

Toll Project Market Valuation - Draft Terms and Conditions Grand Parkway Project Description

General Notes:

- Unless specifically identified in the project descriptions below, all new mainlane construction will be tolled.
- Direct connectors identified within the segments are not required at the initial phase of the project; these will be constructed when they become necessary to maintain the LOS C ~ similar to the expansion of the mainlanes.
- Overpass/interchange structures may be moved within individual segments at the providers discretion, so long as the total number of overpass/interchange structures remain unchanged as identified below.
- TxDOT anticipates completing the environmental clearance process (through record of decision) for the entire project.
- Ancillary items, including but not limited to: barriers for access control, storm water detention, offsite drainage requirements, etc. as deemed necessary, are considered to be included in this project.

Segment A (IH-45 South to SH 146)

This segment is hereby deferred from inclusion and analysis in the MVS until such time as a detailed project description might be available.

Segment B (SH 288 South to IH-45 South)

General Note – Segment B includes the dual designation of SH 35 and SH 99 within the city limits of Alvin. TxDOT will continue to maintain the SH 35 frontage roads. The segment of new mainlanes, SH 99, within Alvin city limits will be non-tolled and maintained by facility provider.

Segment B is a proposed 28-mile four-lane controlled access toll road, with the exception of the bypass around the City of Alvin, with intermittent frontage roads from SH 288 to IH 45 South through Brazoria and Galveston Counties. TxDOT has affirmed that the SH 35 bypass will be general-purpose mainlanes and frontage roads. In general, the mainlane typical section consists of four 12 ft-lanes, rural toll road with depressed median, 6 ft inside and 10 ft outside shoulders, including:

- 1) Third level bridge over SH 288
- 2) New location frontage roads east of SH 288 to future extension of Old School Road/CR 60
- 3) Partial diamond interchange at future extension of Old School Road/CR 60 (2 ramps southeast of Old School Road/CR 60 and mainlane bridge)
- 4) Overpass at first crossing of South Texas Water Company Canal
- 5) Overpass at future extension of CR 67/Manvel Pt. Road

- 6) Full diamond interchange at FM 1462 (4 ramps and mainlane bridge)
- 7) Overpass at second crossing of South Texas Water Company Canal where the canal and Brunner Ditch
- 8) Full diamond interchange at future CR 511/Russell Road (4 ramps and mainlane bridge)
- 9) Overpass at third crossing of South Texas Water Company Canal where the canal and Brunner Ditch
- 10) Two additional overpasses at South Texas Water Company Canal to be included in cost estimate
- 11) Spread diamond interchange at interchange of SH35/SH99 and CR192/Liverpool Spur (4 ramps and mainlane overpass)
- 12) New location frontage roads north of SH 35 near CR 192/Liverpool Spur which will tie into existing SH 35 frontage road near FM 1462
- 13) Overpass at West Fork Chocolate Bayou (mainlane and frontage bridges)
- 14) Overpass at Chocolate Bayou (mainlane and frontage bridges)
- 15) Overpass at FM 2917/CR 191
- 16) Overpass at Briscoe Canal (mainlane and frontage bridges)
- 17) Overpass at Briscoe Canal branch (mainlane and frontage bridges)
- 18) Partial X-pattern interchange at proposed extension of CR 890 (2 ramps south of CR 890 and mainlane bridge)
- 19) Two ramps north of Mustang Bayou)
- 20) Overpass at M-1 Ditch Mustang Bayou (Mainlane and frontage bridges)
- 21) Overpass at FM 1462
- 22) FM 1462 intersection improvements
- 23) Partial diamond interchange at Mustang Street/CR 158 (2 ramps north of Mustang Street and mainlane bridge)
- 24) Mustang Street intersection improvements
- 25) Overpass at Fairway Drive
- 26) Partial X-pattern interchange at Fulton Drive/South Street (2 ramps north of Fulton Drive/South Street and mainlane bridge over Mustang Bayou and Fulton Drive/South Street)
- 27) Partial X-pattern interchange at House Street (2 ramps south of House Street and mainlane bridge over House Street, BNSF Railroad, and SH6)
- 28) Partial diamond interchange at SH 6 (2 ramps north of SH 6; mainlane bridge included with RR bridge above)
- 29) Partial diamond interchange at FM 517/Dickinson Road (2 ramps north of FM517 and mainlane bridge)
- 30) Partial interchange east of SH 35 (4 direct connectors) providing access from east of SH 35 to/from northbound and southbound SH 35
- 31) Overpass at Clifford Street
- 32) Overpass at Siphon Ditch
- 33) Overpass at Dickinson Flume Bayou
- 34) Overpass at Dickinson Bayou
- 35) Overpass at first crossing of the American Canal
- 36) Full diamond interchange at proposed realignment of Maple Leaf Drive (4 ramps and mainlane bridge) (AKA Algoa-Friendswood Road)

