



ESTIMATED COSTS

The table below summarizes the estimated construction costs for the short and medium term improvements by type and the primary implementing agency.

SH 249 Access Management Preliminary Cost Estimate From Beltway 8 to I-45												
Primary Implementing Agency	Improvement	TxDOT		Harris County Precinct 1		Harris County Precinct 4		City of Houston		TOTALS (In Millions)		
		Number	Cost	Number	Cost	Number	Cost	Number	Cost	Number	Cost	
Short Term (less than 5 years)	CORRIDOR WIDE IMPROVEMENTS:											
		* Add Raised Median / Channelization	265,770 SF	\$ 3,986,550								
		** Convert Existing 10' Shoulder to 8' Shared Use Lane	6.08 MI	\$ 485,464								
		Add 5' Wide Concrete Sidewalks (From Veterans Memorial Dr. to I-45)	70,062 SF	\$ 1,050,930								
		Upgrade Signal Equipment / Optimize Traffic Signal Timing		\$ 4,122,500								
	SITE SPECIFIC IMPROVEMENTS:											
		Roadway Widening										
		Breen Rd. Widening (From W. Montgomery Dr. to Vogel Creek)					1 EA	\$ 3,231,600				
		Old Bammel N Houston Rd. (South of SH 249) - Improve Turn Radius					1 EA	\$ 52,900				
		TC Lester Blvd. Extension (From Star Peak Dr. to West Montgomery Rd.)					1 EA	\$ 1,894,000				
		* Add Raised Median / Channelization					2,140 SF	\$ 57,780				
		Roadway Closures / Median Closures					5 EA	\$ 437,700				
		*** Add Right Turn Lanes	11 EA	\$ 1,938,900			4 EA	\$ 953,100				
		*** Add Left Turn Lanes					8 EA	\$ 1,828,100	1 EA	\$ 148,500		
	TOTAL FOR SHORT TERM IMPROVEMENTS (less than 5 years)		\$ 11,584,344		\$ 1,894,000		\$ 6,561,180		\$ 148,500		\$ 20.19	
Medium Term (5 - 10 years)	SITE SPECIFIC IMPROVEMENTS:											
		Roadway Widening / Extension										
		Hollister Dr. Extension (From Blue Creek Ranch Dr. to Fallbrook Dr.)					1 EA	\$ 3,551,200				
		Fallbrook Dr. Extension (From SH 249 to Old Bammel N. Houston Rd.)					1 EA	\$ 10,180,000				
		West Rd. Extension (From Wal-Mart Entrance to N. Houston Rosslyn Rd.)					1 EA	\$ 8,286,000				
		Ella Blvd. Extension (From West Rd. to Northville St.)					1 EA	\$ 25,449,900				
		Old Foltin Rd. Widening (From SH 249 to Essie Rd.)					1 EA	\$ 7,102,300				
		Breen Rd. Widening (From Vogel Creek to N. Houston Rosslyn Rd.)					1 EA	\$ 33,797,400				
		Ann Louise Rd. Connection (Construct Bridge 600' south of Beltway 8)					1 EA	\$ 690,700				
		*** Add Right Turn Lanes					1 EA	\$ 468,900				
		SH 249 / Breen Rd. / W. Montgomery Rd. Interchange	1 EA	TBD								
		TOTAL FOR MEDIUM TERM IMPROVEMENTS (5 - 10 years)		\$ 11,584,344		\$ 25,449,900		\$ 64,076,500		\$ 544,900		\$ 90.07
		GRAND TOTAL		\$ 11,584,344		\$ 27,343,900		\$ 70,637,680		\$ 693,400		\$ 110.26

* This project includes installation of raised medians (dowelled curb and conc riprap) as well as proposed striping for median left turn lanes.

** This project includes installation of new slotted curb and restriping of lanes and shoulders to accommodate for the 8' shared use lane.

*** Proposed right turn lanes include installation of 8' shared use lane or 5' sidewalks at intersections as well as restriping of crosswalks.

Units: EA = Each INT = Intersection MI = Miles SF = Square Feet LS = Lump Sum

The cost estimates listed above do not obligate any agency or jurisdiction to fund or build the listed improvements.



