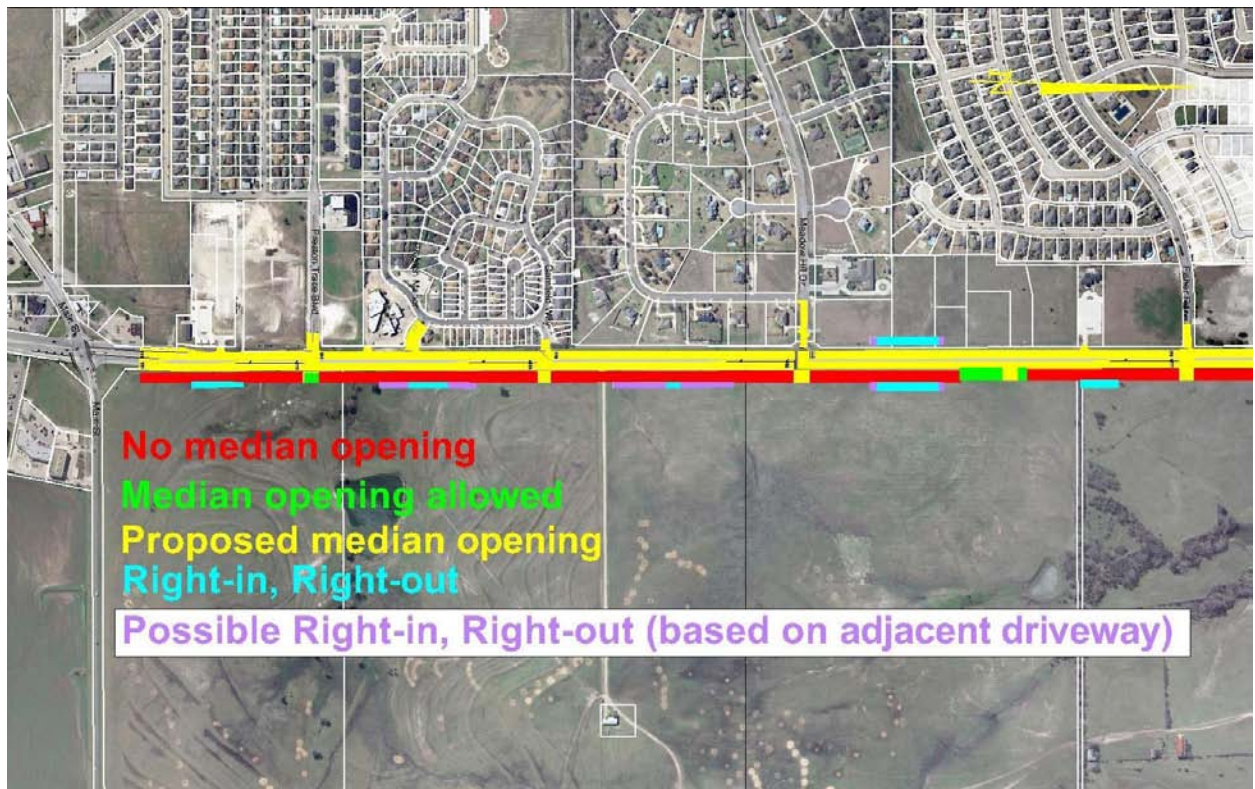
Figure 2 – Fine-Tuning of Median Openings



C. RIGHT-IN, RIGHT-OUT ACCESS

After the median openings were established or the access windows were set, the criterion for right-in, right-out access was determined. For consistency, it was determined that all right-turn lanes would have the same design. The basic criteria for right-in, right-out access points is that the driveways are to be spaced at least 325 feet apart measured from the inside edge to inside edge (see **Figure 5-A**). At larger intersections this distance increases to 345 feet due to the larger radii used at the intersection (see **Figure 5-B**). This distance was determined by following TxDOT design criteria for right-turn lanes assuming a 20-mph speed differential. This distance includes 30 feet of storage and 50 feet of tangent that the team wanted to include for aesthetic and constructability purposes. **Figure 3** shows an example of the plan with the access drive windows. **Appendix A** contains the final version of this plan.

Figure 3 – Right-In, Right-Out Entrances



Note two different color of windows exist for the right-in, right-out access drives. If a driveway is located in the aqua color areas, no additional driveways may be constructed between median openings. If a driveway is placed in the purple color area, a second right-in, right-out driveway could be constructed within the access window. Additional details explaining the placement of right-in, right-out access drives are located in the **Examples** section of the report.

D. FINALIZE THE PLAN

Once a draft access management plan was created, a second Public Meeting was held. At this meeting the stakeholders were shown a draft of the plan and comments were requested. Because of the individual meetings and constant contact with the landowners, the draft plan was well accepted at the public meeting. Minor comments were addressed and the plan was finalized to be presented and adopted by the Frisco City Council and TxDOT.

The finalized plan is included as **Appendix A**.

V. PRESTON ROAD ACCESS MANAGEMENT CRITERIA

A. MEDIAN OPENINGS

Median openings are shown in **Appendix A**. All but four median openings were established. The remaining four are to be placed in the desired access windows. **Table 5** details the minimum left-turn lane requirements for each median opening. The length of each left-turn lane is 445 feet. However, with back-to-back left-turn lanes, the 100 foot taper length can be shared. **Figure 4** shows a typical single left-turn lane per Preston Road standards. Median opening spacings that do not meet the minimum 790 feet requirement are shown on the plan. Those locations are few and far between and are required to satisfy the land use and transportation needs of the area. If the distance between median openings is less than 790 feet, a deceleration length less than 345 feet will be required. The following formula will calculate the necessary length of deceleration needed noting that a shared 100 foot taper exists. The total length of the left-turn lane would be the deceleration length plus 100 feet of storage.

$$\frac{M - T}{2} = D = \frac{M - 100}{2},$$

Where

M = Distance between median openings

T = Taper Length = 100 feet

D = Deceleration Length

$$L = D + S$$

Where

L = Total Length of Left-Turn Lane

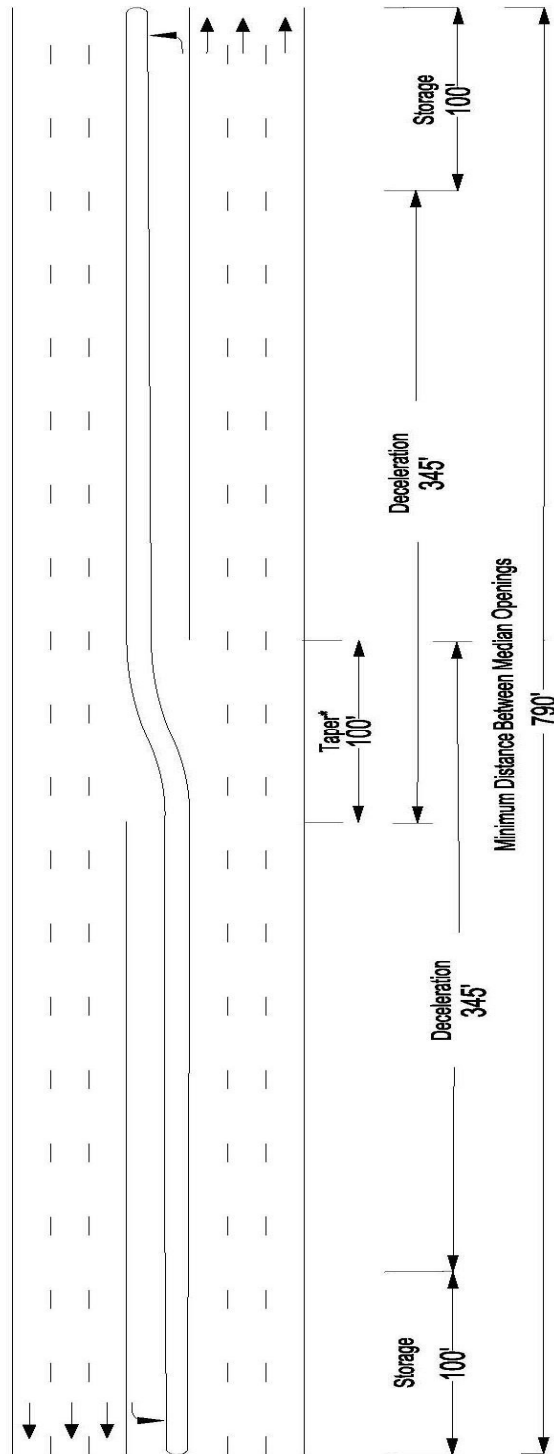
D = Deceleration Length

S = Storage Length

Table 5 – Left-Turn Lane Requirements

Speed (mph)	10 mph Speed Differential			
	Left-Turn Total, L (ft)	Deceleration Length, D (ft)	Taper Length, T (ft) *	Storage, S(ft)
45	445	345	100	100
*Included in deceleration length				