- 37) Overpass at second crossing of the American Canal
- 38) Full diamond interchange at proposed Bay Area Boulevard (4 ramps and mainlane bridge)
- 39) Full diamond interchange at future Landing Street (4 ramps and mainlane bridge)
- 40) Overpass at ditch west of proposed Landing Street
- 41) Overpass at ditch east of proposed Landing Street
- 42) Overpass at Hobbs Road
- 43) Full diamond interchange at Calder Road (4 ramps and mainlane bridge)
- 44) Overpass at Magnolia Bayou
- 45) New location frontage roads east of Calder Road to the existing intersection of FM 646 and IH 45 South southbound frontage road/Replace FM 646 within these limits
- 46) Overpass at proposed FM 646 T-intersection and Magnolia Bayou
- 47) Partial interchange west of IH 45 (4 direct connectors) providing access from southbound and northbound IH 45 to westbound Grand Parkway

Notes:

Design of Calder Road to IH45 may change due to Segment A decisions and input from Galveston County regarding designs.

Segment C (US 59 South to SH 288 South)

Segment C is a proposed 26-mile four-lane controlled access toll road with intermittent frontage roads from US 59 (Southwest Freeway) to SH 288 through Fort Bend and Brazoria Counties. The general mainlane typical section consists of four 12 ft-lanes, rural toll road with depressed median, 6 ft inside and 10 ft outside shoulders, including:

- 1) Third level bridge over US 59 South
- 2) Fully directional interchange at US 59 South (4 direct connectors)
(Originally deleted per Bill Jameson email dated February 15, 2008 but direction given to leave in for cost estimate purposes b/c it will eventually be warranted and must be accounted for)
- 3) Extend frontage road from US 59 South to Rabbs Bayou; Replace Crabb River Road
- 4) Full diamond interchange at Sansbury Boulevard and Crabb River Road (4 ramps and mainlane bridge over both cross streets and Rabbs Bayou)
- 5) Partial diamond interchange at FM 762/Thompsons Road (2 ramps north of FM 762/Thompsons Road and mainlane bridge over cross street and BNSF Railroad)
- 6) Overpass at, and extension of, Reading Road from Berdett Road to FM 762
- 7) FM 762 relocated east of Segment C from south of BNSF Railroad to north of proposed extension of Reading Road
- 8) Full diamond interchange at the future extension of Meyers Road (4 ramps and mainlane bridge)

