



US 90A PROJECT NEWS

April 2023

Quick Facts

Project Location:

- Harris County, Texas

Project Length:

- Approximately 1 mile

Project Limits:

- East of Griggs Road to Spur 5

Estimated Cost & Funding

- \$11.2 million
- *Currently funded by the state*

Project Reference Number

- CSJ: 0027-10-076

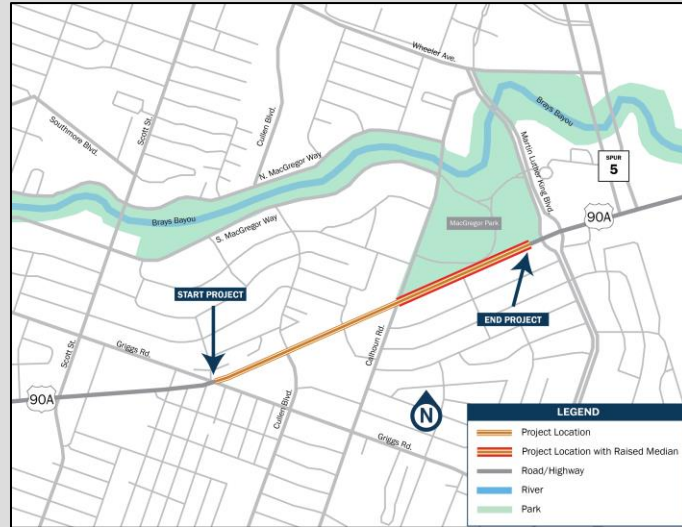
Right of Way Needs

- None

Potential Displacements

- None

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 Memorandum of Understanding dated December 9, 2019, and executed by FHWA TxDOT.



Welcome to the Public Meeting

The Texas Department of Transportation (TxDOT) welcomes you to the public meeting. This public meeting is being conducted both virtually and in-person. Both options provide an opportunity to view a pre-recorded presentation in both English and Spanish and provide your feedback on the proposed project. The purpose of the public meeting is to engage with the community and gather feedback on this proposed project. Your input is important in the project development process. Details on how to comment are on the following page.

Project Description

During this public meeting, you are invited to review materials for the proposed improvements to US 90A from east of Griggs Road to Spur 5 in Harris County. This segment of US 90A from east of Griggs Road to Spur 5 is part of a larger effort to reconstruct US 90A. The proposed project would include improvements to roadway and pedestrian features in the project area consisting of roadway, sidewalk and driveway reconstruction, upgrading intersection signalization, and drainage improvements. A portion of the project area between Calhoun Road and Martin Luther King Boulevard would also include the addition of raised medians along MacGregor Park. No additional right of way is anticipated to be needed for the proposed project. The proposed project is not anticipated to impact MacGregor Park, a park property protected under Section 4(f) of the Department of Transportation Act of 1966.

Project History

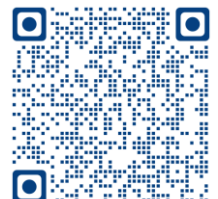
The proposed median work is a collaboration between TxDOT and the Old Spanish Trail/Alameda Corridors Redevelopment Authority-TIRZ #7. The Alameda Corridors Redevelopment Authority is a tax investment redevelopment zone geared towards promoting economic development and made up of appointed board members and a committee. The Greater Southeast Management District, also known as Houston Southeast, will provide long term maintenance of proposed median enhancements. TIRZ #7 is providing supplemental design support.

For more information, go to:

<https://www.txdot.gov/projects/hearings-meetings.html>

or scan the QR code here.

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Why is this project proposed?

The project is proposed to improve pedestrian safety and provide drainage and signal improvements.

The pedestrian safety improvements include the replacement of all pedestrian ramps and the addition of pedestrian push buttons on intersection signals. The project would also reconstruct existing sidewalks and construct new sidewalks where there currently are gaps, for the entire length of project on both sides of the street. A pedestrian crossing would be added at Belvedere Street and Old Spanish Trail. Raised medians would be constructed from Calhoun Road to Martin Luther King Boulevard to improve safety. These raised medians would match the rest of the larger project along US 90A, as existing SH 288 to Calhoun Road is all separated by a raised median. Decorative pavers and landscaping are proposed for the raised medians.

Drainage improvements include replacing most of the current drainage systems the entire length of project. These improvements include the replacement of old pavement and curbs which would improve safety by raising the height of curbs to current design standards.