Figure 4 – Left-Turn Lane Design





B. RIGHT-IN, RIGHT-OUT ACCESS DRIVES

The basic criteria for right-in, right-out access points are that the driveways are to be spaced at least 325 feet apart measured from the inside edge to inside edge (assumes 30-foot radii). At larger intersections, this distance increases to 345 feet due to the larger 50-foot radii used at the intersection. This distance was determined by following TxDOT design criteria for right-turn lanes assuming a 20-mph speed differential. This distance includes 30 feet of storage and 50 feet of tangent that the team wanted to include for aesthetic and constructability purposes. In addition, a 30-foot driveway was assumed for each access drive. **Figures 5A and 5B** show typical single right-turn deceleration lanes per Preston Road standards. The exceptions to the standards are shown on the map. For example, the 312-foot right-turn deceleration shown on the plan south of Mockingbird Lane will follow the same guidelines shown below but include a 13-foot shorter tangent length.

Figure 5A – Right-Turn Deceleration Lane Design (325 feet)

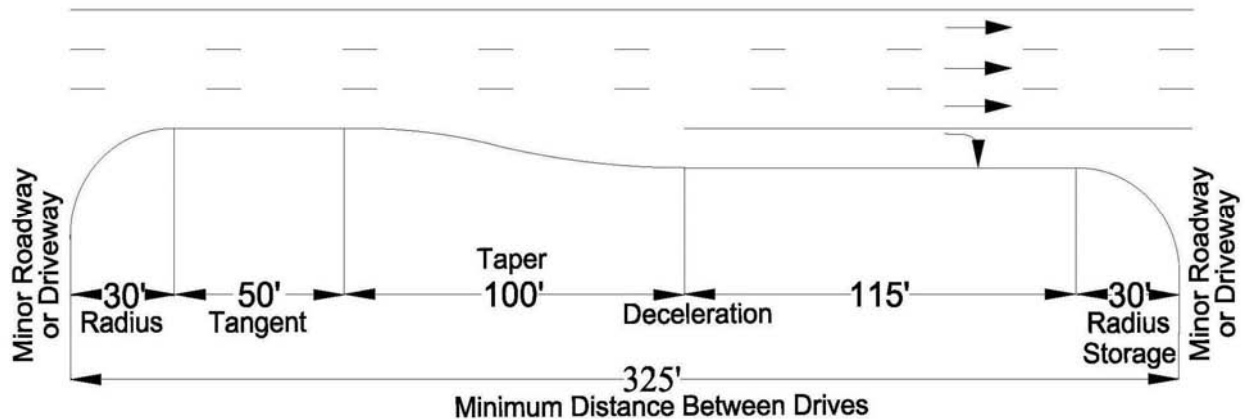
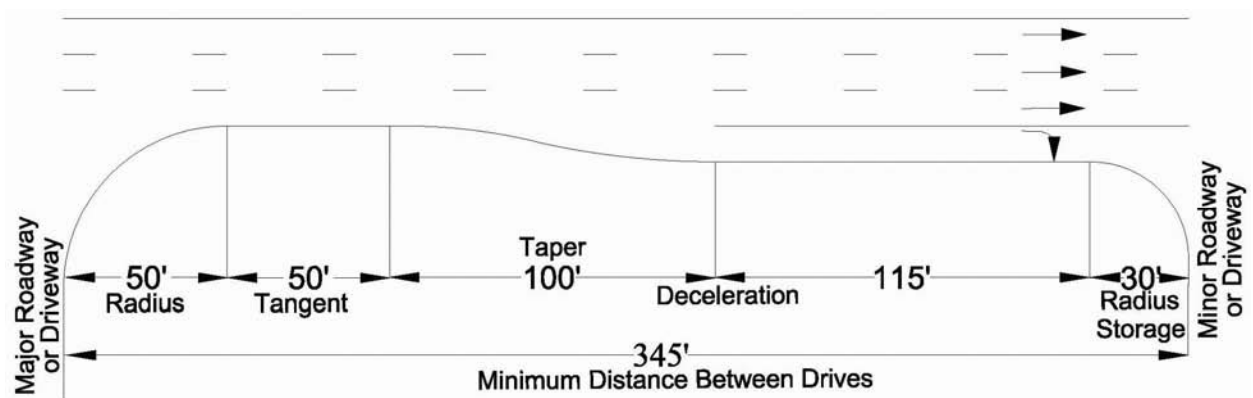


Figure 5B – Right-Turn Deceleration Lane Design (345 feet)



VI. EXAMPLES

To assist with the understanding of the plan, we have provided two scenarios.

A. SCENARIO 1

Possible multiple right-in, right-outs with a fixed median opening location.

This scenario illustrates a situation where two right-in, right-out access drives are possible. The minimum connection spacing between an access drives and downstream intersection is 325 feet. The 325-foot dimension is the governing criteria in this section. If an access drive is located in the middle (i.e., in the blue section), only one driveway is possible because the minimum criteria can be met only once. If an access drive is placed in one of the two purple sections, a second driveway is possible. However, the second drive must be located 325 feet from the first driveway and the adjacent median opening. If a second driveway cannot be located 325 feet from the first driveway while maintaining at least 325 feet from the adjacent median opening, the second driveway would not be allowed. For example, in **Figure 6** if you place an access drive to the right of the first purple section, the second access drive must be located 325 feet away, which is at the right edge of the second purple section. **Figure 7** and **Figure 8**, respectively, illustrate acceptable and unacceptable access drive locations.

