

WELCOME TO THE MEETING!

Please Sign In

Pick Up Handouts

View Presentation

View Exhibits

Ask Questions

Share Your Thoughts

Leave Your Comments

Purpose of the 3rd Public Meeting

1. Present and gather your input on the
 - a. Alternatives Evaluation Process
 - b. Three Reasonable Alternatives
2. Discuss project with you and answer questions
3. Present the project timeline, history, and background
4. Explain the next steps
5. Receive your comments on the project
6. Encourage your continued involvement

Project Team



Lead Federal Agency



Joint Lead Agency



Environmental



Design Engineering



Public Involvement



Archeological Resources



Traffic Engineering



EIS Support



Historical Resources



Biological Resources

North - Hardy Corridor Studies History

North-Hardy Planning Studies - METRO, TxDOT, H-GAC

2003 North-Hardy Corridor Alternatives Analysis Report

- * Examined transit and highway alternatives
- * Recommended that transit alternatives be examined prior to detailed evaluation of highway alternatives

2004 North-Hardy Corridor Planning Studies Alternatives Analysis Report (Transit Component)

- * Findings used to develop a regional transit system plan that combines an aggressive bus service program with Advanced High Capacity Transit (light rail)

2005 North-Hardy Planning Studies Alternatives Analysis Report (Highway Component)

- * Recommended highway alternative from downtown Houston to Beltway 8 North is to add four managed lanes to the IH 45 / Hardy Toll Road Corridor

2011 TxDOT / FHWA Begin Environmental Document Preparation (Environmental Impact Statement) for North-Hardy Corridor Highway Component

- * IH 45 (N) from US 59 to BW 8 North
- * Hardy Toll Road Corridor from downtown to BW 8 North
- * Portions of IH 10, IH 610 & US 59 near the downtown Houston area

What is an EIS?

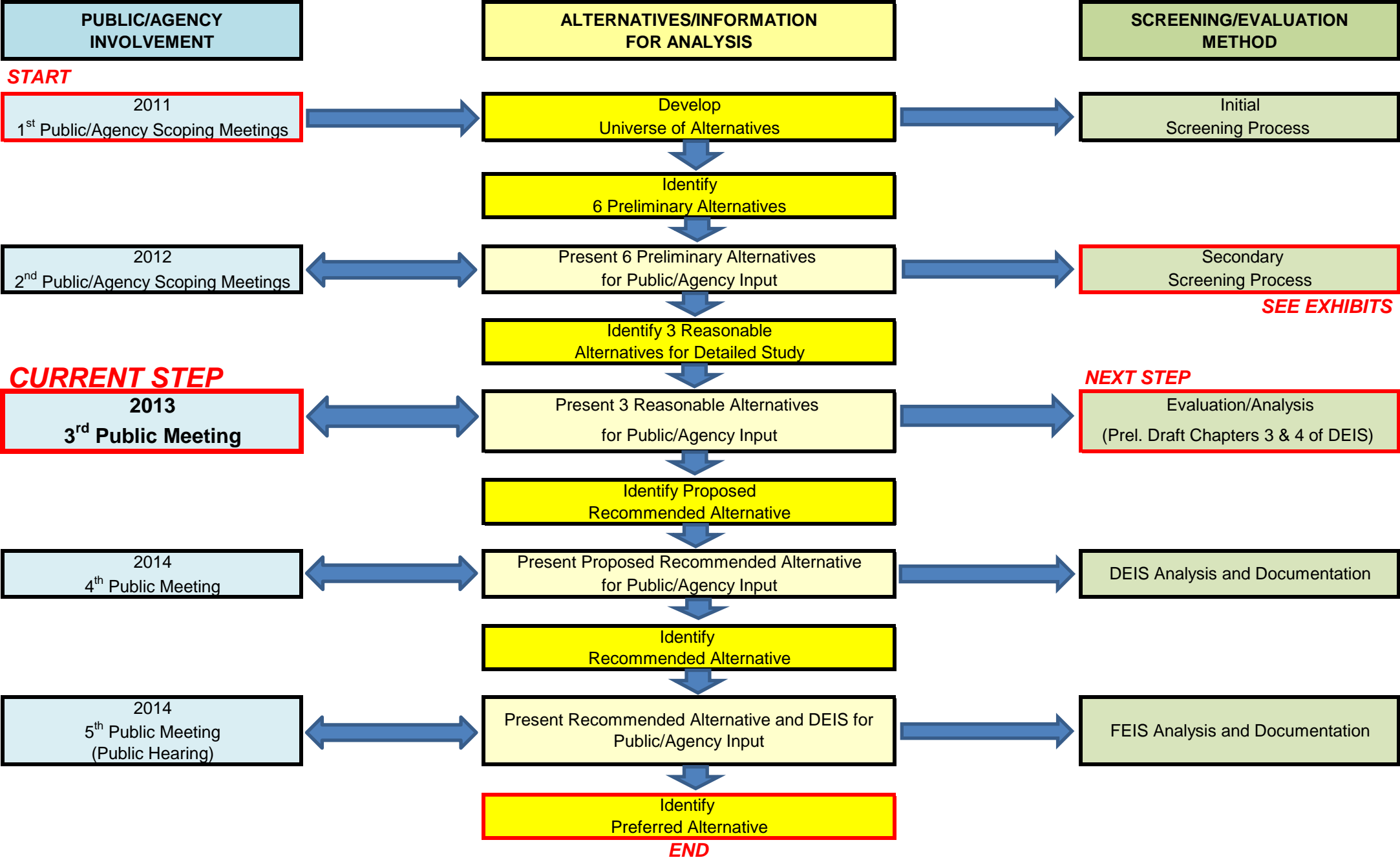
What is an Environmental Impact Statement (EIS)?

