

FM 1093 WESTPARK EXTENSION

May 1, 2012

PHASE I PROGRAM DESCRIPTION

The proposed program would widen FM 1093 Westpark Extension from a two-lane undivided facility to a four-lane divided facility. The proposed program would consist of a four-lane controlled access tollway with continuous non-toll, one-way two-lane frontage roads from its current terminus at SH 99 through the FM 723 intersection. The toll lanes would terminate and tie into the non-toll, one-way two-lane frontage roads west of the FM 723 intersection. The four-lane divided facility would continue west through the intersection of Westheimer Lakes North Drive. West of Westheimer Lakes North Drive, the four-lane divided roadway would taper into the existing two-lane facility immediately east of the FM 1463/FM 359 intersection. A five-foot sidewalk is proposed on the north side of the FM 1093 non-toll two-lane westbound frontage road facility for the entire length of the proposed program.

Four-lane tollway grade separation overpasses would occur at the Spring Green/FM 723 and Katy-Gaston Road cross street intersections. These existing cross street signalized intersections would be reconstructed into cross street timed signalized intersection pairs with the non-toll, one-way two-lane frontage roads. Turns lanes would be included at these cross street and one-way frontage road intersections to provide traffic turning movements with a level of service meeting design criteria. U-turns would be constructed at both overpass locations to facilitate eastbound and westbound non-toll frontage road access from other side streets within the project limits.

Right turn lanes would be constructed with the non-toll, one-way two-lane frontage roads and four-lane divided facility at side street intersections. Side streets considered to need right turn lanes, at this time, include Westheimer Lakes North Drive, Canyon Fields Drive, Cinco Rose Drive and Gaston Road. It should be noted that TxDOT made the decision in March 2012 to close Gaston Road at FM 1093 due to the number of traffic accidents at this intersection. In addition to a right turn lane, left turn lanes and a center median turnaround would be constructed between the four-lane divided facility to provide eastbound and westbound access to Westheimer Lakes North Drive. The center median turnaround would facilitate eastbound and westbound divided facility access from other side streets between FM 1463/FM 359 and Spring Green/FM 723 intersections.

METRO owns a 100-foot ROW to the south of FM 1093. The proposed program ROW would consist of acquiring a portion (50-foot) of the METRO ROW to the south of FM 1093 and acquiring additional ROW from private properties to the north of FM 1093.

The proposed program is approximately 4.1 miles in length and the existing ROW is 100 feet. The proposed ROW is typically 240 feet and would widen to as much as 315 feet at major cross streets. Typically, 50 feet of additional ROW would be acquired from METRO on the south side of FM 1093 and 90 feet of additional ROW would be acquired from private property owners on the north side of FM 1093. One commercial displacement/relocation would result from the proposed project. Fort Bend County is responsible for implementation of the proposed program.

The TIP lists the letting date for the frontage roads as October 2012. The Regional Transportation Plan (RTP) Update lists the fiscal year for the frontage roads as 2013. The four-lane toll road portion of the proposed program is included on page 36 in the 2035 RTP Update. The fiscal year is listed as 2025. TxDOT is currently working on a TIP amendment, as the TIP was prepared when the project was proposed as a Pass-Through Agreement. The TIP amendment will reflect CSJ 1258-02-042, as construction project 1 (Design Segment D), from west of Katy-Gaston Road to SH 99 (Grand Parkway); and the TIP amendment will reflect CSJ 1258-03-043, as construction project 2 (Design Segments C & B3), from FM 1463/FM 359 to west of Katy-Gaston Road.

MAY 1, 2012 COMMISSIONER'S COURT ACTION

The Action of the Court is to approve the Schematic Design, so the Plan can be forwarded to TxDOT for their review and approval. This approval action by TxDOT is part of the environmental process and is a requirement for moving forward with development of Final Design and preparation of Plans, Specifications, and Estimates (PS&E) for construction.

Respectfully,

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