Figure 6 – Scenario 1

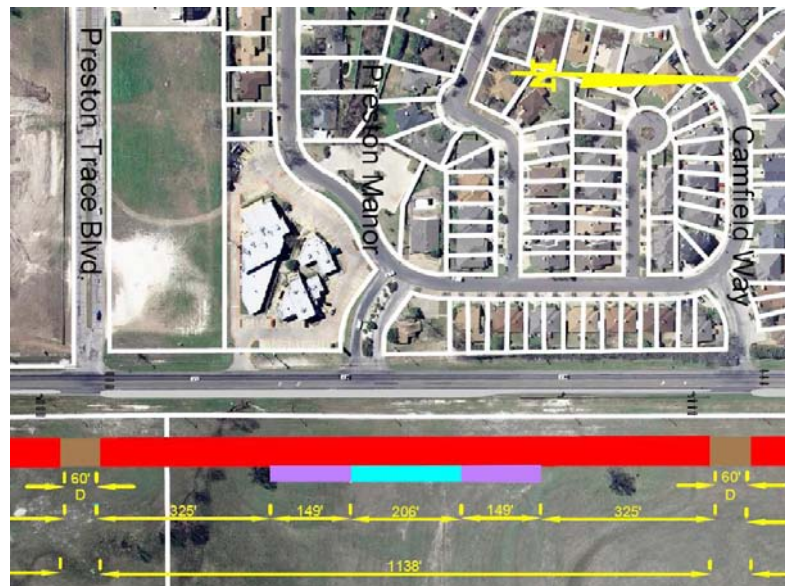


Figure 7 – Scenario 1 with Acceptable Driveway Spacing

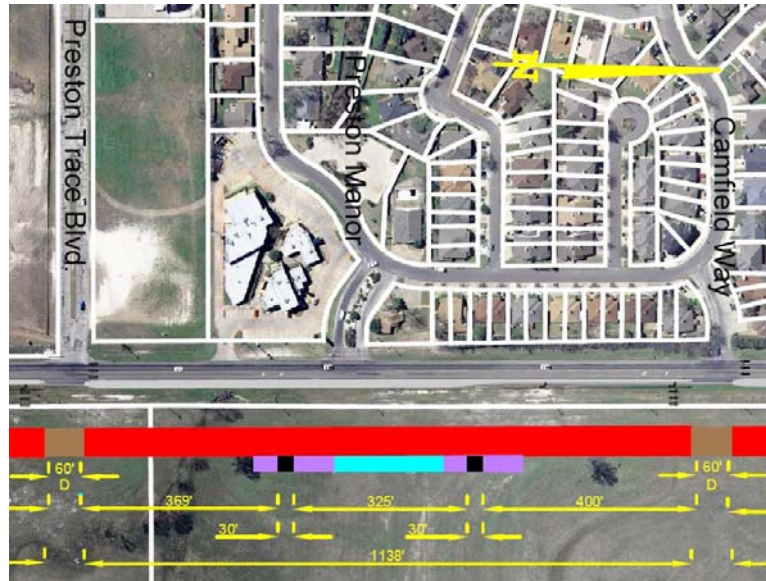


Figure 8 – Scenario 1 with Unacceptable Driveway Spacing



*Distance between openings is only 286 feet and does not meet the Preston Road Corridor Access Management Plan minimum connection spacing criteria.

B. SCENARIO 2

Placement of Variable Median Opening and Adjacent Access Drives

This scenario illustrates a situation where a median opening is not set. An access window has been identified where a median can be located. As a result, the location of the upstream and downstream access drives can be dependent on the placement of the median opening. The opposite is also true. If an access drive is placed first, the location of the median opening would be dependent on the access drive. **Figure 9** shows the section of Preston Road just north of CR 24. In this case, one mid-block median opening can be located (in the green window) between the two established median openings (shown in brown). Between median openings, one right-in, right-out access drive will be allowed. That same driveway can be placed anywhere within the aqua colored window since it would be spaced at least 325 feet from the adjacent median openings. Depending on the location of the mid-block median opening, the right-in, right-out access drive could be placed in access windows (shown in purple) closer to the median opening. It should be noted that in all cases the 325 foot minimum connection spacing must be met. **Figure 10** and **Figure 11**, respectively, illustrate acceptable and unacceptable access drive locations. These scenarios only show situations on the east side of Preston Road, yet the same conditions apply to either side of the road.

Figure 9 – Scenario 2

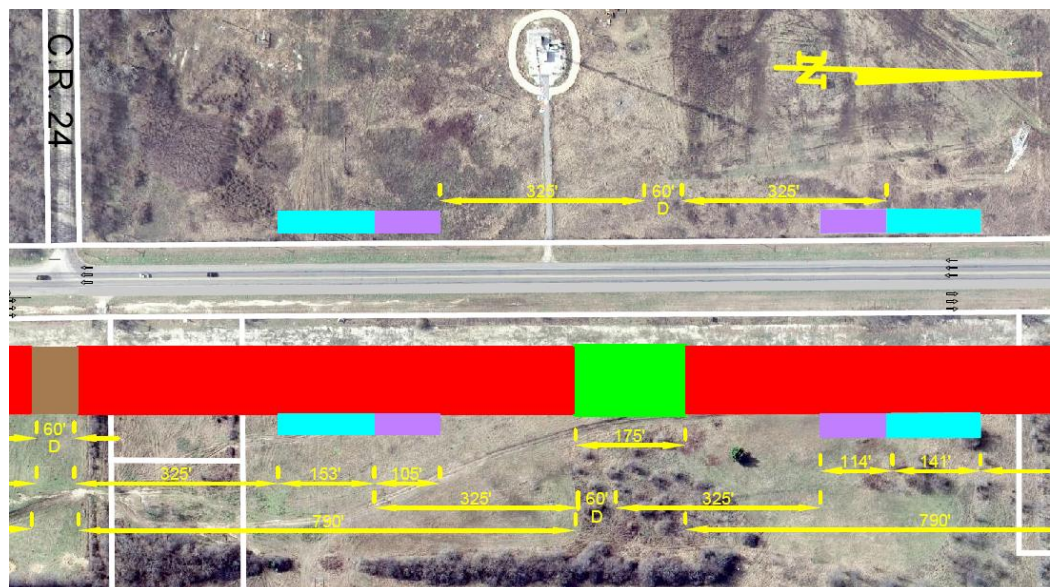


Figure 10 – Scenario 2 with Acceptable Driveway Spacing

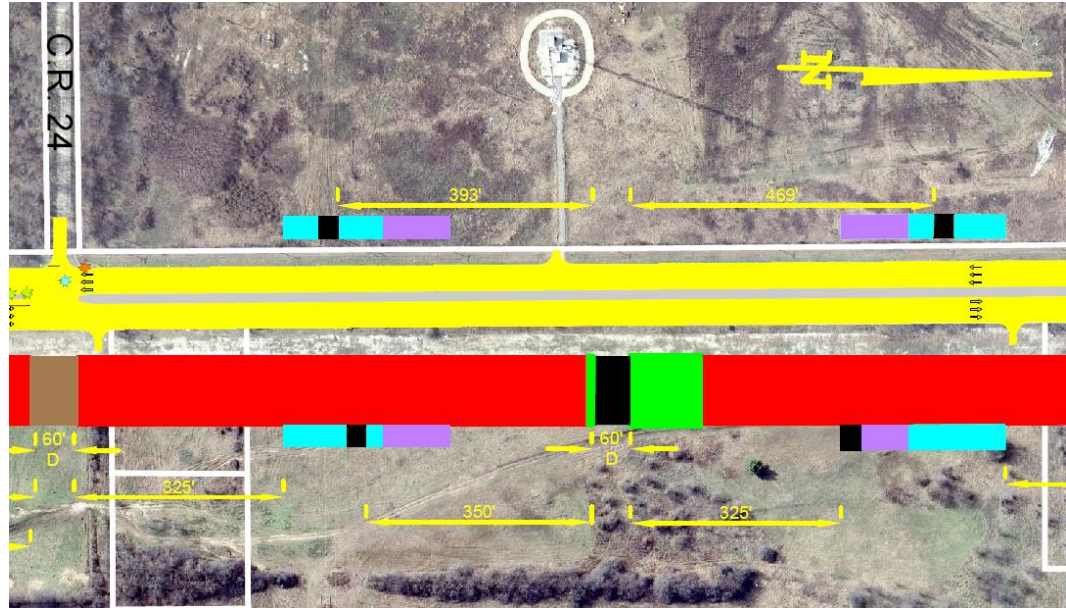
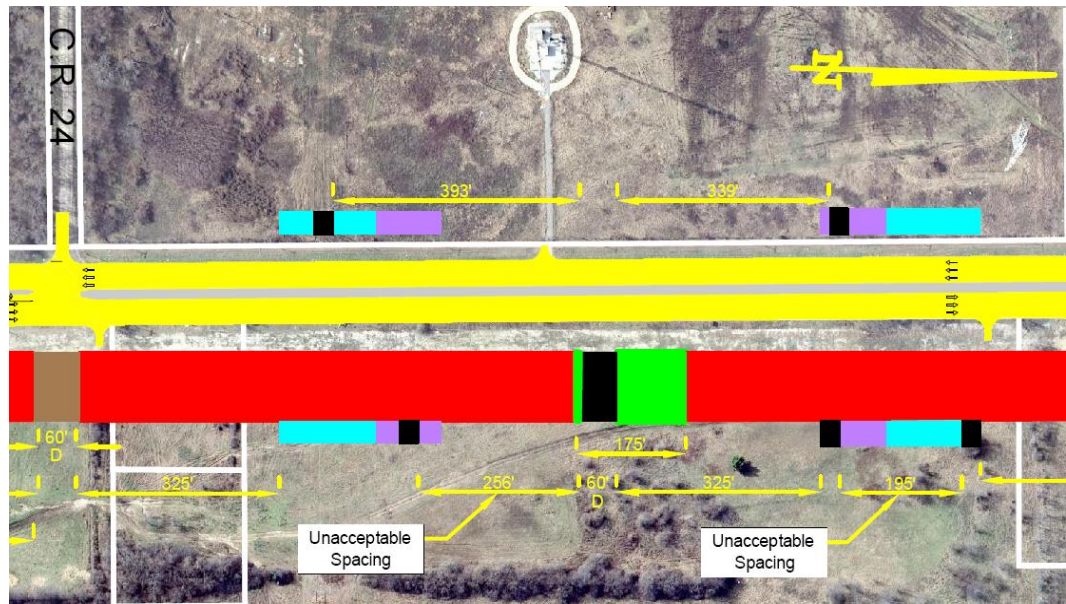


