



Fort Bend County Engineering
FORT BEND COUNTY, TEXAS

J. Stacy Slawinski, P.E.
County Engineer

November 15, 2019

Commissioner W. A. "Andy" Meyers
Fort Bend County Precinct 3
22333 Grand Corner Drive
Katy, Texas 77494

RE: Peek Road at Emily Park Ln – All-Way Stop Control

Dear Commissioner Meyers:

The Fort Bend County Engineering Department has completed a review of the operational conditions at the intersection of Peek Road at Emily Park Lane in response to a request for all-way stop control. The intersection currently operates with stop control on Emily Park Lane. Peek Road has a posted speed of 35 mph and is identified as a Major Thoroughfare in the 2015 Fort Bend County Major Thoroughfare Plan.

Traffic counts were collected and used to evaluate the intersection for all-way stop control based on the warrants specified in the Texas Manual on Uniform Traffic Control Devices. Based on the data collected, traffic volumes warrant all-way stop control at the intersection. The all-way stop control worksheet and updated traffic control plan are attached.

Based on the above results, Engineering recommends the conversion of the intersection to all-way stop control. If you have any questions please do not hesitate to contact me at 281-633-7528 or chris.debaillon@fortbendcountytexas.gov.

Regards,

Chris Debaillon, PE, PTOE
Assistant County Engineer – Traffic

CD/mjs

cc: Judge KP George, County Judge
Scotty Wieghat - FBC Road & Bridge
Brian Fields - FBC Road & Bridge
Maj. Chad Norvell – FBC Sheriff's Office
File

Attachments

All-Way Stop Warrant Analysis Summary

2011 Texas Manual on Uniform Traffic Control Devices All-Way Stop Warrants



Survey Date: 9/10/2019 Precinct 3

Fort Bend County Engineering

Streets	Speeds:	85th Pct.	Posted
Major	Peek Rd	-	35
Minor	Emily Park Ln	-	30

Eight Highest Hours:

Hour	Major St.	Minor St.
	Veh. Total	Unit Total
7:00	614	403
6:00	251	310
8:00	441	275
15:00	623	259
17:00	1,358	220
16:00	1,199	186
18:00	878	174
9:00	344	145
Average	714	247

Required Average Vehicle Volumes:

Major St. - Both Approaches			Minor St. - Both Approaches		
100%	80%	70%	100%	80%	70%
300	240	210	200	160	140

80% Condition used when there have been 4 or more crashes susceptible to correction by an all-way stop in a 12-month period

70% Condition used when major street posted or 85th percentile speed exceeds 40 mph

Eight-Hour Average Vehicular Volume Warrant Satisfied? Yes

Is a traffic signal warranted and are arrangements being made for its installation? No

Have there been 5 or more crashes susceptible to correction by an all-way stop in a 12-month period? No

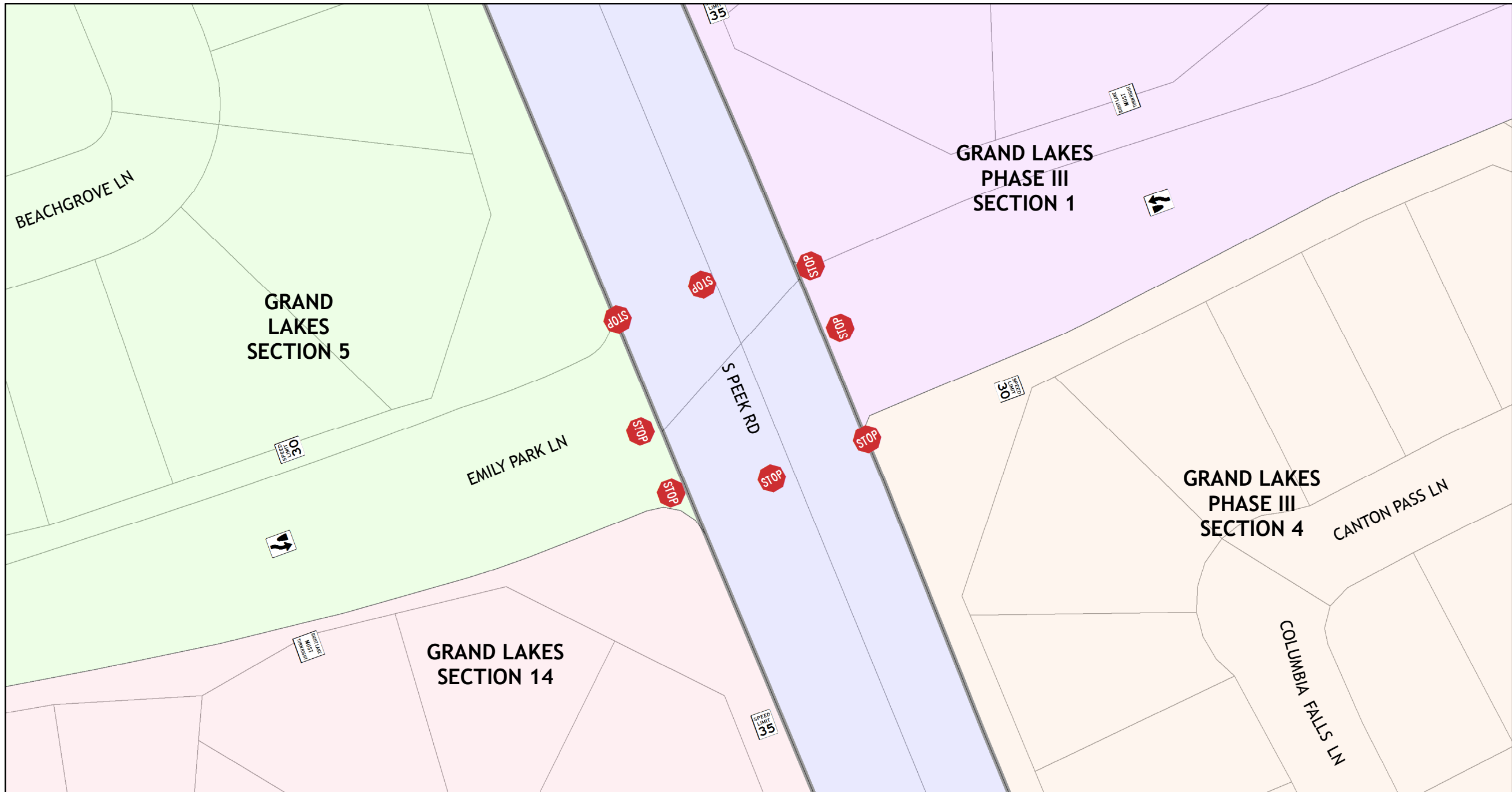
Is a driver on the minor street, after stopping, unable to see conflicting traffic and is unable to reasonably negotiate the intersection unless conflicting cross traffic is also required to stop? No

Is there a need to control pedestrian/vehicle conflicts and is the intersection near a location generating high pedestrian volumes? No

Is the intersection composed of two residential neighborhood collector streets of similar design and operating characteristics where all-way stop control would improve operations? No

Comments:






All-way stop recommended based on volumes and prior crash history

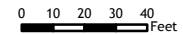


Plan by: Engineering GIS
Date: 11/14/2019

Plan Approved by: Chris Debaillon, PE PTOE
Date: CD 11/15/2019

S Peek Rd. at Emily Park Ln.

Sign Legend	
	Right Lane Must Turn Right
	Keep Right
	Speed Limit 30 mph
	Speed Limit 35 mph
	Stop



Notes:
The purpose of this traffic control plan is revise traffic control by creating an all-way stop at the intersection of S Peek Road and Emily Park Lane.