Signal improvements include the replacement of span wire signals to mast arm.

Questions or Need Help

Amer Qureshi, P.E.

713-802-5797

Amer.Qureshi@txdot.gov



How to Get Involved

You are invited to participate in the development of this project by reviewing the materials and providing comments.

You may submit comments in English or Spanish in the following ways:

- Place the comment card in the Comment Box at the in-person public meeting
- Send your comment via U.S. Mail postmarked by Friday, **April 28, 2023**
TxDOT Houston District
Advanced Project Development Director
P.O. Box 1386
Houston, Texas 77251-1386
- Send your comment via email to:
HOU-PIOwebmail@txdot.gov

All comments must be received or postmarked by Friday, **April 28, 2023**, to be considered in the official public meeting summary report.

Documentation of this public meeting will be available online at the project webpage approximately three to four months after the close of the comment period. This report will contain responses to all comments received by the deadline.

Please reference the project number shown on the first page in all communication.

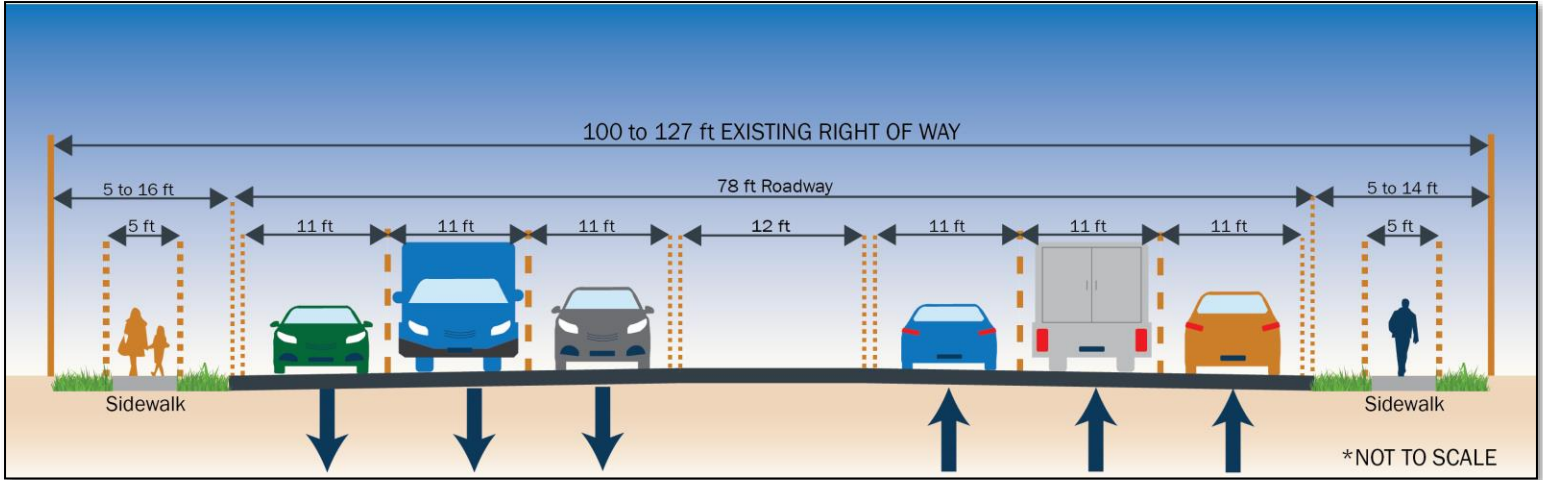
Project Timeline



This schedule is approximate and subject to change.

Existing Roadway

The image below represents a cross-section view of the roadway as it is today. Within the project limits, the existing roadway consists of three eleven-foot-wide travel lanes in each direction, a twelve-foot wide striped flush median and five-foot-wide sidewalks on both sides of the roadway with some gaps in sidewalk coverage.



The Texas Department of Transportation (TxDOT) commits to purposefully involve the public in planning and project implementation by providing for early, continuous, transparent and effective access to information and decision-making processes.

Proposed Roadway

The image below represents a cross-section view of how the road might look after construction of the proposed project. Within the project limits the sidewalks and travel lanes would not change. The project proposes to construct a raised median in place of the existing 12-foot-wide striped flush median from Calhoun Road to Martin Luther King Boulevard at MacGregor Park.

