

Statewide Project Recommendations

SH 99 - Segment E of the Grand Parkway--\$181,000,000

Segment E is located in the northwest quadrant of the planned 170-mile long, third loop of State Highway 99 (Grand Parkway) around the City of Houston. The segment is approximately 14 miles long from Franz Road to US 290 on the north. The roadway will provide a key north/south connector on the rapidly growing west side of Houston. TxDOT proposes to fund the northern segment from north of FM 529 to US 290, thereby, leveraging Harris County's investment in the corridor.

BW 8 @ US 59 N--\$50,000,000

The Harris County Toll Road Authority will soon begin construction on the Sam Houston Tollway - Beltway 8 (BW 8) Northeast project. This 13-mile project is the final segment of the Sam Houston/BW 8 toll system, an 88 mile circumferential tollway around the City of Houston. The estimated cost of the project is \$550 million. The direct connectors from BW 8 to US 59 are a vital component to the toll road system in the northeast portion of the region that will serve approximately 2.5 million residents in northern Harris and southern Montgomery counties. The toll road system and direct connectors will safely facilitate goods movement to and from the Port of Houston.

IH 610- East of Ella to IH 45N--\$43,000,000

IH 610 is the urban circumferential roadway linking major employment centers of the Houston area, including the Port and the Galleria. The facility is at capacity with 116,300 cars per day and has an even greater demand expected by 2035 of 142,000 cars. The section between Ella and I-45N is one of the last remaining sections of IH 610 needing rehabilitation. The current roadway is a safety hazard for motorists, and is in desperate need of new pavement. The 3 ½ mile segment of IH 610 will be reconstructed in approximately 18 months.

IH 10 - White Oak Bayou Bridge to US 59 - \$11,000,000

This section of IH 10 is located east of IH 45 to US 59. This project will reconstruct and rehabilitate the original pavement. It is the last remaining segment to be rehabilitated in the IH 10 urban corridor. The total cost is \$27 million. This Houston District is requesting supplemental funding from the MPO Suballocation as shown below.

MPO Suballocation Project Recommendations

IH 10 - White Oak Bayou Bridge to US 59 - \$16,000,000

Funding from the MPO Suballocation would supplement the funding requested from the state allocation.

FM 2004 - SH 288 to BS 288 - \$21,608,000

Originally funded in 2000 TIP; category 2 (Metro Mobility) project in 2008-2011 TIP; delayed due to funding short falls.

Gosling Road – Kuykendahl to FM 2920 - \$2,592,000

Originally selected with STP-Rural Mobility funds in 2002 TIP; gap filler; relieves congestion at intersection of FM 2920 & Kuykendahl.

SH 288 @ BW 8 - \$2,500,000

Traffic management improvements to facilitate traffic flow at this highly congested location.

FM 1098 – Old US 290 to New US 290 - \$3,930,000

Originally funded in 2004 TIP with Category 4 (Rural Mobility) funds; delayed due to funding short falls; completes connector to Praire View A&M; TxDOT has completed complementary segment north of City of Prairie View.

FM 359 – Farmer Road to US 90A - \$15,208,000

Originally funded in 2004 TIP; delayed due to funding shortfall; leverages Fort Bend Co. widening to Jones Creek; some ROW to be acquired.

FM 2100 – Diamond Head Blvd. to First Street - \$13,190,000

Originally funded in 2000 TIP with Category 6 (Bridge) program; delayed due to funding shortfall.

FM 1464 – Shiloh Lakes Drive to SH 99 - \$19,469,000

In 2008 TIP; completes a north/south route from Westpark Tollway to SH 99 already under construction; Fort Bend County Bond program corridor.

FM 1764 @ Willow Street

Originally in 2004 TIP with Category 11 (District Discretionary) funds; delayed due to funding short falls.

BW 8 @ Vista, etc. - \$2,617,000

Originally funded in 2004 TIP; Category 1 & 5 (Preventive maintenance & CMAQ); delayed due to funding short falls.

Little York – Airline to Hardy Toll Road - \$12,000,000

Originally funded in 1998 TIP; currently funded with Category 7 (STP-MM) and local funds; ready to let.

Gulf Coast Freight Rail District Stimulus Proposal - \$2,000,000

The Houston-Galveston Area Council released its Regional Commuter Rail Connectivity Study last summer. The study proposed a Baseline System Plan for commuter rail using freight rail right of way along five existing lines. Support for development of two of those lines, the Hempstead Corridor and the Galveston Corridor, has grown steadily. Union Pacific Railroad (UPRR) has indicated a willingness to negotiate for use of both the Eureka (Hempstead) and Galveston Subdivisions.

Prior to any potential operating entity negotiating with UPRR, detailed plans and cost estimates must be developed. With adequate funding, the GCFRD could lead the next phase of review.

Preliminary Engineering and Design for upgrading track along the Eureka Subdivision to handle commuter trains is estimated to cost \$1.5 - \$2.0 million. This will include consideration of improvements to the Palestine Subdivision that UPRR has suggested may be required to compensate for loss of full time freight access on the Eureka Subdivision. Such a project would benefit both freight and commuter mobility.

I-69 Houston Transportation Management Area (TMA) Freight Analysis

At its January 2009 meeting, the Transportation Policy Council approved a resolution stating its desire to be the lead agency in developing recommendations for I-69 alignments and connectors within the eight county TMA. Stimulus funds would provide consulting assistance to analyze alternatives and provide recommendations.

Intelligent Transportation System (ITS) Implementation Projects - \$14,996,000

Real-Time Highway Performance Monitoring - \$4,000,000 - This is a proposed new project, the purpose of which is to install additional sensors on critical transportation links for the arterial and/or freeway/tollway system to enhance traveler information and real-time management of traffic demand regionally.

TPC Agenda Item 8
Mailout – 2/20/09
Attachment 2

(Priority Corridor #14, CSJ #0912-71-559) - \$500,000 – The purpose of these funds is to complete the extension of fiber optic communications through the Washburn Tunnel.

(Priority Corridor #21, CSJ #0912-71-570) - \$3,500,000 - These funds are needed in order to establish communications systems, install travel time monitoring systems, and provide ultimate device installations throughout the project area. These funds will be used to establish high speed communications along the SH 6 corridor, and provide for enhancements to the communications to support interjurisdictional management, control, and monitoring of the ITS systems that exist and continue to proliferate through this critical corridor in west Harris County.

West Houston Advanced Traffic Management System (WHATMS) - \$6,996,000 - The overall concept for this project is to provide data collection devices coupled with traffic management devices and tools to allowing the City to effectively manage traffic through out a large area (60-70 square miles) in conjunction with the surrounding fully access controlled freeways and toll way. The overall goal will be to balance the recurring flows on the facilities. By posting messages with travel times for the various routes throughout the system, we hope to facilitate a more balanced use of the system. While the goal of having identical travel times on all facilities within the project limits will be difficult to achieve, more balanced flows will improve the overall operation of the system. During non-recurring events such as crashes, the goal will be to move traffic to alternative routes while making real time adjustments to traffic signal timing to facilitate the additional volumes on other facilities.

Stafford/Stafforshire Road – BW 8 to 5th Street - \$4,500,000

Originally funded in 2004 TIP with Category 7 (STP-MM) funds; funding diverted to US 90A projects in same area; leverages City & County bond program dollars