NORTH HOUSTON HIGHWAY IMPROVEMENT PROJECT (NHHIP)

Project Overview Briefing Packet

March 2017
**PROJECT OVERVIEW**

- Environmental Impact Statement (EIS)
- Project divided into 3 Segments
  - **Segment 1**: Beltway 8 to I-610 (9 mi)
  - **Segment 2**: I-610 to I-10 (3 mi)
  - **Segment 3**: Downtown Loop System (12.3 mi)
- Goal: provide a safer facility with additional capacity for projected demand by incorporating transit opportunities, travel demand strategies, and flexible operations
- One “Proposed Recommended Alternative” per segment = single corridor end to end (24 mi total)
NEED AND PURPOSE FOR PROPOSED PROJECT

- **Need for Proposed Project**
  - Population and employment increases
  - Manage projected traffic growth
  - Bring to current design and safety standards
  - Move traffic efficiently, including evacuation events

- **Purpose of Proposed Project**
  - Manage congestion
  - Enhance safety
  - Provide expanded transit and carpool opportunities with 2-way, 24/7 operations
  - Improve mobility and operational efficiency

- Houston Region has **6 of the Top 10** Most Congested Roadways in Texas; **NHHIP project has 3 of the Top 10**

Top 100 Congested Roadway Segments
SEGMENT 1: PROPOSED RECOMMENDED ALTERNATIVE

- Segment 1 Features
  - New Capacity
    - Add four (4) MaX lanes (HOV+Express)
    - **(2-way, 24/7 operations)**
    - Add one (1) frontage road lane in each direction
    - Add full-width shoulders
    - Add bike/pedestrian features along frontage roads
  - Right-of-Way
    - North of Airline Dr – widen to the west
    - South of Airline Dr – widen to the east
SEGMENT 1: EXISTING CONDITIONS

- Reversible HOV/HOT Lane
- SOUTH SB Frontage Rd (2 Lanes)
- NORTH NB Frontage Rd (2 Lanes)
- NORTH SB Frontage Rd (Ramp weave lane)
- SOUTH SB Frontage Rd (2 Lanes)
- NB Frontage Rd (3rd lane for intersection)
SEGMENT 1: PROPOSED RECOMMENDED ALTERNATIVE

PRELIMINARY-SUBJECT TO CHANGE
SEGMENT 2: PROPOSED RECOMMENDED ALTERNATIVE

- **Segment 2 Features**
  - New Capacity (same as Segment 1)
    - Add four (4) MaX lanes (HOV+Express)
      - 2-way, 24/7 operations
    - Add one (1) frontage road lane in each direction
    - Add full-width shoulders
    - Add bike/pedestrian features along frontage roads
  - Constrained Existing Right-of-Way
    - Hollywood Cemetery
    - Germantown Historic District
    - Woodland Park
SEGMENT 2: EXISTING CONDITIONS NEAR N. MAIN ST.

LOOKING NORTH

Houston Ave
SOUTH
NORTH
Entrance ramp from Houston Ave to SB I-45

Hollywood Cemetery
Germantown Historic District
Potential Open Space
(Private Funding and Development)

PRELIMINARY-SUBJECT TO CHANGE
SEGMENT 2: PROPOSED OPEN SPACE NEAR N. MAIN ST.

Houston Ave

Germantown Historic District

Potential Open Space (Private Funding and Development)

Hollywood Cemetery

Entrance ramp from Houston Ave to SB I-45

MaX Lanes

PRELIMINARY-SUBJECT TO CHANGE
SEGMENT 2: EXISTING CONDITIONS NEAR PATTON ST.

LOOKING SOUTH (TOWARD DOWNTOWN)

PRELIMINARY-SUBJECT TO CHANGE
SEGMENT 2: PROPOSED OPEN SPACE NEAR N. MAIN ST.

PRELIMINARY-SUBJECT TO CHANGE
“UNTANGLING THE DOWNTOWN FREEWAY SYSTEM”
SEGMENT 3: PROPOSED RECOMMENDED ALTERNATIVE

- Potential Open Space (Lamar to Commerce) (Private Funding and Development)
- Realign I-10 & add new Express Lanes (pass-thru)
- Realign I-69 & depress from Commerce to Spur 527
- Realignment I-10 & add new Express Lanes (pass-thru)
- Downtown Connectors replace Pierce Elevated
- Pierce Elevated no longer needed

LEGEND
- I-45
- I-10
- US 59 / I-69
- Downtown Connector
- Removal

PRELIMINARY-SUBJECT TO CHANGE
EXISTING CONDITIONS

Segment 1
Segment 2
Segment 3
Existing vs. Proposed
North Side
PROPOSED RECOMMENDED ALTERNATIVE

Segment 1

Segment 2

Segment 3

Downtown Connector

Smith

Louisiana

Milam

Travis

Main

Express Lanes

Max Lanes

PRELIMINARY-SUBJECT TO CHANGE
Existing vs. Proposed

East Side
PROPOSED RECOMMENDED ALTERNATIVE

Segment 1

Segment 2

Minute Maid Park

GRB

Segment 3

Lamar

Pease

Leeland

PRELIMINARY-SUBJECT TO CHANGE
NOTE: Green space option is conceptual only and would require separate development and funding.
POTENTIAL GREEN SPACE BEHIND THE GRB

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GREEN SPACE EXAMPLE: KLYDE WARREN PARK – DALLAS
PROPOSED IMPROVEMENTS BEHIND THE GRB

Segment 1

Looking North from Capital Street

Segment 2

Existing

Minute Maid Park

Segment 3

US 59 Elevated Section (current)

Artist's Rendering

PRELIMINARY-SUBJECT TO CHANGE
“UNTANGLING THE DOWNTOWN FREEWAY SYSTEM”

TRANFORMATIONAL BENEFITS
**BENEFITS OF THE PROPOSED PROJECT**

- **+20 mph = 55 mph free flow speed** *(Year 2040 AM Peak)*
- **50% reduction in delay during peak hour around downtown** *
- **Region-wide reduction in delay and increase to average speeds** *

*Potential major air quality improvement for the region – positive overall impacts*
BENEFITS OF THE PROPOSED PROJECT

• +20 mph = 55 mph free flow speed*
  (Year 2040 AM Peak)

• 50% reduction in delay during peak hour around downtown*

• Region-wide reduction in delay and increase to average speeds*

*Potential major air quality improvement for the region – positive overall impacts

Downtown System

Over $200 million per year in user delay cost savings alone
BENEFITS OF THE PROPOSED PROJECT

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• 50% reduction in delay during peak hour around downtown
• Region-wide reduction in delay and increase to average speeds*

*Potential major air quality improvement for the region – positive overall impacts
PROPOSED SCHEDULE

2015-2017
DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

SPRING 2017
PUBLIC HEARING

2017-2018
FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS)

2020
BEGIN CONSTRUCTION
PHASE 1 – I-69 FROM MONTROSE TO SH 288

2018-2020
DESIGN / RIGHT OF WAY (ROW) ACQUISITION

2018
RECORD OF DECISION (ROD)
SEGMENT 3: CONCEPTUAL CONSTRUCTION PHASING

Note: Procurement methods anticipated to be combination of traditional and innovative delivery.
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