- 9) Overpass at Dry Creek
- 10) Full diamond interchange at future road into George Ranch (location TBD)
- 11) Full diamond interchange at first crossing of FM 762 (4 ramps and mainlane bridge) southwest of the George Ranch Historical Park
- 12) Overpass at second crossing of FM 762 southwest of the George Ranch Historical Park
- 13) Full diamond interchange at third crossing of FM 762 (4 ramps and mainlane bridge) south of Brazos Lake Subdivision
- 14) Overpass at first crossing of Big Creek
- 15) Full diamond interchange at future extension of Peters Road (4 ramps and mainlane bridge)
- 16) Overpass at second crossing of Big Creek and the Big Creek Diversion Channel
- 17) Relief structure at Walter's Lake Bayou
- 18) Relief structure at Walter's Lake Relief Channel
- 19) Three relief structures (culverts) to aid drainage of Brazos River Flood Plain during flood events 3 miles north of the Brazos Bend State Park
- 20) Overpass at a future Ft. Bend County thoroughfare
- 21) Overpass at Brazos River (Ft. Bend County/Brazoria County Line)
- 22) Four relief structures (culverts) to aid drainage of Brazos River Flood Plain during flood events along northern limits of Texas Department of Criminal Justice Darrington Unit
- 23) Overpass at Cow Lake along northern limits of Texas Department of Criminal Justice Darrington Unit
- 24) Overpass at Oyster Creek along northern limits of Texas Department of Criminal Justice Darrington Unit
- 25) Full diamond interchange at FM 521 (4 ramps and mainlane bridge)
- 26) Overpass at CR 54
- 27) Overpass at CR 53
- 28) Three culverts between CR53 and CR48
- 29) Partial diamond interchange at CR 48 (2 ramps west of CR 48 and mainlane bridge)
- 30) New location frontage roads east of CR 48 will tie into SH 288 northbound frontage road along CR 60
- 31) Partial interchange west of SH 288 (4 direct connectors) providing access from west of SH 288 to/from northbound and southbound SH 288
- 32) 8.62 miles of approx. 10' fill material needed to raise toll road above the 100 year flood plain
- 33) Culverts at Gap Slough, Dry Creek Tributary, Dutch John's Tributary, Big Creek Tributary, and Oyster Creek Relief Channel

Segment D (US 59 to FM1093/Westpark Tollway)

General Note - This project includes taking over the operation, expansion, and maintenance requirements of the existing facility between US 59 (Southwest Freeway) to FM 1093/Westpark Tollway.

The segment from south of Fry Road to north of Kingsland Boulevard currently exists as a free road and will continue to be a free facility.

Segment D is 12.5 miles from US 59 to FM 1093/Westpark Tollway through Fort Bend County. This segment has been completed and has been open to the public since August 31, 1994. The existing facility consists of intermittent frontage roads, mainlanes and frontage roads, or mainlanes only. Mainlane overpasses from US 59 to FM 1093/Westpark Tollway will be constructed as toll facilities when travel demand warrants. The general mainlane typical section consists of four 12 ft-lanes with depressed median, tolled overpasses, 6 ft inside and 10 ft outside shoulders, including:

- 1) Bridge at West Riverpark Drive with two ramps south of West Riverpark Drive that would function as ultimate entrance and exit ramps for future DC's
- 2) Mainlane bridges over Ellis Creek and New Territory Boulevard
- 3) Mainlanes from north of FM1464 to south of Sandhill with bridge over Bullhead Slough and bridge over FM1464/US90A/Sandhill
- 4) Two proposed northbound non-tolled mainlanes with shoulders from north of FM1464 to south of West Airport Blvd with bridges at Oyster Creek and Owens Road
- 5) Bridges at Harlem Road and West Airport Road with connecting mainlane for spread diamond interchange
- 6) Overpasses at Morton Road and Mason Road with connecting mainlane for spread diamond interchange
- 7) Overpass at future Peek Road
- 8) Overpass at Bellaire Boulevard
- 9) Overpass at Westpark Tollway/FM 1093

Segment E (IH 10 West to US 290)

Segment E is a proposed 16.8 mile four-lane controlled access toll road with intermittent frontage roads from IH 10 West to US 290 (Northwest Freeway) through Harris County. The general mainlane typical section consists of four 12 ft-lanes, rural toll road with depressed median, 6 ft inside and 10 ft outside shoulders, including:

- 1) Partial interchange of IH10(W) (6 direct connectors)
- 2) Third level bridge over IH 10 and Mercantile Parkway
- 3) Full diamond interchange at Colonial Parkway (4 ramps and mainlane bridge)
- 4) Mainlanes south of Franz Road to ramps north of Colonial Parkway with bridge over Mason Creek