Figure 11 – Scenario 2 with Unacceptable Driveway Spacing*



*Figure 11 shows two access drives that do not meet the minimum connection spacing requirement of 325 feet. The access drive just north of the median opening does meet the spacing criteria. Two access drives were shown north of the median opening to illustrate that two access drives are not possible. In this scenario, the median opening was fixed, but could have moved within the green access window.



VII. CONCLUSIONS

Through a public process, access connection spacing and design criteria were established to be used along Preston Road. These criteria are as follows:

Access Connection Spacing: Minimum 325 feet (see Right-Turn Deceleration Lane Design)

Minimum 345 feet when first driveway upstream or downstream from a “major” intersection with larger radii (e.g., Eldorado Parkway, Panther Creek Parkway, and Rockhill Road)

Exceptions that were accepted during the public process are indicated in plan

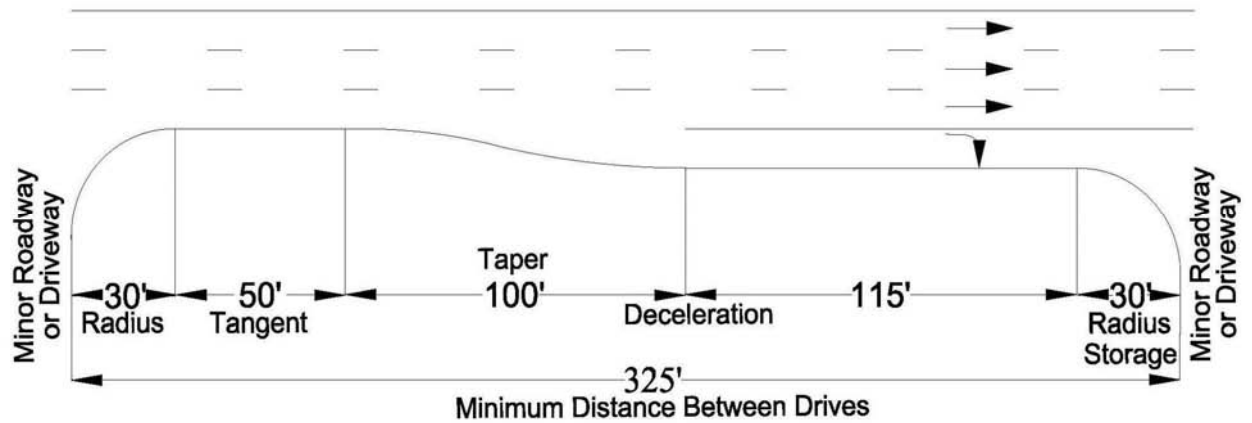
Median Opening Spacing: Minimum 790 feet based on back-to-back left-turn deceleration lane designs (see Left-Turn Lane design)

Exceptions that were accepted during the public process are indicated in the plan

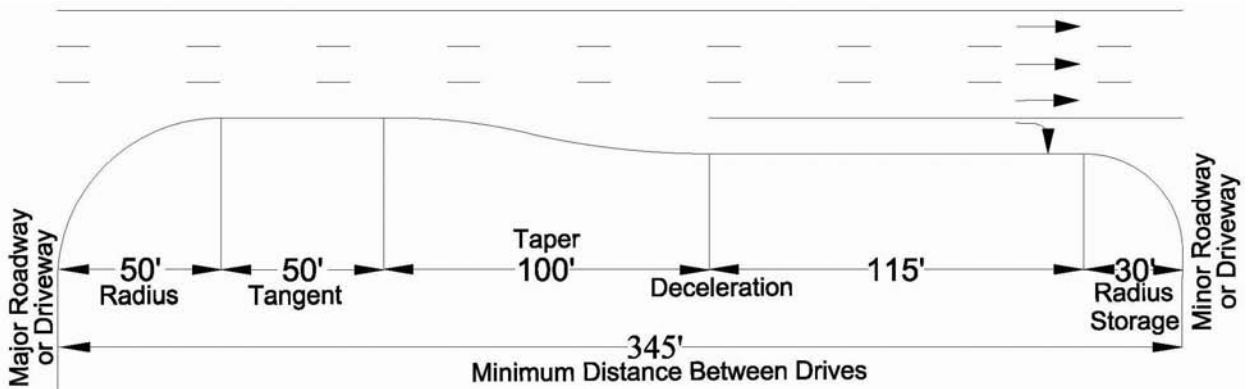
With these criteria in place, the City of Frisco plans to achieve its goals of:

- Keeping traffic moving along Preston Road
- Providing a safer roadway (safety correlates to amount of access)
- Maintaining sufficient access to local property owners
- Streamlining the permitting process for access drives along Preston Road

