HOUSTON DISTRICT
PROJECT DEVELOPMENT

PUBLIC HEARING LAYOUT

# NHHP
# I-45 SEGMENT 2

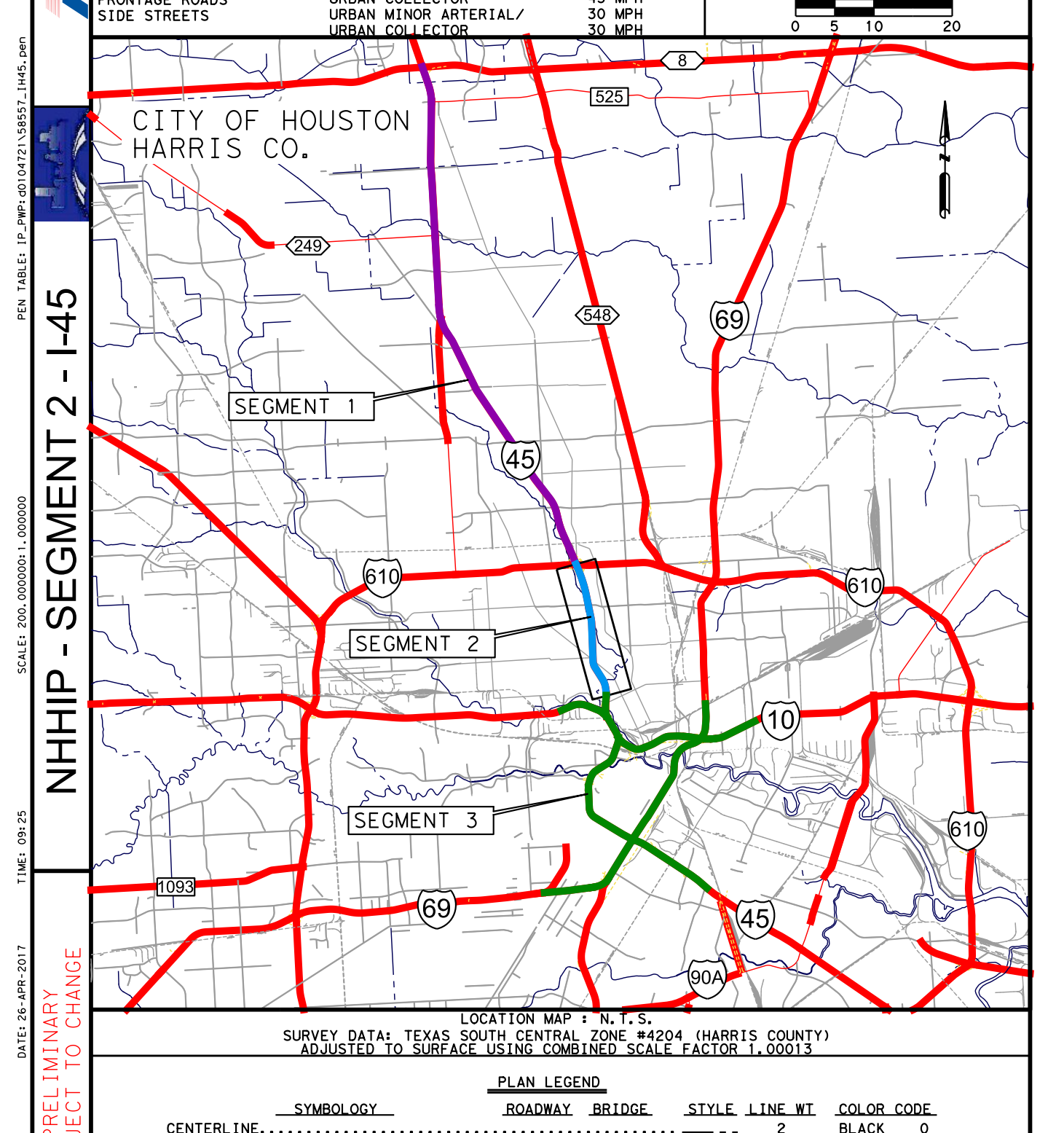
COUNTY: HARRIS
LIMITS FROM: I-10
LIMITS TO: I-610
DATE: 4/13/2017
APPROVED:

CONSTRUCTION CSJ: 0500-03-560
PRELIMINARY CSJ: 0912-00-146
0912-00-147
0912-00-479

| ROADWAY | FUNCTIONAL CLASSIFICATION | DESIGN SPEED |
|---|---|---|
| MAINLANES | URBAN FREEWAY | 60 MPH |
| DIRECT CONNECTORS | DIRECT CONNECTORS | 45 MPH |
| RAMPS | RAMPS | 45 MPH |
| COLLECTOR-DISTRIBUTORS | COLLECTOR-DISTRIBUTORS | 45 MPH |
| FRONTAGE ROADS | URBAN COLLECTOR | 45 MPH |
| SIDE STREETS | URBAN MINOR ARTERIAL/<br>URBAN COLLECTOR | 30 MPH<br>30 MPH |

HORZ SCALE: 1"=200'
0 50 100 200

VERT SCALE: 1"=20'
0 5 10 20



CITY OF HOUSTON
HARRIS CO.
8
525
249
548
69
45
SEGMENT 1
SEGMENT 2
SEGMENT 3
610
10
1093
90A

LOCATION MAP : N.T.S.
SURVEY DATA: TEXAS SOUTH CENTRAL ZONE #4204 (HARRIS COUNTY)
ADJUSTED TO SURFACE USING COMBINED SCALE FACTOR 1.00013

## PLAN LEGEND

| SYMBOLOGY | ROADWAY | BRIDGE | STYLE | LINE WT | COLOR CODE | |
|---|---|---|---|---|---|---|
| CENTERLINE | | | | 2 | BLACK | 0 |
| I-45 MAINLANES | 🟨 | 🟥 | | 2 | BLACK | 0 |
| I-69/US 59 MAINLANES | 🟦 | | | 2 | BLACK | 0 |
| I-10 MAINLANES | 🟩 | | | 2 | BLACK | 0 |
| SH 288 MAINLANES | | | | 2 | BLACK | 0 |
| I-610 MAINLANES | 🟩 | | | 2 | BLACK | 0 |
| I-10 MAX LANES | 🟦 | 🟪 | | 2 | PINK | 10 |
| MAX LANES | 🟪 | 🟪 | | 2 | PINK | 28 |
| FRONTAGE ROADS | 🟩 | 🟩 | | 2 | GREEN | 2 |
| LOCAL STREETS | 🟩 | 🟩 | | 2 | BLUE | 1 |
| RAMPS | 🟦 | 🟦 | | 2 | RED | 3 |
| DIRECT CONNECTOR | 🟧 | | | 2 | MAGENTA | 5 |
| POTENTIAL GREENSPACE | ▨ | | | | | |
| EXISTING RDWY TO BE REMOVED | ▨ | | | | | |
| EMBANKMENT | | | | 3 | RED | 3 |
| PROPOSED CONTROL OF ACCESS | | | | 0 | RED | 3 |
| PROPOSED DEIS ROW | | | | 6 | BLACK | 0 |
| PROPOSED FEIS ROW | | | | 6 | BLUE | 126 |
| EXISTING ROW | | | | 1 | BLACK | 0 |
| ACCESS ROAD | | | | 1 | BLUE | 1 |
| METRO RAIL RED (MAIN STREET LINE) | | | | 1 | PINK | 100 |
| METRO RAIL (EAST END LINE) | | | | 1 | GREEN | 156 |
| METRO RAIL (SOUTHEAST LINE) | | | | 1 | PURPLE | 203 |
| RAILROAD | | | | 1 | BLACK | 0 |
| LIMITS OF FLOODWAY | | | | 1 | BLUE | 171 |
| PLANIMETRIC | | | | 2 | GREEN | 2 |
| TRAFFIC COUNT YEAR (2040) DHV | | | 0000 | 0 | BLACK | 0 |
| AM MAX LANE TRAFFIC COUNT YEAR (2040) DHV | | | 0000 AM | 0 | BLACK | 0 |
| PM MAX LANE TRAFFIC COUNT YEAR (2040) DHV | | | 0000 PM | 0 | BLACK | 0 |
| EXISTING LANE DIRECTIONAL INDICATOR: | | | | | | |
| MAIN LANES | | | ⇨ | 0 | BLACK | 0 |
| FRONTAGE ROADS/TURNAROUNDS | | | ⇨ | 0 | BLUE | 168 |
| PROPOSED LANE DIRECTIONAL INDICATOR: | | | | | | |
| MAIN LANES | | | → | 2 | BLACK | 0 |
| FRONTAGE ROADS/TURNAROUNDS | | | → | 2 | BLUE | 168 |
| RAMPS | | | → | 2 | RED | 3 |
| DIRECT CONNECTOR | | | → | 2 | RED | 139 |
| MAX LANES | | | → | 2 | MAGENTA | 5 |
| DEPRESSED | | | | 3 | RED | 3 |
| FUTURE | | | | 1 | BLUE | 1 |
| RETAINING WALL | | | | 6 | RED | 3 |
| STRIPING | | | | 0 | ORANGE | 6 |
| OVERHEAD MAX LANES | | | | 2 | GREY | 7 |
| TEMPORARY CONNECTIONS | | | | 2 | YELLOW | 37 |
| RDWY. UNDER CONSTRUCTION | | | | 2 | LT GREEN | 196 |
| RECOMMENDED NOISE ABATEMENT WALL | | | | 2 | PURPLE | 203 |

