



Aug. 7, 2025

Virtual Public Meeting with In-Person Open House Pre-Recorded Presentation

State Highway (SH) 99 Improvements
From Interstate (I) 10 West to US 290
Harris County, Texas
Control Section Job (CSJs): 3510 05 047 & 3510 05 048

Script:

The Texas Department of Transportation, Houston District, would like to welcome you to this virtual public meeting with an in-person open house. This presentation will provide information on the proposed State Highway 99 Improvements project. State Highway 99 is also known as the Grand Parkway. This is a pre-recorded presentation. My name is Cherish Anderson and I am part of the project team. I would like to thank you for participating in this public meeting.

During the virtual presentation you may pause the video and navigate forward or backward using your video player.

Public Meeting Technical Difficulties and Accommodation Requests



Please contact Gabriel Adame 713-802-5199 should you have:

- Difficulties accessing public meeting information online
- Requests for special accommodations
- Language or interpretation needs other than English and Spanish

Details on how to submit an official comment will be provided later in the presentation.

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Script:

If you have any technical difficulties accessing the public meeting information, need special accommodations, or speak a language other than English or Spanish and have interpretation needs please contact Gabriel Adame at 713-802-5199. Details on how to submit comments will be provided further in the presentation.

Virtual Public Meeting with an In-Person Open House

In-Person Open House

**Thursday, Aug. 7, 2025
5 to 7 p.m.
Steve Radack Community Center
18650 Clay Rd, Houston, TX 77084**

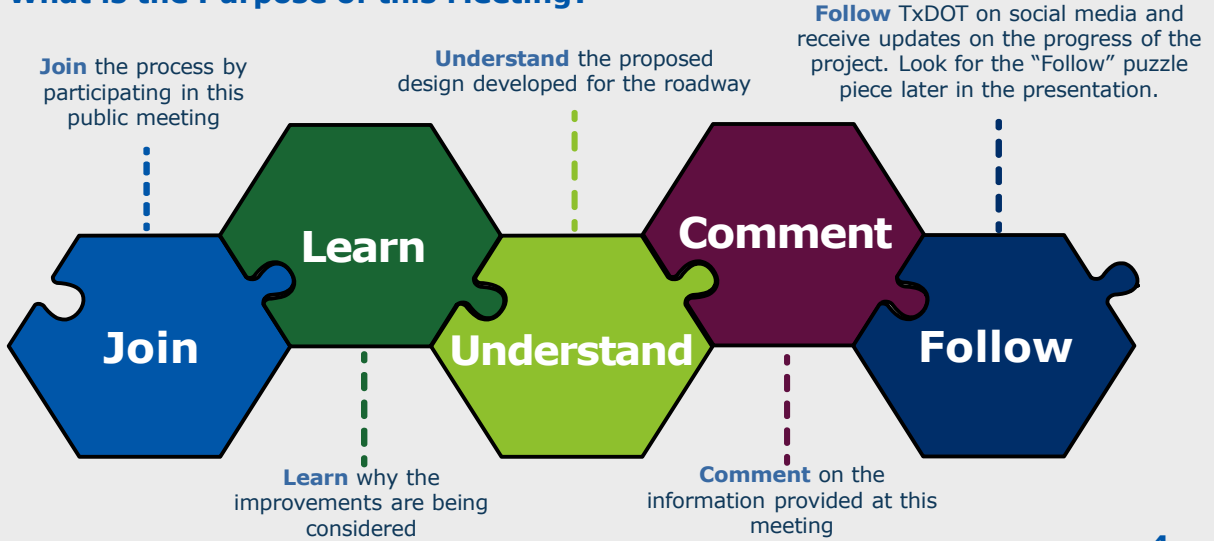


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Script:

The virtual public meeting is being held in conjunction with an in-person open house. The open house will be held on Thursday, Aug. 7, 2025, from 5 to 7 p.m. at the Steve Radack Community Center located at 18650 Clay Road, Houston, Texas 77084. The information presented in the virtual public meeting and the in-person open house is identical, and the opportunities to comment do not differ.

What is the Purpose of this Meeting?



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Script:

The purpose of this public meeting is to engage with stakeholders and adjacent communities regarding the proposed project and for the project team to address questions and concerns from the public.