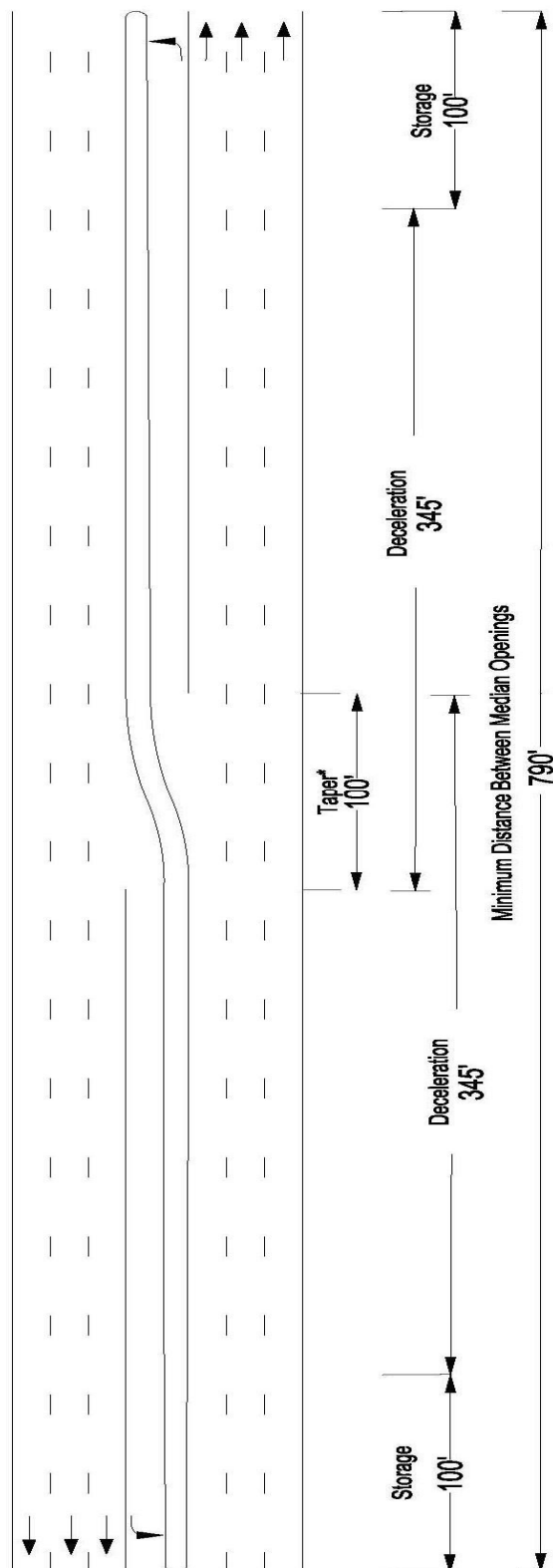
Right-Turn Deceleration Lane Design (325 feet):



Right-Turn Deceleration Lane Design (345 feet):



Left-Turn Lane Design:





APPENDIX SECTIONS

A – LIST OF EXHIBITS

- 1 – Main Street to Fisher Road
- 2 – Fisher Road to Mockingbird Lane
- 3 – Mockingbird Lane to County Road 24
- 4 – County Road 24 to County Road 26
- 5 – Rockhill Road to US 380

B – PUBLIC MEETING 1 — SIGN-IN SHEET

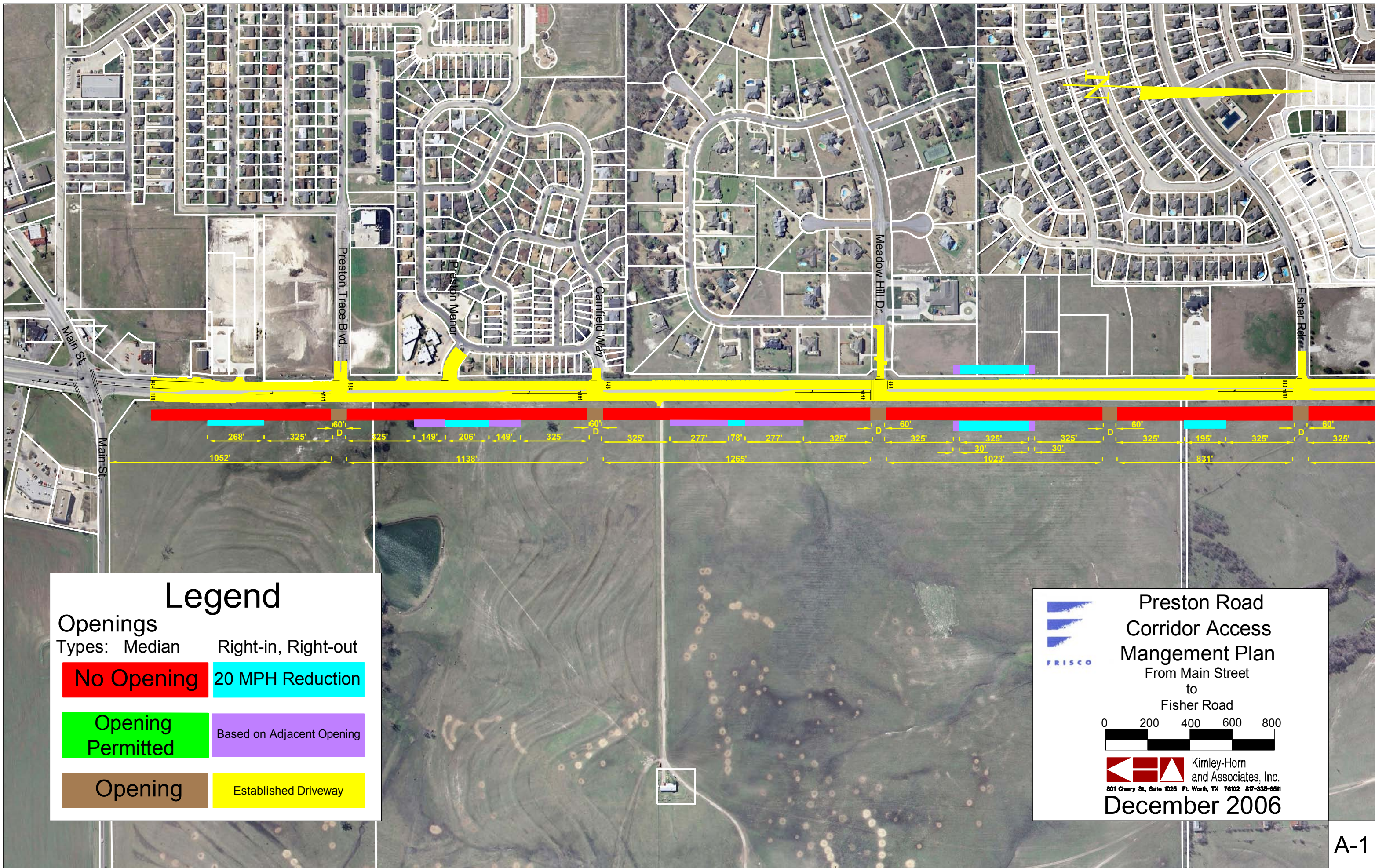
C – PUBLIC MEETING 2 — SIGN-IN SHEET

D – CRASH LOCATION MAP



APPENDIX A

EXHIBITS



Legend

Openings		
Types:	Median	Right-in, Right-out
No Opening	20 MPH Reduction	
Opening Permitted	Based on Adjacent Opening	
Opening	Established Driveway	