- A full disclosure document detailing the environmental review process through which the transportation project was developed
- Includes the consideration of a range of reasonable alternatives
- Analyzes the potential impacts resulting from the alternatives
- Demonstrates compliance with other applicable environmental laws and executive orders
- The EIS process is completed in the following ordered steps
 - Notice of Intent (NOI)
 - Draft EIS document (DEIS)
 - Final EIS document (FEIS)
 - Record of Decision (ROD)
- The National Environmental Policy Act of 1969, as amended, requires Federal agencies to prepare Environmental Impact Statements (EISs) for major Federal actions that will significantly affect the quality of the human environment

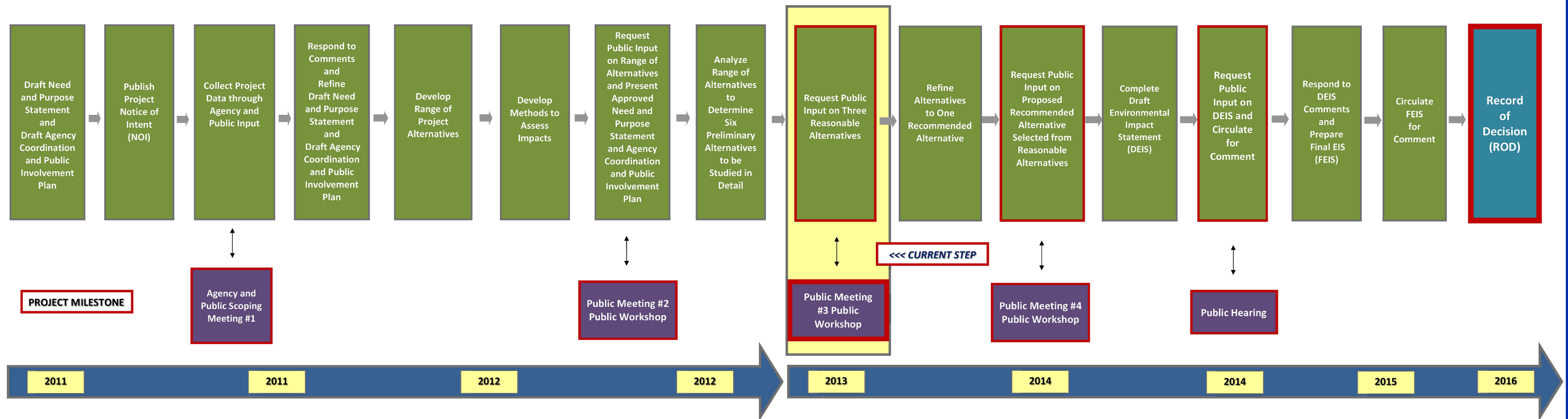
What is the National Environmental Policy Act (NEPA)?