TxDOT commits to purposefully involving the public in planning and project implementation by providing for early, continuous, transparent and effective access to information and decision-making processes.

At this meeting TxDOT would like you to:

- Join the process through your participation in this meeting,
- Learn why the improvements are being considered,
- Understand the proposed design developed for the roadway,
- Comment on the information provided at this meeting, and
- Follow TxDOT on social media and receive updates on the progress of the project. Look for the "Follow" puzzle piece later in the presentation for more information.

Throughout this presentation, individual puzzle pieces will appear in the upper right-hand corner of each slide. The color of the puzzle piece indicates which of the five topics – Join, Learn, Understand, Comment, or Follow – is being discussed.

Public Meeting Agenda



Outreach and Notifications



Project Overview and Background



Need for and Purpose of the Proposed Project



Proposed Project Details



Environmental Analysis



Funding Information and Next Steps



How to Comment

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Script:

In this presentation I will first outline the notification process leading up to this public meeting.

Then I will provide an overview of the project, discuss background information, and explain the need for and purpose of the project, followed by a discussion of the proposed improvements and the environmental analysis.

Next steps and funding information will be provided following the engineering and environmental discussion.

Toward the end of this presentation there are instructions on how to submit comments, as well as contact information for TxDOT.

Outreach and Notification Methods



Information was posted to the TxDOT website on July 8, 2025



Social Media posts were made on Facebook, Nextdoor, and X (Twitter) TxDOT accounts



Elected Official Letters were sent by mail and email on July 10, 2025



Notices were mailed directly to adjacent property owners and local schools, emergency services, and neighborhood associations on July 16, 2025



Approximately 10,000 postcards were mailed directly to mailboxes in neighborhoods adjacent to the project within 77433, 77493, and 77449 zip codes on July 16, 2025.



A notice in English was published in the *Community Impact* and *Katy Times* on July 10 & 17, 2025. A notice in Spanish was published in *La Voz* on July 23, 2025.



Changeable message boards with meeting information were placed along SH 99 from July 25 to August 7, 2025.

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Script:

In preparation for this public meeting, notices in both English and Spanish were published on the TxDOT webpage on July 8, 2025.

Links to the meeting notice were posted on the TxDOT Facebook page and TxDOT Houston District X page, formerly known as Twitter.

Elected officials were notified of this public meeting by mail and email on July 10, 2025.

Notices in both English and Spanish were then mailed to adjacent landowners on July 16, 2025, along with a flyer showing the project location.

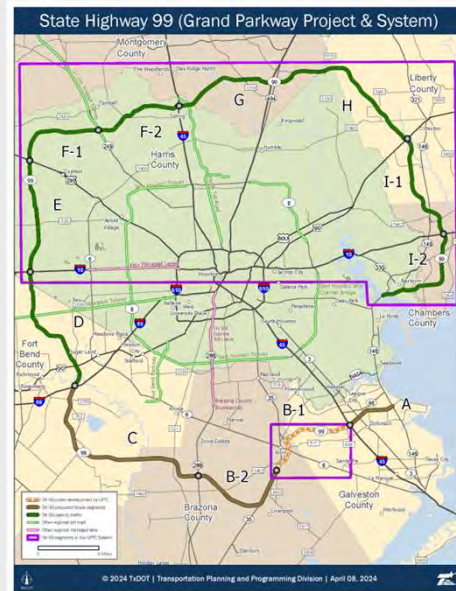
Approximately 10,000 postcards were mailed out on July 16, 2025, to mailboxes within the 77433, 77493, and 77449 zip codes.

Notices were also published in the *Community Impact* and *Katy Times* on July 10 and 17, 2025 and in Spanish in *La Voz* on July 23, 2025.

TxDOT advertised the meeting on roadside variable message signs along State Highway 99 from July 25 to August 7, 2025.

Grand Parkway Background

- Initial project plans began in the 1960s
- Includes 11 stand-alone segments
- Grand Parkway is a tolled facility
- In total is approximately 180-miles in length
- 3rd loop around Houston
- First segment (Segment D) opened to traffic in 1994



Script:

As you can see at the top of the slide, we now have the “learn” puzzle piece. In this part of the presentation, we will discuss the project in general and learn why these improvements are being considered.