Preston Road
Corridor Access
Mangement Plan

From Main Street
to
Fisher Road

0

200

400

600

800

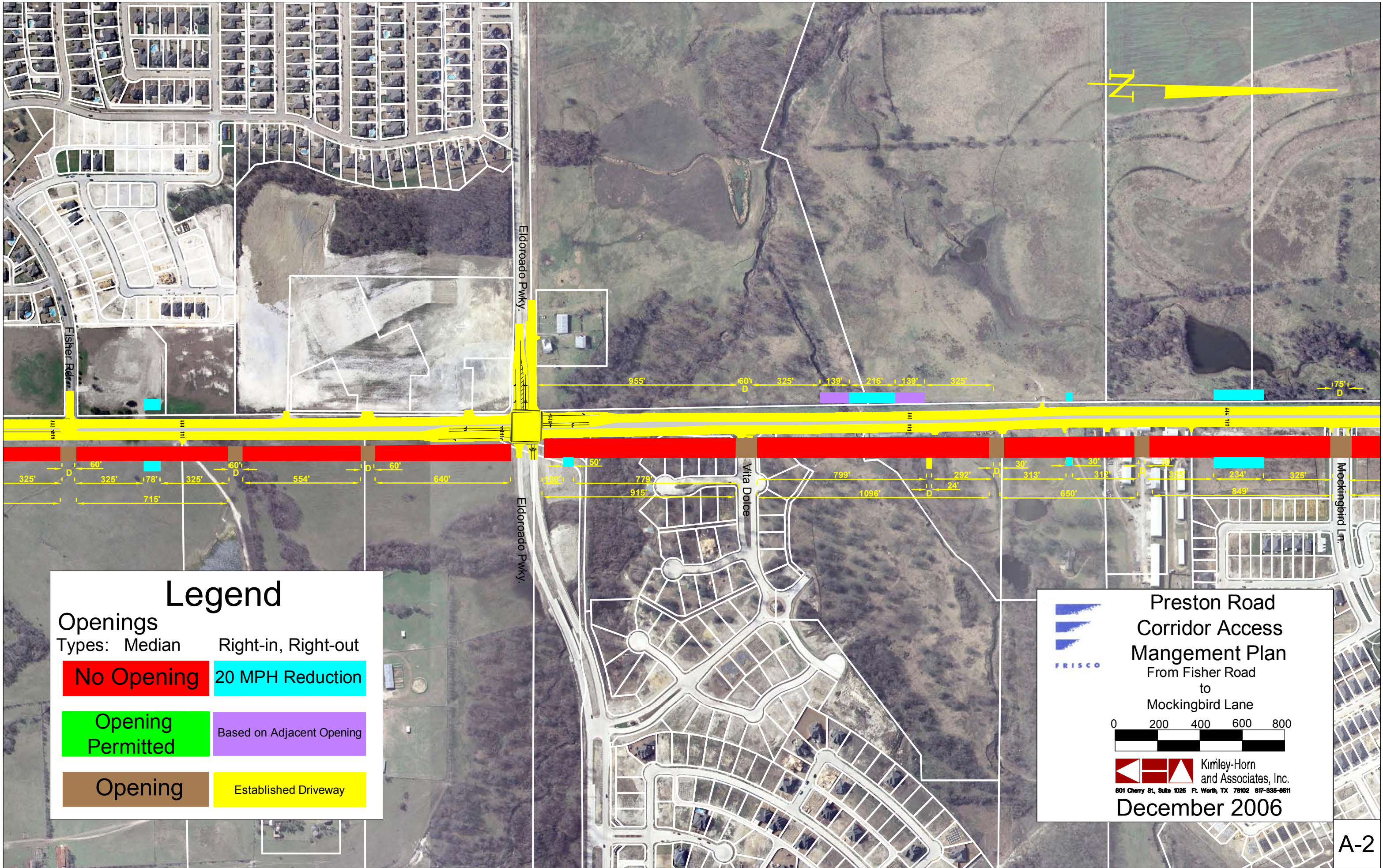


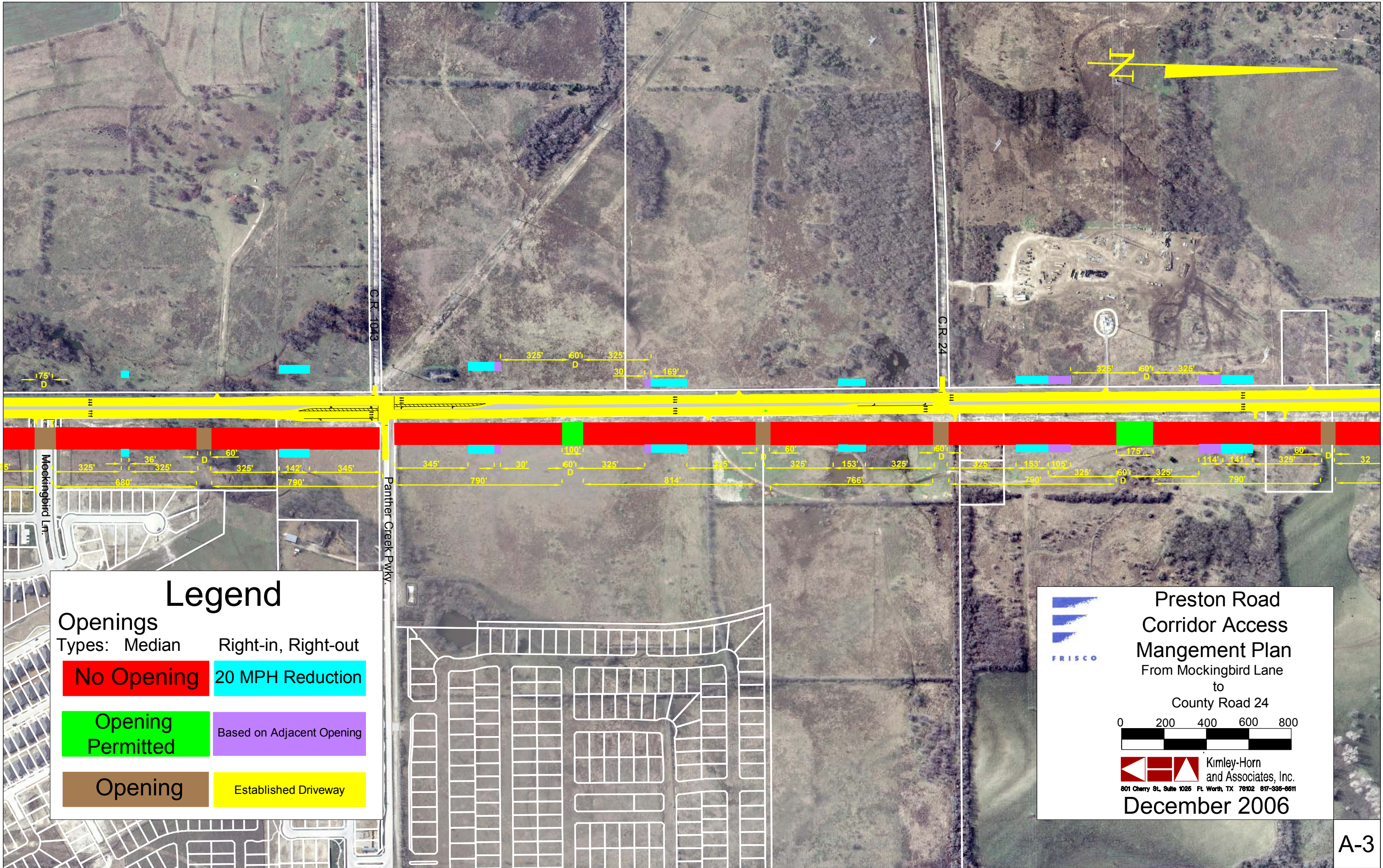
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A-1