- An environmental review process that considers multiple alternatives as possible ways to complete a project
- Includes alternative alignments and variations of multi-modal configurations, such as railway and roadway combinations
- Considers the no-build or no-action alternative, which would be to do nothing
 - Provides a baseline to which we can compare the build alternatives
 - Analyzes what would occur if nothing was done to address the needs of the project area
- Alternatives are identified, analyzed, evaluated, and documented, with regard to the impact each would have on the natural, built and social environment.
- Potential impact information, along with engineering schematic design, is used to determine the best possible alternative for the community and those who use the facility

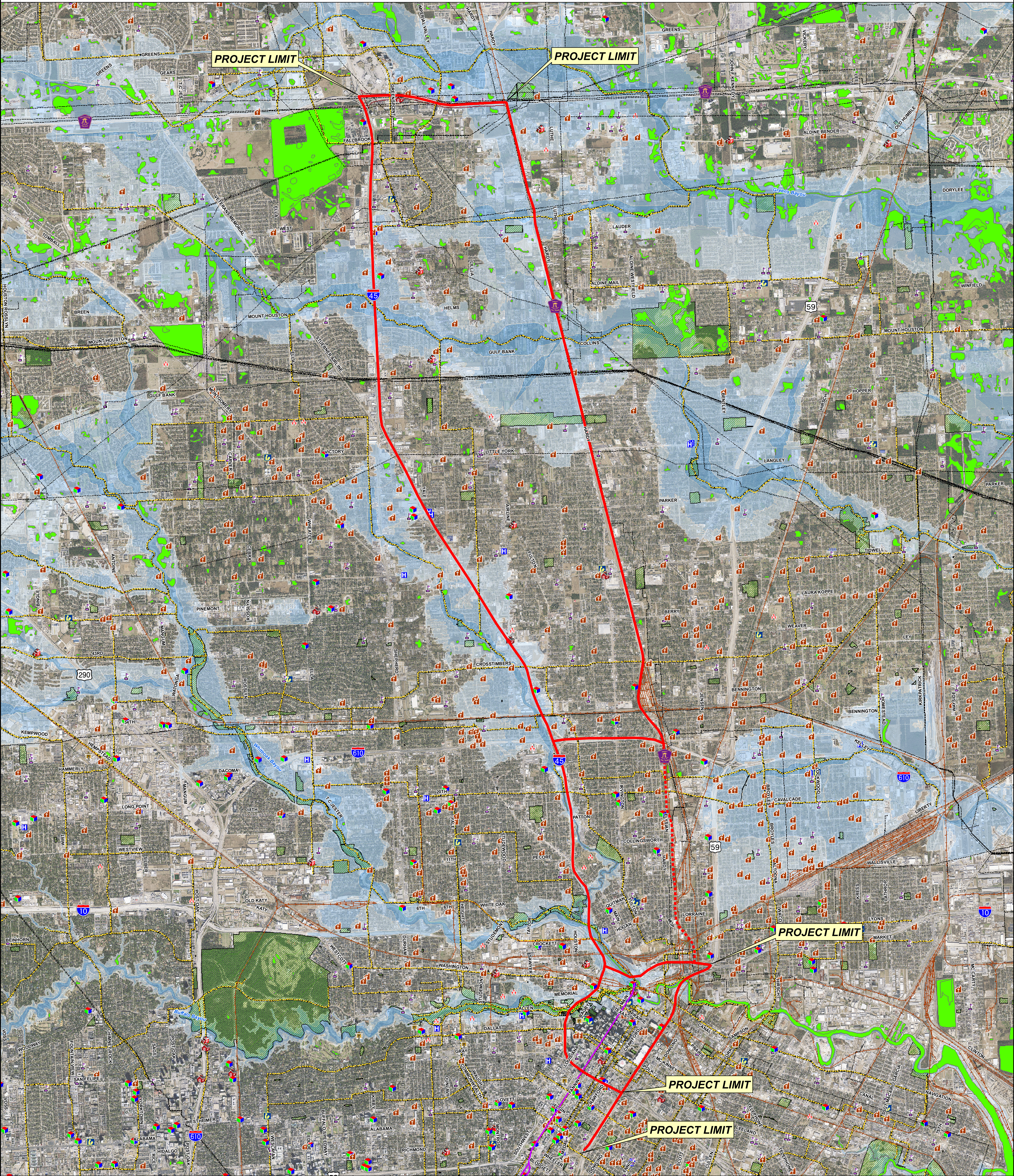
ALTERNATIVES SCREENING PROCESS



Environmental Impact Statement (EIS) Process and Timeline



ENVIRONMENTAL CONSTRAINTS MAP



Legend

- Project Area
- Future Hardy Downtown Connector
- Metro Light Rail

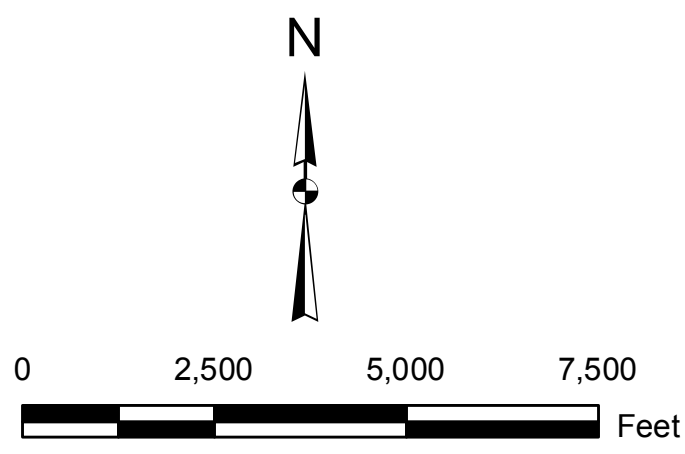
- Railroad
- Bikeway
- Pipeline

- Church
- Museum
- Learning Center
- School
- University / College

- Library
- Hospital
- Fire Station
- Cemetery

North Houston Highway Improvement Project

- Floodway
- 100-Year Floodplain
- 500-Year Floodplain
- National Wetland Inventory
- Park