State Highway 99 is an approximate 180-mile highway crossing seven counties in the Greater Houston area. It is also known as the third loop around Houston. Plans for Grand Parkway began in the early 1960s, and the first of 11 segments was opened to traffic in 1994. Grand Parkway is managed and operated by the Grand Parkway Transportation Corporation, a public, nonprofit corporation. The Corporation manages and operates the roadway. TxDOT and representatives of all seven counties the highway traverses through signed a Toll Project Market Valuation Waiver Agreement in 2009. The agreement details items such as the scope of work, toll rates, frontage road limitations, expansion requirements, and specific details regarding each segment such as project limits, number and design elements of travel lanes, locations of interchanges and overpasses, and drainage elements.

Grand Parkway Segment E: I-10 West to US 290

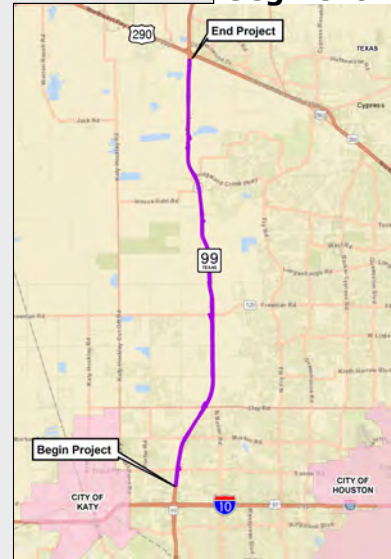
Segment E

Segment E Background:

- This segment opened to traffic in 2013
- Currently a 4 lane controlled access toll road
- Intermittent frontage roads
- Approximately 15 miles long
- Located in Harris County

Proposed Project Overview:

- Proposes to add a travel lane in each direction
- Control Section Job (CSJs): 3510 05 047 & 3510 05 048
- Estimated Cost: \$157 Million
- Funding: Toll Revenue



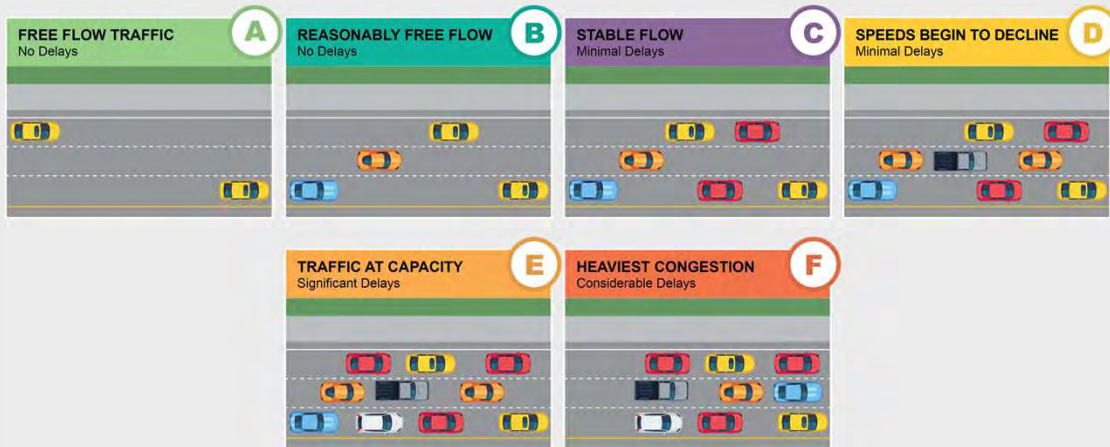
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Script:

The proposed project specifically focuses on Segment E, shown on the slide in purple, which extends approximately 15 miles from I-10 West to US 290. The proposed improvements would include adding an additional lane in each direction expanding Grand Parkway from a four-lane tolled, controlled access roadway to a six-lane tolled, controlled access roadway. The estimated cost for the project is approximately \$157 million. The project is funded with toll revenue.

Why is the project being proposed?

The proposed project is needed because this Segment of Grand Parkway is unable to maintain a stable traffic flow and vehicle speed.