PRELIMINARY
SUBMITTED FOR REVIEW
Engineer: DARRIN J. WILLER
P.E. Serial No.: 82119
Date: 26-APR-2017
Signature:
NOT FOR CONSTRUCTION, BIDDING OR PERMITTING

TxDOT (DISTRICT-"APPROVED BY") LETTER DATED

FHWA REPRESENTATIVES ("APPROVED BY") LETTER DATED

SHEET 1 OF 1

ROADWAY: I-45 NORTH
COUNTY: HARRIS
LIMITS FROM: BELTWAY 8
LIMITS TO: I-69

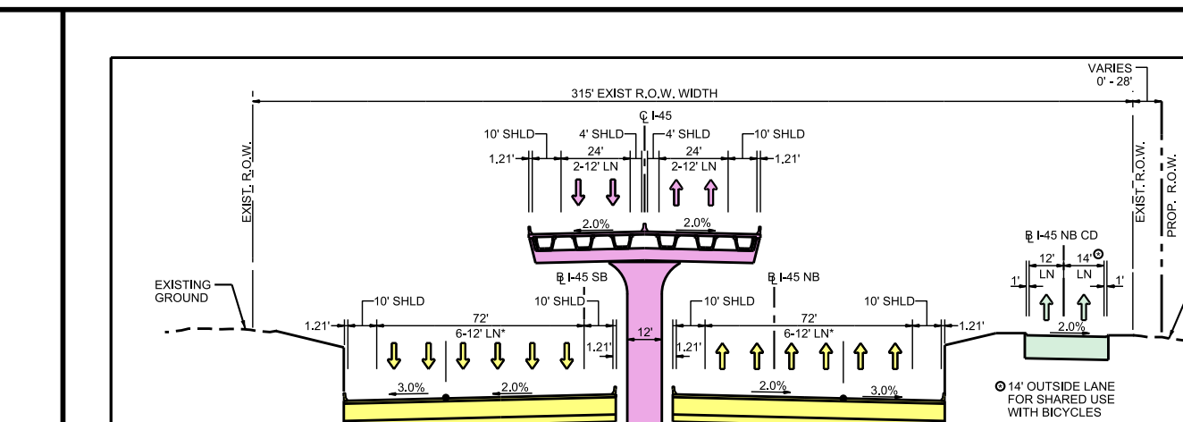
1
1

PRELIMINARY SUBJECT TO CHANGE

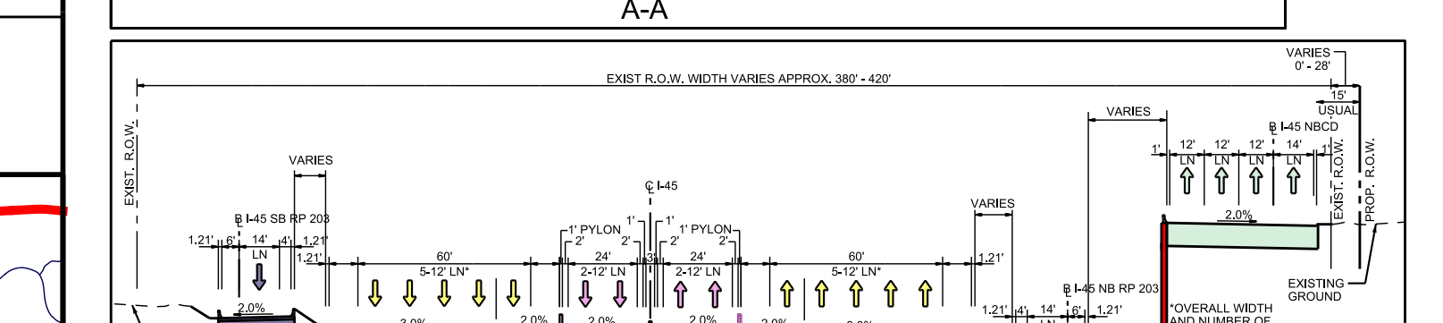
NHHIP - SEGMENT 2 - I-45

DATE: 26-APR-2017
TIME: 09:25
FILE LOCATION: IP_PWP:d0119436\Segment2_Sheet1_PH.dgn
PREPARED BY: mbourne