Legend


Openings

Types: Median Right-in, Right-out

No Opening 20 MPH Reduction


Opening Permitted Based on Adjacent Opening

Opening Established Driveway



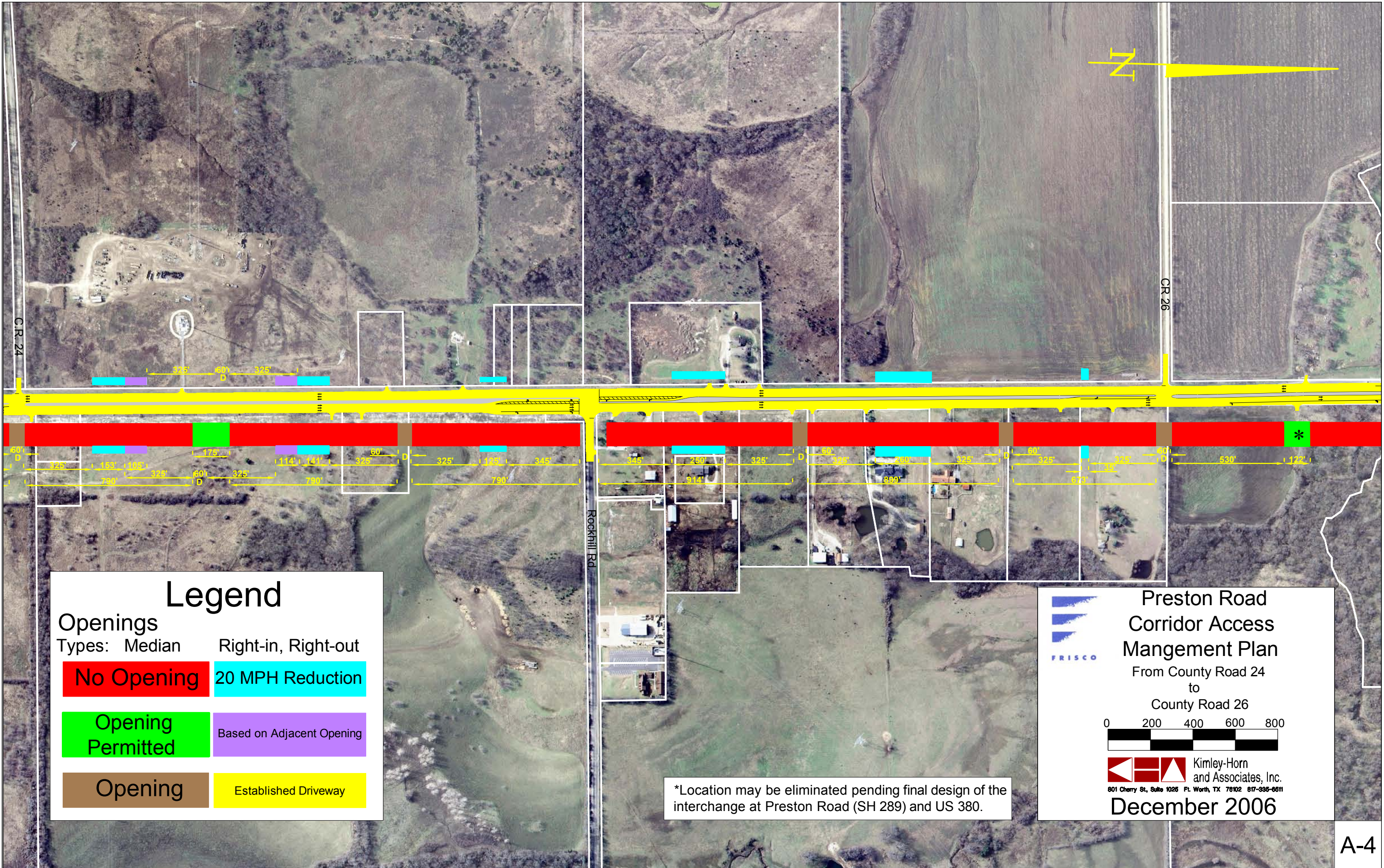
**Preston Road
Corridor Access
Mangement Plan**
From Mockingbird Lane
to
County Road 24

0 200 400 600 800



Kimley-Horn
and Associates, Inc.
801 Cherry St., Suite 1025 Ft. Worth, TX 76102 817-335-0511

December 2006



Legend

Openings

Types: Median Right-in, Right-out

No Opening

20 MPH Reduction

Opening Permitted

Based on Adjacent Opening

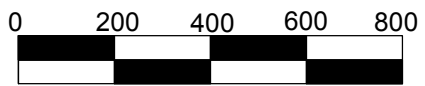
Opening

Established Driveway



Preston Road Corridor Access Mangement Plan

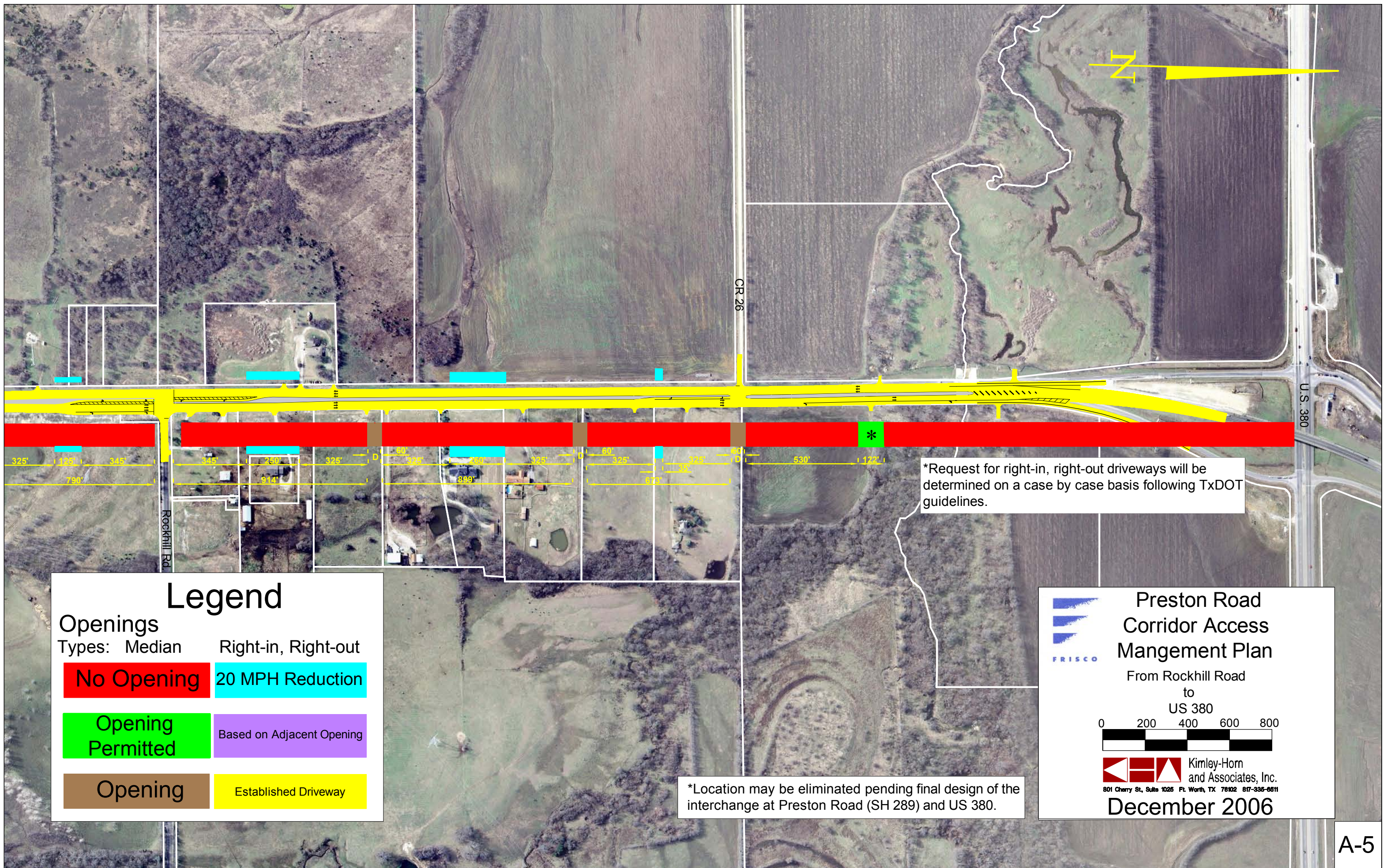
From County Road 24
to
County Road 26



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and Associates, Inc.
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December 2006

*Location may be eliminated pending final design of the
interchange at Preston Road (SH 289) and US 380.



Legend

Openings

Types: Median Right-in, Right-out

No Opening

20 MPH Reduction

Opening Permitted

Based on Adjacent Opening

Opening

Established Driveway

*Request for right-in, right-out driveways will be determined on a case by case basis following TxDOT guidelines.

*Location may be eliminated pending final design of the interchange at Preston Road (SH 289) and US 380.

Preston Road Corridor Access Mangement Plan

From Rockhill Road to US 380

0 200 400 600 800

Kimley-Horn and Associates, Inc.