Script:

As mentioned previously, the toll road is operated under specific terms and conditions. One condition is that the roadway must maintain a stable flow of traffic and vehicle speed. The Agreement states that if the roadway cannot maintain a Level of Service C or better it must be widened. Level of Service is a measure used to qualify the level of traffic flow based on vehicle speed, congestion, delay, travel time, ease of maneuverability, and safety. Much like grades in school, level of service ranges from A, free flowing traffic as shown in light green, to F which is heavily congested as shown in dark orange. Due to ongoing growth and development in the area, Segment E is unable to maintain level C; therefore, the roadway must be widened.

Purpose of the Proposed Project

Purpose:

The purpose of the proposed project is to manage congestion due to increased traffic based on an agreement between the State and the seven counties through which SH 99 passes.

Scan the QR code for more information on the 2009 Toll Project Market Valuation Waiver Agreement.



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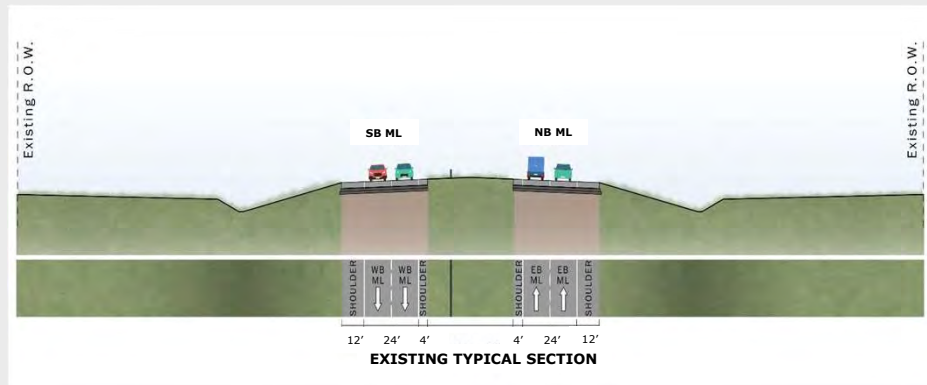
Script:

The purpose of the proposed project is to manage congestion due to increased traffic and fulfil the commitments of an agreement between the State and the seven counties through which SH 99 passes.

For more information about the agreement, scan the QR code on the screen.

Project Details: Existing Typical Section

- Four-lane divided roadway with 12-foot-wide travel lanes
- 4-foot-wide inside shoulders and 12-foot-wide outside shoulders



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Script:

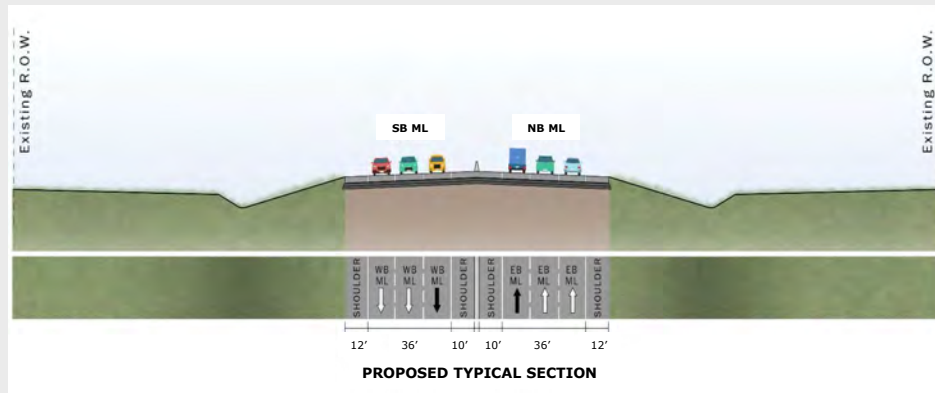
As you can see from the top of the slide, we now have the “understand” puzzle piece. In this part of the presentation, we will introduce the proposed improvements so that you can become familiar with the existing roadway and what actions are being considered for improvements and provide informed feedback.

A typical section is a cross-section of how the roadway looks at a specific point in the roadway. This slide shows an illustration of how State Highway 99 looks today.