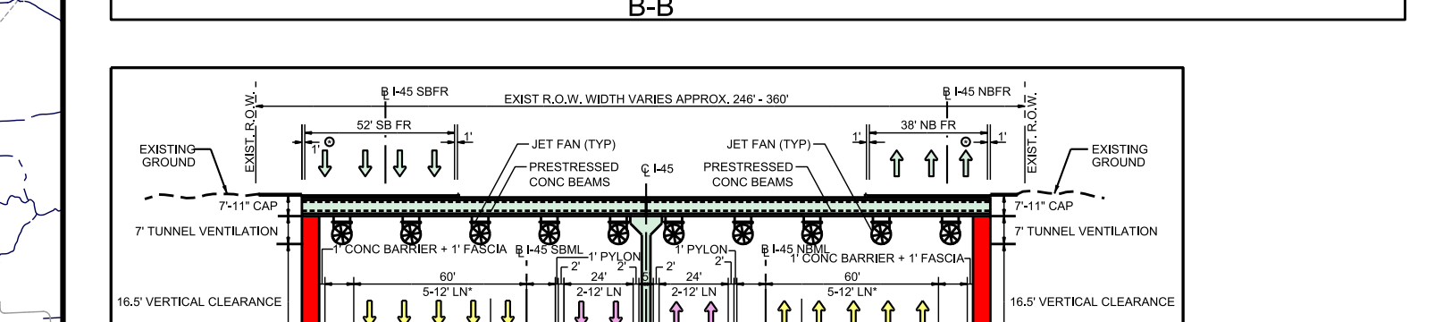
HNTB



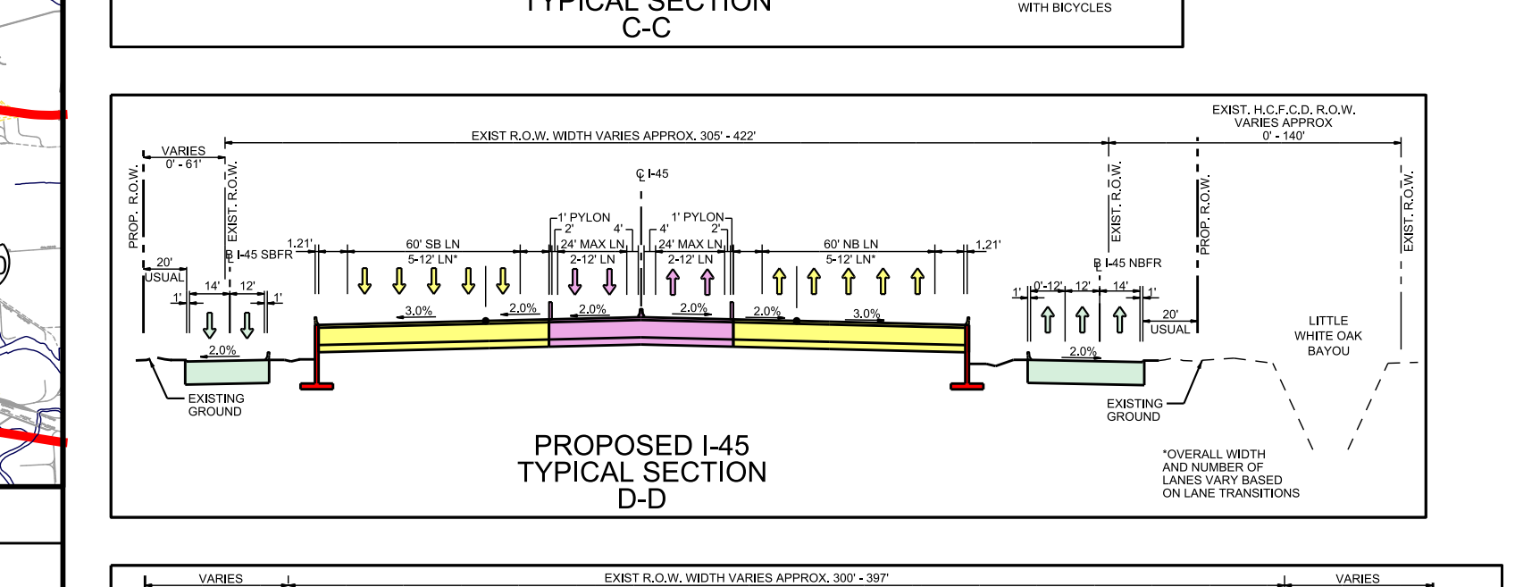
PROPOSED I-45
TYPICAL SECTION
A-A



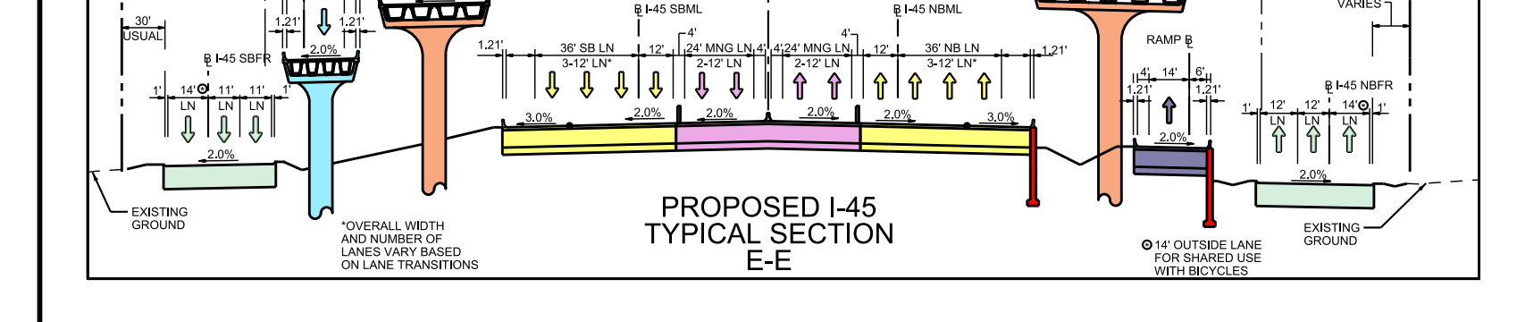
PROPOSED I-45
TYPICAL SECTION
B-B



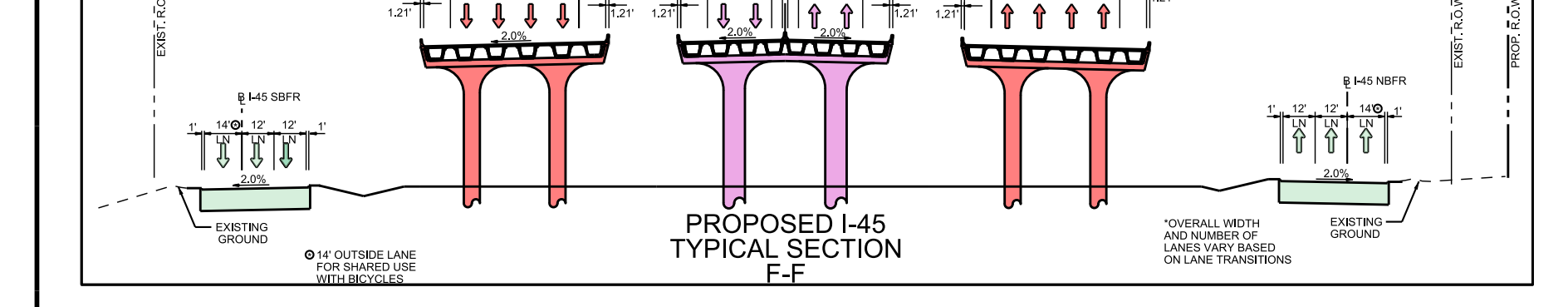
PROPOSED I-45
TYPICAL SECTION
C-C



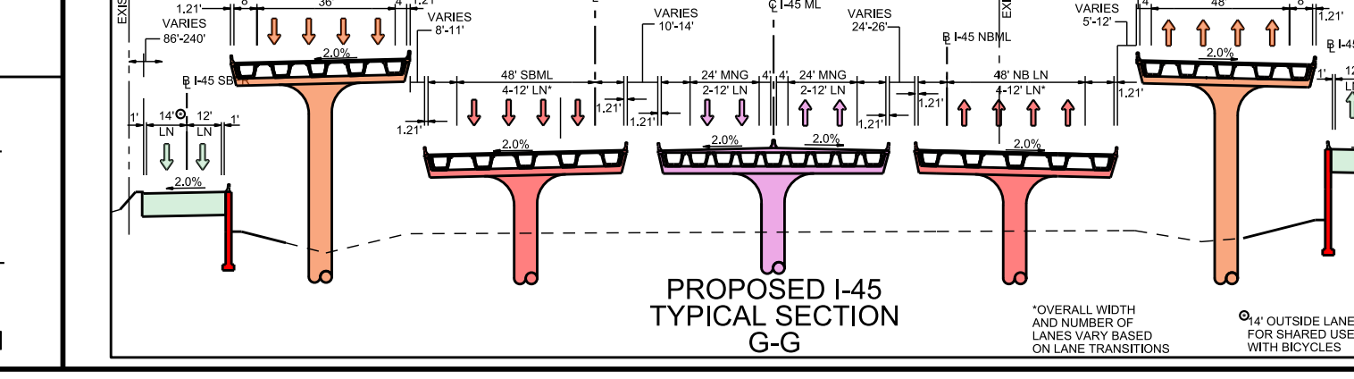
PROPOSED I-45
TYPICAL SECTION
D-D



PROPOSED I-45
TYPICAL SECTION
E-E



PROPOSED I-45
TYPICAL SECTION
F-F



PROPOSED I-45
TYPICAL SECTION
G-G

WHITE OAK DR
WOODLAND PARK
MUFFERD ST
EXIST ROW
WRIGHTWOOD ST
LITTLE WHITE OAK BAYOU
LIMITS OF FLOODWAY
WOODLAND COMMUNITY CENTER
PARKVIEW ST
PAYNE ST
NORTH ST
EXISTING R.O.W.
HOUSTON AVE
ALMA ST
SIGNED BIKE ROUTE
DOMINO'S
CHEF HUNAN BO
MORRISON ST
W NORMA ST
REDAN ST
PECORE ST
MCDONALD'S
WHATABURGER
FIESTA PAWN
EXXON
O'REILLY AUTOPARTS
COTTAGE ST
PROPOSED R.O.W.
MELWOOD ST
ARGO
PYRAMID IMPORTS
GROTA ST
N MAIN ST
E NORMA ST
FARWOOD ST
OLEANDER ST
HOLY CROSS
EMERALD CT
HOLLYWOOD CEMETERY
OPAL CT
DELL CT
COTSWOLD ST
SOUTH ST
THOMAS ST
IDEAL ST