- 5) Partial diamond interchange at Franz Road (2 ramps north of Franz Road and mainlane bridge)
- 6) New location frontage roads from Franz Road to Morton Road
- 7) Full diamond interchange at Morton Road (4 ramps and mainlane bridge)
- 8) Full diamond interchange at Clay Road (4 ramps and mainlane bridge over Clay Road and Mayde Creek)
- 9) Overpass at Stockdick School Road
- 10) Overpass at Beckendorf Road
- 11) Overpass at Bear Creek
- 12) Full diamond interchange at FM 529 (4 ramps and mainlane bridge with modification to Stockdick School Road)
- 13) Overpass at future Longenbaugh Road
- 14) Full diamond interchange at future Tuckerton Road (4 ramps and mainlane bridge)
- 15) Full diamond interchange at future South Bridgelands Lake Parkway (4 ramps and mainlane bridge)
- 16) Full diamond interchange at future North Bridgelands Lake Parkway (4 ramps and mainlane bridge)
- 17) Bridge at Cypress Creek
- 18) Full diamond interchange at future Louetta Road (4 ramps and mainlane bridge)
- 19) Overpass at future Mound Road
- 20) New location frontage roads from future Louetta Road to US 290
- 21) Partial interchange at US 290 (4 direct connectors)
- 22) Depressed frontage road intersection under railroad tracks and US 290 mainlane bridge with pump station and drainage channel
- 23) Third level mainlane bridge over US 290 & RR Tracks

Segment F-1 (US 290 to SH 249)

Segment F-1 is a proposed 12-mile four-lane controlled access toll road with intermittent frontage roads from US 290 (Northwest Freeway) to SH 249 (Tomball Parkway) through Harris County. The general mainlane typical section consists of four 12 ft-lanes, rural toll road with depressed median, 6 ft inside and 10 ft outside shoulders, including:

- 1) Overpass at Cypresswood Drive
- 2) New location frontage roads from US290 to future Cumberland Ridge
- 3) Full diamond interchange at future Cumberland Ridge (4 ramps and mainlane bridge)
- 4) Overpass at Schiel Road
- 5) Bridge at Little Cypress Creek
- 6) Overpass at future Bauer Hockley Road
- 7) Full diamond interchange at Mueschke Road (4 ramps and mainlane bridge)
- 8) Full diamond interchange at Cypress-Rosehill Road (4 ramps and mainlane bridge)

- 9) Channelize of Willow Creek, Sizable Detention Areas, New Diversion Channel, Improvements to Telge Rd and Selph Lane Overpass at Willow Creek and 3 drainage channels
- 10) Full diamond interchange at Telge Road (4 ramps and mainlane bridge)
- 11) Partial diamond interchange at Old Boudreaux Road (2 ramps west of Old Boudreaux Road; mainlane bridge is part of 3rd level SH249 bridge)
- 12) New location frontage roads from SH 249 to Old Boudreaux Road
- 13) Third level bridge over old Boudreaux Road, SH 249 and new Boudreaux Road
- 14) Partial interchange at SH 249 (4 direct connectors)

Segment F-2 (SH 249 to IH 45 North)

Segment F-2 is a proposed 12.1-mile four-lane controlled access toll road with intermittent frontage roads from SH 249 (Tomball Parkway) to IH 45 (North Freeway) through Harris County. The general mainlane typical section consists of four 12 ft-lanes, rural toll road with depressed median, 6 ft inside and 10 ft outside shoulders, including:

- 1) New location frontage from SH 249 to new Boudreaux Road with tow ramps east of new Boudreaux Road
- 2) Overpass at HCFCD Channel east of New Boudreaux Road
- 3) Overpass at Huffsmith-Kohrville & UPRR
- 4) Spread diamond interchange at Champions Forest and GleannLoch Forest Drive (4 ramps and two one mainlane bridges over cross streets)
- 5) New location frontage roads along existing Boudreaux Road from GleannLoch Forest Drive to FM 2920
- 6) Full diamond interchange at FM 2920 (4 ramps, depressed mainlanes with pump station)
- 7) Northbound connection to Boudreaux Road east of FM2920
- 8) Overpass at collector road in Lakes of Avalon
- 9) Spread diamond interchange at Kuykendahl and Spring Stuebner (4 ramps and one mainlane bridge over both cross streets and connecting frontage road)
- 10) Overpass at Northcrest Drive
- 11) Full diamond interchange at Gosling (4 ramps and mainlane bridge)
- 12) Overpass at Rothwood Drive & UPRR
- 13) Overpass at Spring Creek Tributary east of Rothwood
- 14) Overpass at Mossy Oaks Drive
- 15) Full diamond interchange at future Holzwarth Road (4 ramps and mainlane bridge)
- 16) New location frontage roads from IH 45 to future collector road (4 ramps to/from IH45)
- 17) Third level bridge over future collector road, IH 45 North and Northgate Crossing
- 18) Partial interchange at IH 45 North (4 direct connectors)

Segment G (IH 45 North to US 59 North)

Segment G is a proposed 13.7-mile four-lane controlled access toll road with intermittent frontage roads from IH 45 (North Freeway) to US 59 (Eastex Freeway) through Harris and Montgomery Counties. The general mainlane typical section consists of four 12 ft-lanes, rural toll road with depressed median, 6 ft inside and 10 ft outside shoulders, including:

- 1) Overpass at East Hardy Rd and UPRR
- 2) Bridge over Hardy Toll Road and Spring Creek
- 3) Partial interchange at Hardy Toll Road (4 direct connectors)
- 4) Partial x-pattern interchange at mainlane overpass of Riley-Fuzzel Road (2 ramps east of Riley-Fuzzel Road and mainlane bridge)
- 5) Full x-pattern interchange at Rayford Road (4 ramps and mainlane bridge)
- 6) Partial x-pattern interchange at future Birnham Woods (2 ramps east of future thoroughfare and mainlane bridge)
- 7) Overpass at Woodsons Gully (mainlane and frontage roads)
- 8) Interchange at future Townsen Boulevard (2 diamond ramps to the east, 2 x-ramps to the west and mainlane bridge)
- 9) New location frontage roads from east of Townsen Boulevard to Spring Creek along Riley-Fuzzel Road
- 10) Overpass at San Jacinto River
- 11) Overpass at Riverwalk Drive extension (Location TBD)
- 12) Full diamond interchange at FM 1314 (4 ramps and mainlane bridge)
- 13) Overpass at Timberland
- 14) Overpass at Erica Court
- 15) Partial diamond interchange at future Valley Ranch Road (2 ramps west of Valley Ranch Road and mainlane bridge)
- 16) New location frontage roads from US 59 North to future Valley Ranch Road
- 17) Overpass at White Oak Creek (mainlane and frontage roads)
- 18) Partial interchange at US 59 North (4 direct connectors)

Segment H (US 59 North to US 90 East)

Segment H is located on the northeast side of the greater Houston metropolitan area from US 59 (N) to US 90 (E) in Liberty, Harris, and Montgomery Counties, a distance of approximately 22 miles. The general mainlane typical section consists of four 12 ft-lanes, rural toll road with depressed median, 6 ft inside and 10 ft outside shoulders, including:

The following project description is not consistent with the proposed DEIS. Changes in the alignment may occur. Comments for the segment from US90 north and west towards FM2100 are subject to change.

- 1) Third level bridge over US 59
- 2) New location frontage roads from US 59 North to Loop 494