Within the project limits, the State Highway 99 main lanes are tolled. The roadway is a four-lane divided roadway with two 12-foot-wide main lanes in each direction, 4-foot-wide inside shoulders and 12-foot-wide outside shoulders. A cable barrier in the median separates opposing lanes of traffic. Frontage roads are present from Interstate 10 to Clay Road. The roadway is within a 400-foot-wide right of way.

Project Details: Proposed Typical Section

- Widen from four-lane divided to six-lane divided roadway
- 12-foot-wide travel lanes, 10 to 11-foot-wide inside shoulders, and 12-foot-wide outside shoulders



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Script:

This slide illustrates the proposed typical section, or a cross-section of what the roadway would look like with the proposed project.

State Highway 99 main lanes would continue to be tolled. The proposed project would construct one 12-foot-wide main lane with 10 to 11-foot wide inside shoulders in each direction.

The main lane expansion would be constructed on the inside of the existing roadway and the cable barrier would be removed and replaced with a concrete traffic barrier. The entire project would be constructed within existing TxDOT right-of-way and would not result in any residential or non-residential displacements.

Project Details: Drainage

- Storm sewers, ditches and detention facilities are being analyzed to meet increased capacity requirements due to NOAA Atlas 14 rainfall data
- Minor changes to detention ponds and ditches would be made, as needed, to account for updated hydraulic analyses

Script:

The project team is studying updated rainfall frequency estimates using Atlas 14 precipitation data distributed by the National Oceanic and Atmospheric Administration. This information is used to predict precipitation frequency. Existing storm sewers, ditches, and detention facility capacities are being analyzed to meet the increased rainfall capacity requirements predicted by Atlas 14 data.

Minor changes to existing detention ponds and ditches would be made, as needed, to account for the updated hydraulic analysis.

Memorandum of Understanding

National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation

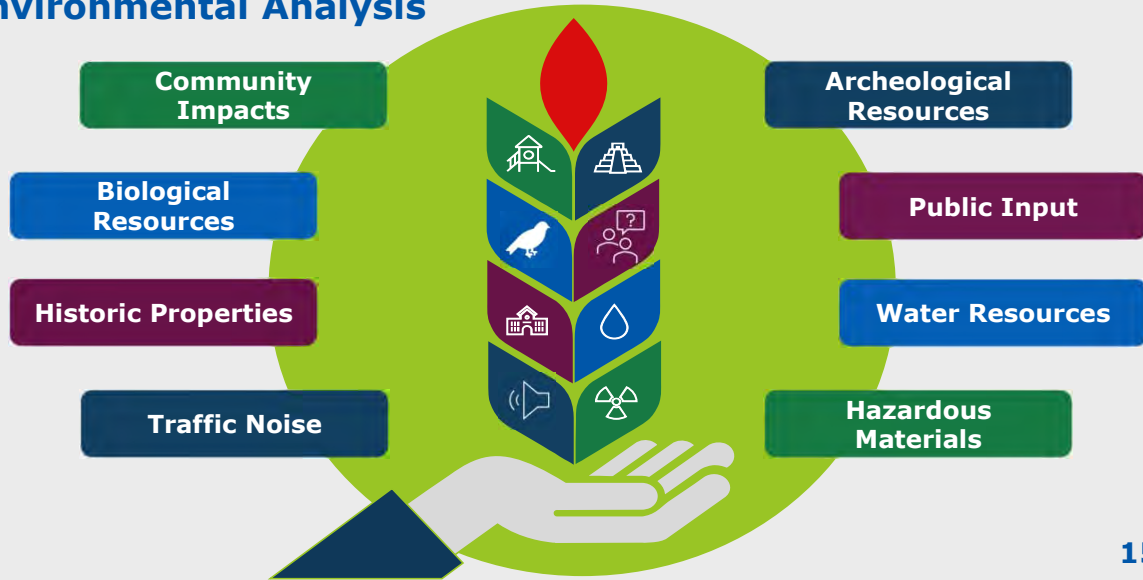
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 17, 2025, and executed by FHWA and TxDOT.