EMBRY ST
LITTLE WHITE OAK BAYOU
SKYLANE DOWNTOWN APARTMENTS
E WOODLAND ST
HOUSTON FOOD BANK
SLEEP INN & SUITES
VINCENT ST
FUGATE ST
PERFORMANCE MUSTANGS
GARDNER ST
HESLEP ST
W PATTON
JEWETT ST
CORONADO
ARCHER ST
PITTMAN ST
ENID ST
MATHIS ST
CORDELL ST
PETTIT ST
W CAVALCADE ST
ASTRO INN
TARVER ST
VARA'S SPORT BAR
TOP BRASS MILITARY & TACTICAL
CITGO
AMERICA'S BEST VALUE INN
LUXURY INN
KARNES ST
TRIMBLE ST
POTENTIAL DETENTION POND LOCATION
EXISTING R.O.W
LOVE'S TRAVEL STOP
CITY OF HOUSTON
PATTON ST
UNITED ACCESS
FREEMONT ST
CORONADO ST
AMUNDSEN ST
FRAWLEY ST
ACME
TIGER MART
EXISTING BIKE LANE
CAVALCADE ST
WYNNE ST
AIRLINE PRODUCE BOX AND PALLET INC
LINK RD
FAX SERVICE
ROBERT LEE RD
SYLVESTER RD
EICHWURZEL LN
LEON ST
E 28TH ST
610
LITTLE WHITE OAK BAYOU
AMASA ST
STOKES ST
NORLAND ST
MELBOURNE ST
LINDALE CHURCH OF CHRIST
REID ST
HOUSTON BELT & TERMINAL
FULTON ST
45
A
B
C
D
E
F
G
PRELIMINARY SUBJECT TO CHANGE
END SEGMENT 2
BEGIN SEGMENT 3
END SEGMENT 1
BEGIN SEGMENT 2
*OVERALL WIDTH AND NUMBER OF LANES VARY BASED ON LANE TRANSITIONS