IN ASSOCIATION WITH





Houston-Galveston Area Council

AUGUST 2015





SH 249 ACCESS MANAGEMENT STUDY EXECUTIVE SUMMARY

INTRODUCTION

The Houston-Galveston Area Council (H-GAC), in partnership with Texas Department of Transportation (TxDOT), Harris County and City of Houston commissioned the CDM Smith team to conduct the access management and traffic mobility study for the northwest segment of the SH 249 corridor from the Sam Houston Tollway/Beltway 8 to Interstate Highway 45 (I-45) in Harris County. This segment of SH 249 is approximately 7.2 miles in length.

SH 249 is an important local and regional corridor for existing and future movement of people and goods in northwest Houston. SH 249 has the potential to connect to College Station in the future which would provide a direct route between College Station and Houston. SH 249 extends from I-45 North to the intersection of FM 1774 and FM 149 in Pinehurst.

The purpose of this study is to develop short, medium, and long-term transportation recommendations to enhance corridor mobility, safety, and quality of life for all road users, including pedestrians and bicycles, as well as economic growth. This study will also consider long-term multimodal transportation strategies along the SH 249 corridor and other major study area roadways to improve mobility and enhance connectivity in the Houston metropolitan area.

This Executive Summary documents the study purpose, goals, study area, recommendations, anticipated benefits, and estimated costs.

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- Introduction
- Study Goals
- Recommendations
- Anticipated Benefits
- Estimated Costs

STUDY GOALS

The following goals were developed for the SH 249 Access Management Study in collaboration with the Steering Committee members during the initial Steering Committee meetings:

- Improve safety and mobility for all transportation modes.
- Develop a uniform access management strategy for the corridor.
- Identify low-cost/implementable short-term solutions.
- Develop innovative long-term transportation strategies to enhance corridor and regional connectivity.

SHORT-TERM RECOMMENDATIONS (0-5 YEARS)

Mobility

- Intersection improvements
- Add raised median
- Optimize signal timing
- Upgrade signal equipment
- Road closures
- Construction of small sections of new roadways
- Widening of small sections of existing roadways

Safety

- Improve lighting
- Add concrete pads for all bus stops

Bike/Pedestrian

- Add sidewalks
- Add shared use lane
- Add pedestrian crosswalks

Other

- Add landscaping along SH 249

MEDIUM-TERM RECOMMENDATIONS (5-10 YEARS)

- Widening of existing roadways
- Construction of new roadways
- Construction of a new bridge on Ann Louise Rd south of BW 8
- Additional intersection improvements

LONG-TERM RECOMMENDATIONS (10+ YEARS)

- Develop SH 249 as a Complete Street concept enabling safe access for all users, including pedestrians, bicyclists, motorists, and transit riders
- Widening of other existing roadways
- Construction of other new roadways
- Breen intersection realignment

ANTICIPATED BENEFITS

Implementation of the recommended access management improvements is projected to:

- Enhance traffic operations
- Annual travel time savings of \$14.9 million during peak periods
- Reduction in number of crashes
- Annual crash cost savings of \$6.6 million

Implementation of the recommended thoroughfare connectivity improvements helps to preserve capacity along SH 249 and is projected to:

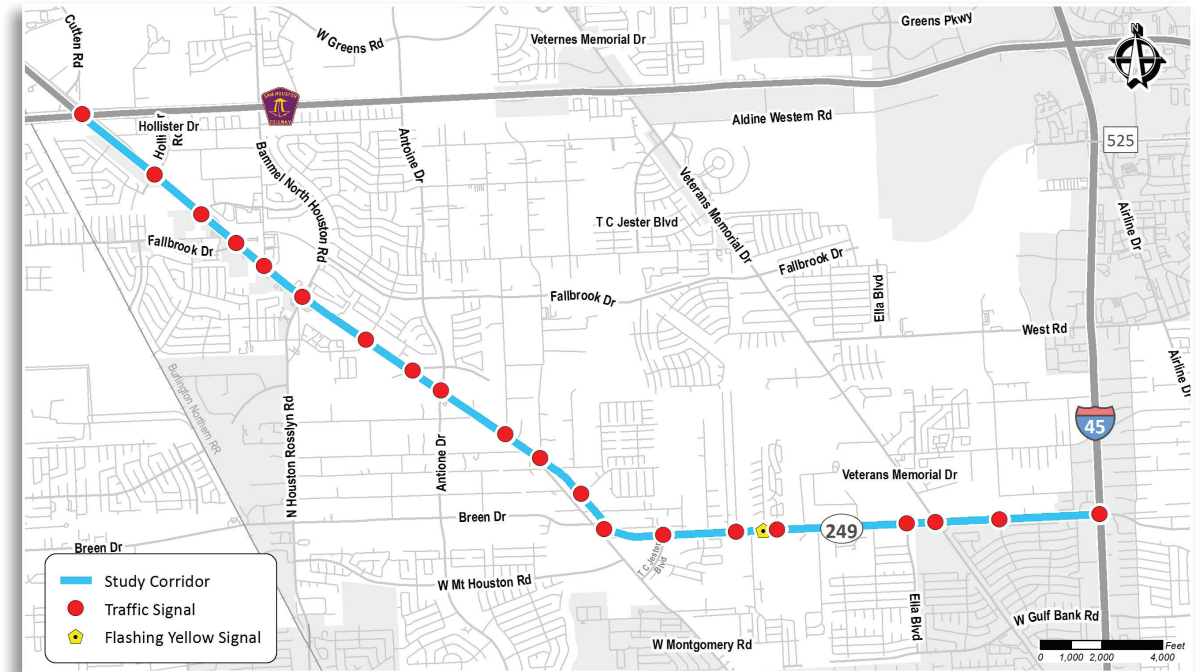
- Reduce Vehicle Miles Traveled by 6 percent
- Reduce Vehicle Hours Traveled by 15 percent
- Improve Speed during peak periods by 9 percent

Steering Committee
Houston-Galveston Area Council
In cooperation with
Texas Department of Transportation
Harris County Precinct 1 and 4
City of Houston
METRO
Northwest Houston Fire District
Houston Intercontinental
Chamber of Commerce
Klein ISD
Near Northwest Management District

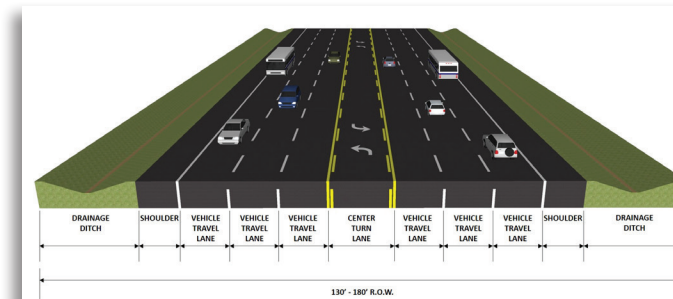
For more information, visit
www.h-gac.com/go/sh249

or contact **Stephan Gage**
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Stephan.Gage@h-gac.com

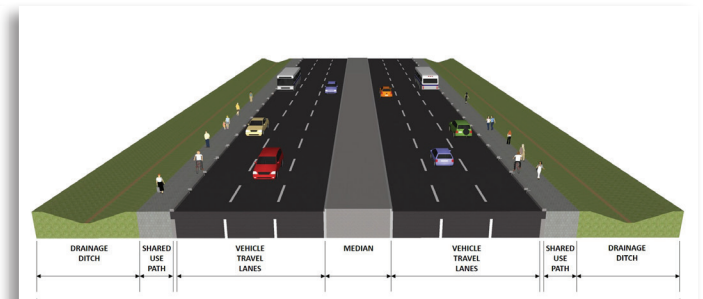
Study Area



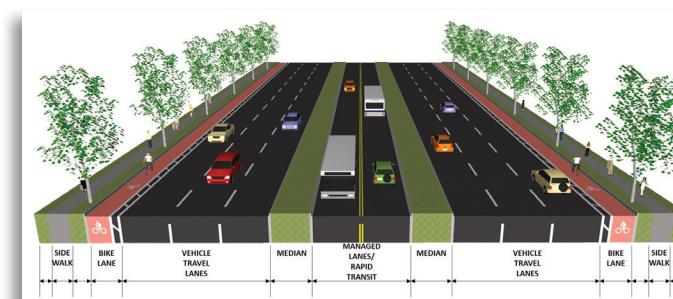
Existing Typical Cross Section



Short-Term Typical Cross Section



Long-Term Typical Cross Section



Breen Area Realignment