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Script:

This project may receive federal funds, and because of the federal component, TxDOT is required to assess the potential environmental effects of the proposed project in accordance with Federal standards. The process that is followed is called the National Environmental Policy Act process, otherwise known as NEPA. The NEPA process provides analyses of the potential impacts to the natural and manmade environment and helps the decision maker to make an informed decision on whether or not to proceed with the project. On July 17, 2025, TxDOT received a signed Memorandum of Understanding from the Federal Highway Administration that permits TxDOT to assume responsibility from the Federal Highway Administration for reviewing and approving certain assigned NEPA projects. This review and approval process applies to this project.

Environmental Analysis



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Script:

The project team is identifying and evaluating potential environmental impacts that could occur as a result of constructing the proposed project. The project would be designed to avoid or minimize impacts to the greatest amount practicable.

Areas under review include biological resources, community impacts, water resources, hazardous materials, archaeological resources, historic resources, and traffic noise. Public input is also considered during the environmental analysis and project development process.

On the next slide, I will discuss results of the traffic noise analysis that was completed for this project.

Traffic Noise Analysis Results

- A Traffic Noise Analysis was performed in accordance with TxDOT's (and Federal Highway Administration approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise.
- Two locations of traffic noise barriers were determined to be reasonable, feasible, and cost effective, and are proposed for incorporation into the proposed project.

Scan the QR code for more information on traffic noise analyses.



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Script:

TxDOT understands the concerns regarding traffic noise and its potential impacts on communities adjacent to the highways. Part of our mission is to ensure that transportation projects are developed and constructed in an environmentally sensitive manner. For this reason, comprehensive traffic noise analyses are completed for all proposed major highway improvement projects.

A Traffic Noise Analysis was completed for this project in accordance with TxDOT and FHWA guidelines. As a result of the analysis, two noise barriers are proposed for incorporation into the proposed project. The next two slides will illustrate the proposed locations of these noise barriers.

For more information about the traffic noise analysis process, scan the QR code on the screen for a video.

Traffic Noise Analysis Results



- Proposed noise barrier would be located within TxDOT right-of-way adjacent to the Waterstone Subdivision between Clay Road and Morton Ranch Road
- Consists of 3 noise walls, with gaps for drainage structures
- Approximately 4,037 feet in total length and 12 feet in height
- Final approval, design, and exact location of the proposed noise walls will be further refined and voted on during a future noise workshop.

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Script:

This slide illustrates the proposed noise barrier along the Waterstone Subdivision. To allow for maintenance access and drainage structures, the noise barrier is proposed in three segments within TxDOT right of way between Clay Road and Morton Ranch Road. The proposed noise barrier would be approximately 4,037 feet in length and would be 12-feet-tall.

The details of the proposed noise barrier are preliminary, and it would only be constructed if a majority of adjacent property owners vote in favor of the proposed noise barrier. Voting would be held during a noise workshop, which will be held at a future date.

Traffic Noise Analysis Results



- Proposed noise barrier would be located within the TxDOT right of way adjacent to the San Paseo apartment complex north of Partnership Way
- Approximately 815 feet long and 18 feet tall
- Final approval, design, and exact location of the proposed noise walls will be further refined and voted on during a future noise workshop.

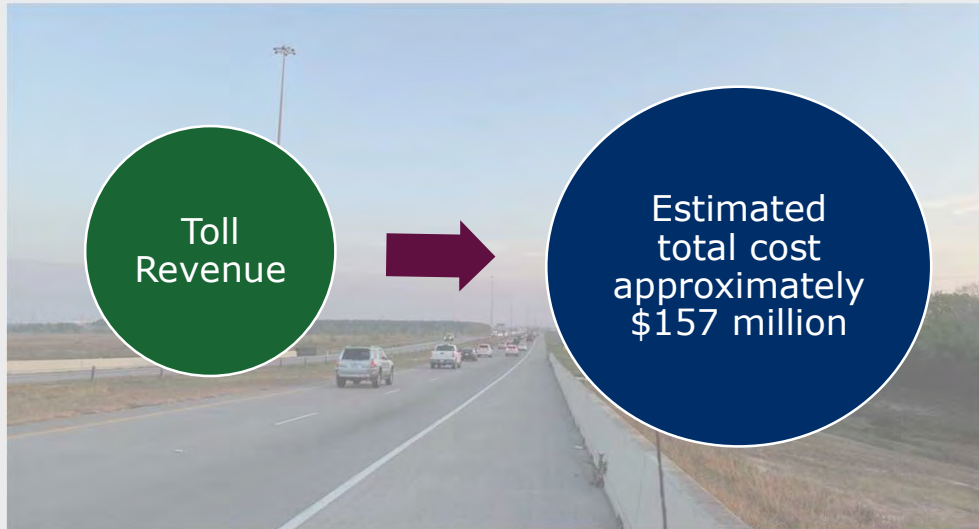
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Script:

The second noise barrier is proposed within the existing TxDOT right-of-way adjacent to the San Paseo apartment complex north of Partnership Way. The single barrier would be approximately 815 feet in length and 18 feet in height.

This noise barrier is also preliminary and subject to a voting process similar to what was described on the previous slide.

Project Funding

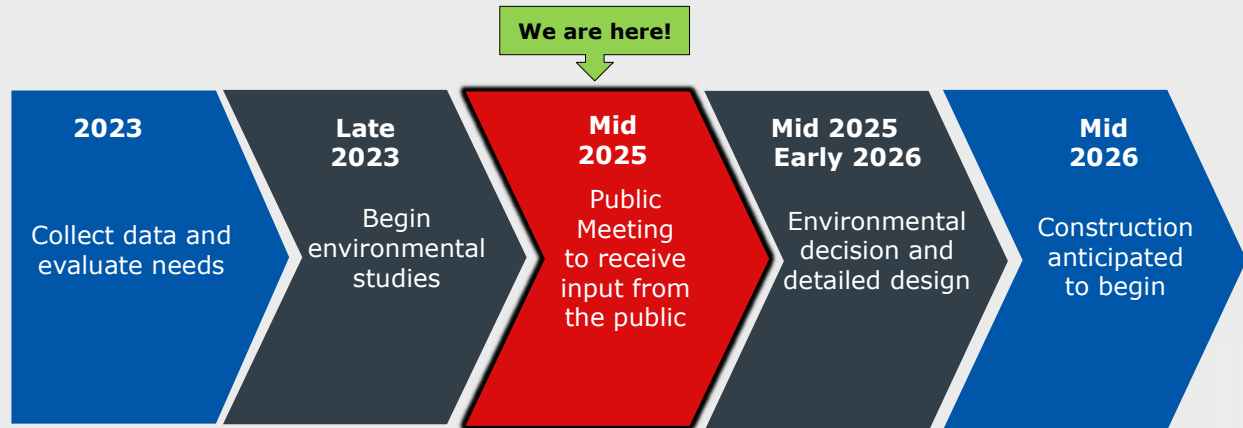


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Script:

The proposed project would be funded with toll revenue for a total of approximately \$157 million.

Project Timeline and Next Steps



* This schedule is approximate and subject to change

Script:

We want to highlight the estimated project timeline. Look for the green “We are here” arrow at the top middle of your screen. After the comment period closes, the project team will review the comments received, make appropriate design changes and prepare official public meeting documentation. Public meeting documentation, which includes responses to all comments received, will be posted to the project meeting page when completed. To receive notification of availability of the completed public meeting documentation please subscribe to project updates by visiting the State Highway 99 project page on TxDOT.gov. The next steps include receiving an environmental decision and beginning detailed design activities. Construction is anticipated to begin in mid-2026. The project team estimates that construction would take less than five years.

How to Submit Your Comments

All comments must be received or postmarked by **Friday, Aug. 22, 2025**

Online: To access the public meeting page, scan the QR code or visit www.txdot.gov/projects/hearings-meetings.html

- Click "Submit Comment" on the public meeting page.

Email: Submit to: HOU-PIOwebmail@txdot.gov

- Include reference to project Control Section Job (CSJs): 3510-05-047, 3510-05-048

In-person: Drop the Comment Form in the comment box at the in-person open house

Mail: Mail the comment card: TxDOT Houston District
Advanced Project Development Director
P.O. Box 1386
Houston, Texas 77251-1386



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Script:

As you can see from the top of the slide, we now have the "comment" puzzle piece. In this part of the presentation, we will provide the multiple ways you can share your feedback on the proposed project and stay engaged.