Concern: The design is being compromised with a narrow right-of-way at this location to preserve the Exxon station, McDonalds and pawn store

Concern: The managed lanes do not have a dedicated shoulder, and vehicles trying to reach the shoulder must cross through the pylons to reach the shared shoulder

Concern: This on-ramp appears to have a minimal or non-existent merging zone

Concern: This on-ramp appears to have a minimal or non-existent merging zone, and is potientially more dangerous because it is at the tunnel entrance where motorists may be distracted

Concern: On-ramp from Quitman has no merging zone, creating a dangerous choke point with traffic on the ramp. Fix: include a dedicated lane for the Quitman on-ramp

Major Concern: This is the first entrance into the northbound manaaged lanes from the IH 45 northbound main lanes. The only other entrance is from Travis Street downtown

Major Concern: This entrance/exit zone to the managed lanes is at a terrible location, exactly at the exit point to the 610 Loop where congestion typically occurs. In addition, the entrance/exit zone is very constructed, with no shoulders or buffer space

Concern: Only three northbound main lanes go through the Loop 610 interchange, the same as currently exists. To avoid a bottleneck, potentially bring 4 lanes through and narrow to 3 lanes at the Crosstimbers exit, about 1 mile north

## PROFILE LEGEND

| | |
|---|---|
| PROP. PGL @ CL/NB/EB MAINLANE | ─── |
| PROP. PGL @ SB/WB MAINLANE | ─ ─ |
| PROP. PGL @ MAX LANES | ─── |
| EXISTING GROUND @ PGL | ─ ─ |
| 100 YR. W.S.E. | ▽ |
| PROP. PGL @ NB/EB RAMP | ─── |
| PROP. PGL @ SB/WB RAMP | ─ ─ |
| PROP. PGL @ NB/EB DC | ─── |
| PROP. PGL @ SB/WB DC | ─ ─ |
| PROP. PGL @ NB/EB FRONTAGE | ─── |
| PROP. PGL @ SB/WB FRONTAGE | ─ ─ |
| PROP. PGL @ LOCAL ST | ─── |
| EXIST. GRND. @ NB/EB ROW | ─ ─ |
| EXIST. GRND. @ SB/WB ROW | ─ ─ |

HOUSTON DISTRICT PROJECT DEVELOPMENT
NHHIP - SEGMENT 2 - I-45
PRELIMINARY SUBJECT TO CHANGE
PUBLIC HEARING LAYOUT
HNTB