- 3) Overpass at Loop 494 and railroad
- 4) Full diamond interchange at Future Thoroughfare (4 ramps and mainlane bridge over cross street)
- 5) Overpass at Caney Creek and Baptist Encampment Road
- 6) New location frontage roads from FM 1485 west of Red Bud Drive to FM 1485 west of East Fork San Jacinto River
- 7) Frontage Road Overpass westbound at Peach Creek
- 8) Mainlane Overpass at Mansion Road, Scott Gardner, and Peach Creek (with 2 ramps)
- 9) Full diamond interchange at proposed Galaxy Blvd. and Future Park Entrance (4 ramps and mainlane bridge over cross street)
- 10) Mainlane overpass at East Fork San Jacinto River
- 11) Full diamond interchange at Huffsmith-Cleveland Road (4 ramps and mainlane bridge over cross street)
- 12) Proposed culvert crossing
- 13) Full diamond interchange at Future Thoroughfare (4 ramps and mainlane bridge over cross street)
- 14) Proposed culvert crossing
- 15) Proposed culvert crossing
- 16) Full diamond interchange at Future Community Drive (4 ramps and mainlane bridge over cross street)
- 17) Bridge over Luce Bayou
- 18) Proposed culvert crossing
- 19) Overpass at Luce Bayou Basin Transfer Alternative
- 20) Full diamond interchange at Future Road (4 ramps and mainlane bridge over cross street)
- 21) Full diamond interchange at FM 686 (4 ramps and mainlane bridge over cross street)
- 22) Overpass at railroad
- 23) Rebuild CR 614 over SH 99
- 24) Full diamond interchange at FM 1960 (4 ramps and mainlane bridge over cross street)
- 25) Some improvements necessary at surrounding county roads impeded by SH 99
- 26) Full three-level diamond interchange at US 90A (4 ramps and mainlane bridge over cross street and railroad)

Segment I-1 (US 90 East to IH 10 East)

Segment I-1 is located on the northeast side of the greater Houston metropolitan area and spans the area from US 90 (E) to IH 10 (E) in Chambers and Liberty Counties, a distance of approximately 13 miles. The general mainlane typical section consists of four 12 ft-lanes, rural toll road with depressed median, 6 ft inside and 10 ft outside shoulders, including:

- 1) Proposed culvert crossing
- 2) Proposed culvert crossing

- 3) Overpass at canal
- 4) Proposed culvert crossing
- 5) Proposed culvert crossing
- 6) Full diamond interchange at FM 1413 (4 ramps and mainlane bridge over cross street)
- 7) Full diamond interchange at Future Road (4 ramps and mainlane bridge over cross street)
- 8) Overpass at CR 479 and railroad
- 9) Overpass at Dayton Canal / Lynchburg Canal
- 10) Overpass at pipeline north of SH 146
- 11) Full diamond interchange at SH 146 (4 ramps and mainlane bridge over cross street and pipeline corridor)
- 12) Overpass at CIWA north of FM 565
- 13) Full diamond interchange at FM 565 (4 ramps and mainlane bridge over cross street)
- 14) Overpass at CIWA south of FM 565
- 15) Partial diamond interchange at Future Thoroughfare (2 ramps north of Future Thoroughfare and mainlane bridge)
- 16) New location frontage roads from north of Future Thoroughfare to IH 10
- 17) Third level bridge r IH 10
- 18) Partial interchange north of IH 10 (4 direct connectors)

Segment I-2 (IH-10 (E) to SH 146)

Segment I-2 is located in Baytown between FM 1405 and SH 146 in Chambers and Harris County. The general mainlane typical section consists of four 12 ft-lanes, rural toll road with depressed median, 6 ft inside and 10 ft outside shoulders, including:

- 1) Overpass at FM 1405
- 2) New location frontage roads from FM 1405 to east of Cedar Bayou
- 3) X-pattern ramps east of Cedar Bayou (2 ramps east of Cedar Bayou)
- 4) New westbound Cedar Bayou Bridge
- 5) New location frontage roads from west Cedar Bayou to SH 146 near Wyoming
- 6) X-pattern ramps west of Cedar Bayou (2 ramps west of Cedar Bayou)
- 7) Overpass at Tri Cities Beach Road
- 8) Partial diamond interchange at BS 146 (2 ramps west of BS 146 and mainlane bridge)
- 9) Overpass at UPRR and Main Street
- 10) New location frontage road bridges at UPRR
- 11) Partial diamond interchange at Causeway/Lee (2 ramps west of Causeway/Lee and mainlane bridge)
- 12) Overpass at Goose Creek (mainlane and frontage roads)
- 13) Overpass at Wyoming Street