EVALUATION CRITERIA																																										
Secondary Screening Process of Preliminary Alternatives																																										
Segment 1 BW8 to I-610	Alternative Type	Description	Meets Need and Purpose and Project Goals (Yes/No)	Signature Project Potential (Yes/No)	Engineering			Traffic							Environmental																											
					Constructability (Undesirable/Desirable/Neutral)	Functionality Requirements (Undesirable/Desirable/Neutral)	Operations and Maintenance (Undesirable/Desirable/Neutral)	Managed Lane Utilization - Along New Managed Lane Facility(Undesirable/Desirable/Neutral)	Travel Demand - Along I-45 (Undesirable/Desirable/Neutral)	Vehicle Hours Traveled - Along I-45 (Undesirable/Desirable/Neutral)	Vehicle Hours Traveled - Along Study Area Freeway System (Undesirable/Desirable/Neutral)	Vehicle Hours Traveled - Along Downtown Street System (Undesirable/Desirable/Neutral)	Volume-to-Capacity Ratio - Along I-45 (Undesirable/Desirable/Neutral)	Land Use								Cultural Resources			Natural Resources				Noise	Socioeconomics						HazMat						
														Community Parks (Yes/No)	Cemeteries (Yes/No)	Commercial (acres)	Residential (acres)	Industrial (acres)	Public Use Areas (acres)	Other (acres)	Total Additional ROW (acres)	National Register of Historic Places (number)	Recorded Archeological Sites (Yes/No)	Archeological High Probability Areas (acres)	Flooding		Wildlife Threatened & Endangered Species Habitat (Yes/No)	Wetlands (acres)	Streams (linear feet)	Noise Impacts (number)	Residential Parcel Impacts (number)	Commercial Parcel Impacts (number)	Churches (number)	Schools (number)	Visual Impacts (Undesirable/Desirable/Neutral)	Adverse Changes in Community Cohesion (Parks, Schools, Churches - Yes/No)	Environmental Justice (Yes/No)	Superfund Sites (number)				
Alternative 1	Existing Configuration	No Build Scenario (Project Not Constructed)	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA		
Alternative 3 Option 1	Widen existing with elevated managed lanes	Addition of direct connector from I-45 to Hardy Toll Road that includes four (4) managed lanes; also includes widening of Hardy Toll Toad to provide one additional lane inbound and outbound	Yes	No	U	N	N	U	N	N	N	NA	N	Yes	No	23	6	2	2	1	55	0	No	No	<1	<1	0	No	0	0	197	0	30	1	1	U	Yes	Yes	Yes	0	0	0
Alternative 3 Option 2	Widen existing with elevated managed lanes	Addition of direct connector from I-45 to Hardy Toll Road that includes four (4) managed lanes; also includes widening of Hardy Toll Toad to provide one additional lane inbound and outbound	Yes	No	U	N	N	U	N	N	N	NA	N	Yes	No	25	6	2	1	1	54	0	No	No	<1	15	0	No	0	0	197	0	17	1	1	U	Yes	Yes	Yes	0	0	0
Alternative 3 Option 3	Widen existing with elevated managed lanes	Addition of direct connector from I-45 to Hardy Toll Road that includes four (4) managed lanes; also includes widening of Hardy Toll Toad to provide one additional lane inbound and outbound	Yes	No	U	N	N	U	N	N	N	NA	N	Yes	No	20	6	2	1	1	51	0	No	No	<1	6	0	No	0	0	197	0	45	1	1	U	Yes	Yes	Yes	0	0	0
Alternative 4	Widen existing	Twelve (12) lane section - includes eight (8) general purpose lanes and four (4) managed lanes; additional ROW will be acquired on the west side of I-45	Yes	No	D	D	D	D	D	D	D	NA	D	No	No	166	12	<1	5	2	187	0	No	No	6	73	0	No	<1	0	102	55	212	0	0	U	No	Yes	Yes	0	0	0
Alternative 5	Widen existing	Twelve (12) lane section - includes eight (8) general purpose lanes and four (4) managed lanes; additional ROW will be acquired on the east side of I-45	Yes	No	D	D	D	D	D	D	D	NA	D	No	No	168	11	<1	13	2	196	0	No	No	3	47	0	No	0	0	146	87	223	1	1	U	Yes	Yes	Yes	0	0	0
Alternative 6	Widen existing	Twelve (12) lane section - includes eight (8) general purpose lanes and four (4) managed lanes; additional ROW will be acquired on both sides of I-45	Yes	No	D	D	D	D	D	D	D	NA	D	No	No	161	9	<1	8	2	184	0	No	No	2	59	0	No	0	0	98	62	285	1	1	U	Yes	Yes	Yes	0	0	0
Alternative 7	Elevated managed lanes	Twelve (12) lane section - includes eight (8) general purpose lanes and four (4) elevated managed lanes on a single structure at center	Yes	No	D	D	D	D	D	D	D	NA	D	No	No	115	8	<1	5	2	136	0	No	No	0	0	0	No	0	0	92	56	275	1	1	U	Yes	Yes	Yes	0	0	0
Alternative 8	Elevated managed lanes	Twelve (12) lane section - includes eight (8) general purpose lanes and four (4) elevated managed lanes on two separate structures on left and right sides of the centerline	Yes	No	D	D	D	D	D	D	D	NA	D	No	No	206	13	<1	9	2	234	0	No	No	0	0	0	No	<1	0	121	86	267	1	1	U	Yes	Yes	Yes	0	0	0