TxDOT encourages you to review the materials regarding the proposed project and provide feedback.

You may submit comments in any language in the following ways:

Click "Submit Comment" on the public meeting page.

Submit by email to HOU-PIOwebmail@txdot.gov, including reference to the project CSJ numbers shown on the slide.

Fill out the comment card at the open house and drop in the comment box.

Mail the comment card to: TxDOT Houston District
Attention: Advanced Project Development Director
P.O. Box 1386
Houston, Texas 77251-1386

Contact Information – Engage with TxDOT Online

Houston District Contact

Contact the TxDOT
Public Engagement Coordinator
anytime during project development:

Gabriel Adame
Phone: 713-802-5199
Email: Gabriel.Adame@txdot.gov



To access the public meeting page visit
www.txdot.gov/projects/hearings-meetings.html or
scan the QR code

Don't hesitate to contact us with any questions anytime during project development.

Social Media



Follow us on X (Twitter):
twitter.com/TxDOTHouston



Like us on Facebook:
www.facebook.com/txdothouston

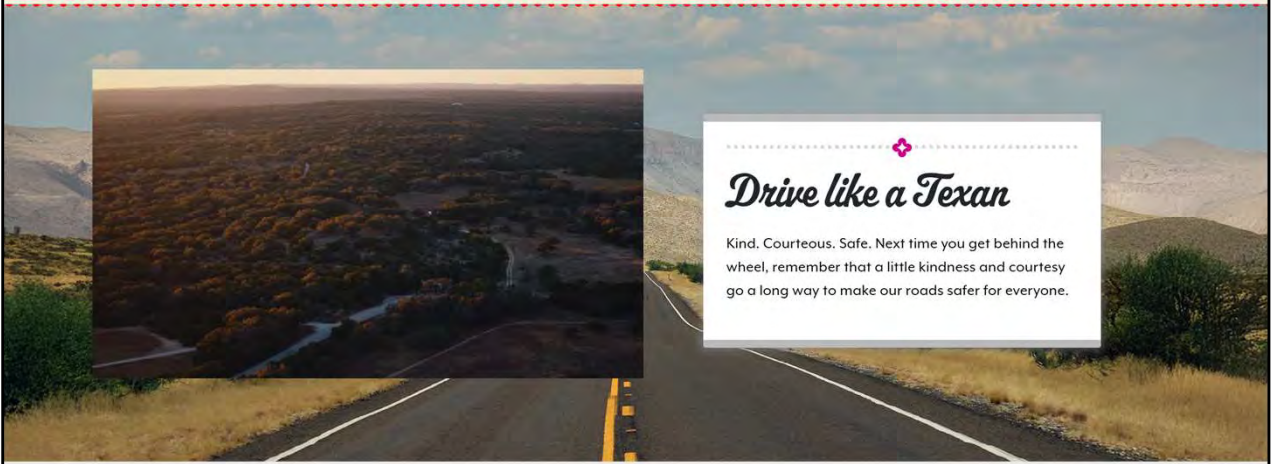


Follow us on Instagram:
www.instagram.com/txdothouston

Script:

Please don't hesitate to contact us with any questions, and feel free to contact Gabriel Adame the Public Engagement Coordinator at the TxDOT Houston District office by phone at 713-802-5199 or email at Gabriel.Adame@TxDOT.gov with any questions or comments at any time during the project development process. And don't forget to click on these links and follow us on X formerly Twitter, for ongoing road closures and construction updates on the Houston District X page. You may also keep up with TxDOT news on our Facebook page or follow us on our Instagram page.

DRIVE *like* a TEXAN™
Kind. Courteous. Safe.



Script:

Please take a moment to reflect on the importance of safe driving. TxDOT's Drive Like a Texan campaign aims for you to drive kind, courteous, and safe.

play video

**Thank you for participating
in this public meeting**

**Please remember to submit comments
by Friday, Aug. 22, 2025**

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Script:

Thank you for participating in this public meeting. Please remember to submit your comments no later than Friday, Aug. 22, 2025, to be included in the official public meeting documentation.