801 Cherry St, Suite 1025 Ft. Worth, TX 76102 817-335-6611

December 2006

A-5



APPENDIX B

PUBLIC MEETING 1 – SIGN-IN SHEET

Public Meeting
Preston Road – Main Street to US 380 Corridor Access Management Plan
December 8, 2005

Name	Company	Street Address	City	State	Zip Code	Phone	E-mail	Parcel Number
Garry Weber		12720 Hillcrest Suite 108	Dallas	TX	75230	214.632.2022	g.weber1@airmail.net	1
George R. Schrader	Schubert Group LLC	Suite A 4800 Broadway	Addicks	Texas	75009	972.661.973	Schubert@scuball.com	2
Stephanie & Joseph Burns		9908 Camfield Ave	Frisco	TX	75034	(972) 345-7493	mrburnsfrisco@AOL.com	3
Jim Daughterman		5610 FARQUHAR	DALLAS	TX	75209	214-357-8588	daughterman@sbcglobal.net	4
Peter Daughterman		4317 David Ln	University Park	TX	75205	214 528-5662	pdaughterman@sbcglobal.net	4
Brett Nagy	Holmes Builders	2608 Wakefield	Plano	TX	75093	972-839-2991	b.nagy3@verizon.net	5
Don Lookadoo	LOOKADOO INVESTMENT CO.	8350 MEADOWS SUITE 282	DALLAS	TX	75231	214 750 1725	DELOOKADOO@AOL.com	6
Tony Krauska	ANS ENGINEERS	5910 N. Central	Dallas	TX	75204	214-739-3152	TKRAUSKA@ANSENGINEERS	8
GEORGE FOILES	CENCOR REALTY	3102 MAPLE AVE #500 DALLAS, TX 75201				214.720.6663	GFOILES@CENCORREALTY.COM	11
MATT PHILLIPS	TXDOT CCAO	PO 90	Arlington	TX	75069	9/542.2345	mphil11@dot.state.tx	
GREGORY WARD	Property owner	9888 Camfieldway	Frisco	TX	75034	469.951.0883	greg@WARDNETWORKS.com	13
Frank Abbott	KHA	9300 Wade Blvd #320	Frisco	TX	75035	972 335 3580	frank.abbott@kimley-horn.com	
Matthew Kiran	Rex Real Estate	4949 Hedgecove	Plano	TX	75024	(972) 250-1263	MK RexRealEstate@MSN.com	16
Jeff Heimann		8930 Crestview Dr	Frisco	TX	75034	214-387-0412	jeff@forcev.com	19

Public Meeting
Preston Road – Main Street to US 380 Corridor Access Management Plan
December 8, 2005

Name	Company	Street Address	City	State	Zip Code	Phone	E-mail	Parcel Number
John Dryden	John S. Dryden & Co.	P.O. Box 500068	DALLAS	TX	75380-0068	972-934-2233 #204	JDryden@DrydenCompany.com	6
Chuck Johnson		8900 CRESTVIEW	FRISCO	TX		972 335 3105	chuck.johnson@sullivanperkins.com	7
Sally Cross		P.O. Box 703	Aubrey	TX	76227	214-384-9526		9
Mark Pierce	Capstone Commercial	1931 Lavaca Trl	Carrollton	TX	75010	214-921-3244	mpierce@capstonecommercial.com mpierce@capstonecommercial.com	
Dexter Brinkman	BRINKMAN	MARK PRESTON	FRISCO	TX		214-908-8992		8/2
Nancy Malone		2601 West Point	McKinney	TX	75000	972-562-3838	nancyk@comcast.net	12
Vince & Judy Cook		8950 Crestview Dr.	Frisco	TX	75034	972-334-0953	cookiesv@hotmail.com	14
CHAD DUNCAN Steve Smith	Musiz Conservatory	9255 Preston Rd	FRISCO	TX	75034	972.377.5977	cduncan@mcot.com	15
SCOTT INALLS	CITY OF FRISCO					972.335.5520	singalls@friscotexas.gov	—
Scott CARUTHERS	Dowday Anderson	5225 Village Creek Dr. Suite 200	PLANO	TX	75093	972 931 0694	SCARUTHERS@DAA-Civil.com	16 5
SAM ROACH	ROACH BUS. CTR	12950 PRESTON Box 459	FRISCO	TX	75034	972-335-3163	SAMROACH@FLASH.NET	17
Tom VOGT	720 Preston Trone	8300 Preston Trone Frisco TX 75034	Frisco	TX	75034	972-741-0903	t.vogt@comcast.net	18
FAUSTYN KNOBLACH	City of FRISCO							19
Kirk Williams	Rep. for Brinkman WINSTEAD	5400 Renaissance Towers 1201 Elm St. D	Dallas	TX	75270	214-745-5746	Krwilliams@winstead.com	20
Kent Hope	Windmill 289	P.O. Box 427 Addicks, TX 75001	Addicks	TX	75001	972-239-1326	box427@sbcglobal.net	21



APPENDIX C

PUBLIC MEETING 2 – SIGN-IN SHEET

**Preston Road – Main Street to US 380
Corridor Access Management Plan
Public Meeting**

Name	Company	Street Address	City	State	Zip Code	Phone	E-mail	Parcel Number (if you didn't attend the first meeting)
SAM ROACH	ROACH BUS. ETC	12750 PRESTON	FRISCO	TX	75034	972-335-3163	SAMROACH@FLASH.NET	
TERESA VARELA	—	9842 Camfield way.	FRISCO	TX	75034	972-377-3266	—	
Shirley Bertrand	—	8941 Marilyn dr.	FRISCO	TX	75034	972-377-3508	TVARELA1234@msn.com	
BAXTER BRINKMANN	BRINKMANN RANCH	PRESTON RD #3537	FRISCO	TX		214-908-8992 (cell)	www.BAXTER0098@aol.com www.Jbbrinkmann@brinkmann.net	
PHILIP ENGEBROCK	CENCOR REALTY INC	3102 MARIE AVE, SUITE 500	DALLAS	TX	75201	214-954-0300	PENGBROCK@CENCORREALTY.COM	
CHUCK JOHNSON	—	8900 CRESTVIEW	FRISCO	TX	75034	972-335-3185	chuck-johnson@SULLIVANPERKINS.COM	
GUSTAVO PAW		8970 CRESTVIEW	FRISCO	TX	75034	972-335-3876		
Sobby Luss	Prop. Owner					214-384-9526		
John Dryden	Dryden Company	14580 Beltwood Parkway E.	DALLAS	TX	75244	972-934-2233	JDryden@DrydenCompany.com	

**Preston Road – Main Street to US 380
Corridor Access Management Plan
Public Meeting**

Name	Company	Street Address	City	State	Zip Code	Phone	E-mail	Parcel Number (if you didn't attend the first meeting)
Kirk Williams	WINSTEAD	1201 ELM St., Suite 5400	Dallas	TX	75270	214-745-5746	KWilliams@WINSTEAD.COM	
STEVE DOANE	CL	2828 TRINITY MILLS	CARROLLTON	TX	75006	214-755-3378	STEVE@STEVEDOANE.COM	
Steve Stoltz	Huffines Communities	8222 Douglas Ave Ste 660	DALLAS		75225	214-750-1800	steve@HuffinesCommunities.COM	
Tom Jolt	20 Preston Trm	8300 Preston Trm	Frisco		75034	972/741/0903	t.jolt@comcast.net	
Ruth Swiny	16016 Preston R	206 Turtle Bend Georgetown TX 78628 16016 Preston Rd				512-819-9407		
Arny Patman	PRARON LTD.	3208 Silver Creek Rd PLANO TX 75093				972-533-2280	yweeg.com	
Ray Hallford	Hallford Co	PO Box 12110 Dallas, TX	DALLAS	TX	75225	214-520-3030	Ray@HallfordCompanies.com	



APPENDIX D

CRASH LOCATION MAP