IDENTIFIED REASONABLE ALTERNATIVE

DESIRABLE

UNDESIRABLE

NEUTRAL

EVALUATION CRITERIA																																							
Secondary Screening Process of Preliminary Alternatives																																							
SEGMENT 2 I-610 to I-10	Alternative Type	Description	Meets Need and Purpose and Project Goals (Yes/No)	Signature Project Potential (Yes/No)	Engineering			Traffic						Environmental																									
					Constructability (Undesirable/Desirable/Neutral)	Functionality Requirements (Undesirable/Desirable/Neutral)	Operations and Maintenance (Undesirable/Desirable/Neutral)	Managed Lane Utilization - Along New Managed Lane Facility (Undesirable/Desirable/Neutral)	Travel Demand - Along I-45 (Undesirable/Desirable/Neutral)	Vehicle Hours Traveled - Along I-45 (Undesirable/Desirable/Neutral)	Vehicle Hours Traveled - Along Study Area Freeway System (Undesirable/Desirable/Neutral)	Vehicle Hours Traveled - Along Downtown Street System (Undesirable/Desirable/Neutral)	Volume-to-Capacity Ratio - Along I-45 (Undesirable/Desirable/Neutral)	Land Use								Cultural Resources			Natural Resources				Noise	Socioeconomics						HazMat			
														Community Parks (Yes/No)	Cemeteries (Yes/No)	Commercial (acres)	Residential (acres)	Industrial (acres)	Public Use Areas (acres)	Other (acres)	Total Additional ROW (acres)	National Register of Historic Places (number)	Recorded Archeological Sites (Yes/No)	Archeological High Probability Areas (acres)	Flooding			Wildlife Threatened & Endangered Species Habitat (Yes/No)	Wetlands (acres)	Streams (linear feet)	Noise Impacts (number)	Residential Parcel Impacts (number)	Commercial Parcel Impacts (number)	Churches (number)	Schools (number)	Visual Impacts (Undesirable/Desirable/Neutral)	Adverse Changes in Community Cohesion (Parks, Schools, Churches - Yes/No)	Environmental Justice (Yes/No)	Superfund Sites (number)
																									Floodway (acres)	100-Year Floodplain (acres)	Detention Basins (acres)												
Alternative 1	Existing Configuration	No Build Scenario (Project Not Constructed)	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Alternative 3	Widen Existing	Twelve (12) lane section; includes ten (10) general purpose lanes and two (2) reversible, special purpose lanes	Yes	No	D	U	N	U	U	U	U	NA	U	No	No	6	2	0	0	<1	9	0	No	No	<1	4	0	No	0	0	215	25	19	0	0	U	No	Yes	0
Alternative 10	Widen Existing	Twelve (12) lane section; includes eight (8) general purpose lanes and four (4) managed lanes	Yes	Yes	D	N	N	D	D	D	D	NA	D	No	No	6	2	0	0	<1	9	0	No	No	<1	4	0	No	0	0	215	25	19	0	0	U	No	Yes	0
Alternative 11	Widen Existing with Elevated Managed Lanes	Twelve (12) lane section; includes eight (8) general purpose lanes and four (4) elevated managed lanes on a single structure at the center of the roadway	Yes	No	D	N	D	D	D	D	D	NA	D	No	No	6	2	0	0	<1	9	0	No	No	<1	4	0	No	0	0	215	25	19	0	0	U	No	Yes	0
Alternative 12	Widen Existing with Elevated Managed Lanes	Twelve (12) lane section; includes eight (8) general purpose lanes and four (4) elevated managed lanes on a double decker structure at the center of the roadway	Yes	No	D	N	N	D	D	D	D	NA	D	No	No	6	2	0	0	<1	9	0	No	No	<1	4	0	No	0	0	214	25	19	0	0	U	No	Yes	0
Alternative 14	Add Tunnel to Existing	Tunneled roadway underneath I-45; includes four (4) managed lanes	Yes	No	U	U	U	D	D	D	D	NA	D	No	No	9	3	0	0	<1	14	0	No	Yes	<1	4	0	No	0	0	0	37	31	0	0	D	No	Yes	0
Alternative 15	Add Direct Connector	Addition of direct connectors along the I-610 corridor from I-45 to Hardy Toll Road; includes four (4) managed lanes; this alternative also includes widening of Hardy Toll Road to provide one additional lane inbound and outbound	Yes	No	N	N	D	U	N	N	N	NA	N	No	No	7	4	0	<1	<1	14	0	No	No	<1	4	0	No	0	0	224	38	32	0	0	U	No	Yes	2

 IDENTIFIED REASONABLE ALTERNATIVE DESIRABLE UNDESIRABLE NEUTRAL

SEGMENT 3

PRELIMINARY SUBJECT TO CHANGE

[illegible]