

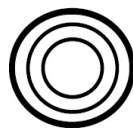
VOLUME I: DRAFT ENVIRONMENTAL IMPACT STATEMENT AND EXHIBITS

THE GRAND PARKWAY SEGMENTS H AND I-1

SH 99: US 59 (N) to IH 10 (E)
MONTGOMERY, HARRIS, LIBERTY, AND
CHAMBERS COUNTIES, TEXAS

CSJs: 3510-07-003, 3510-08-001, 3510-08-002,
3510-09-001, 3510-10-001

March 2011



*The Grand
Parkway
Association*



**US Army Corps
of Engineers**

THE GRAND PARKWAY

FHWA-TX-EIS-07-01-D

CSJ (control-section-job) Nos. 3510-07-003, 3510-08-001, 3510-08-002, 3510-09-001,
and 3510-10-001

**GRAND PARKWAY (STATE HIGHWAY 99)
SEGMENTS H and I-1
FROM UNITED STATES HIGHWAY (US) 59 (N)
TO INTERSTATE HIGHWAY (IH) 10 (E)
Montgomery, Harris, Liberty, and Chambers Counties**

DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

SUBMITTED PURSUANT TO 42 USC 4332(2)(c)

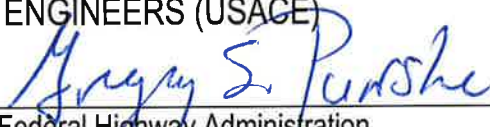
BY THE

U.S. DEPARTMENT OF TRANSPORTATION (USDOT)
FEDERAL HIGHWAY ADMINISTRATION (FHWA)
AND THE
TEXAS DEPARTMENT OF TRANSPORTATION (TxDOT)
AND THE
GRAND PARKWAY ASSOCIATION

COOPERATING AGENCY
U.S. ARMY CORPS OF ENGINEERS (USACE)

5-10-2011

Date of Approval


Federal Highway Administration

3/2/11

Date of Approval


Texas Department of Transportation
Environmental Affairs Division

Comments on this DEIS (due 90 days from the date the Notice of Availability [NOA]) are published in the Federal Register and should be sent to the Grand Parkway Association, Attention: Mr. David Gornet, 4544 Post Oak Place, Suite 222, Houston, TX 77027 or to the Texas Department of Transportation, Attention: Director of Project Development, 7721 Washington Avenue (or P.O. Box 1386), Houston, TX 77251-1386.

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The following persons may be contacted for additional information concerning this document:

Ms. Dianna F. Noble, P.E.
Director of Environmental Affairs
Texas Department of Transportation
150 E. Riverside Drive, Bldg. 118
Austin, Texas 78704

Gregory Punske
District Engineer, District B (South)
Federal Highway Administration
Federal Office Building, Room 826
300 East 8th Street
Austin, Texas 78701

ABSTRACT

The proposed action would be located in the northeast quadrant of the planned 180+ mile long State Highway (SH) 99 (Grand Parkway), third loop around the City of Houston, Texas. The proposed action is the construction of a new location highway facility, approximately 38.2 miles long from US 59 (N) to IH 10 (E), and built to accommodate a 70 mph design. The proposed action is a portion of the Grand Parkway and is known as Segments H and I-1. The study area for Segments H and I-1 is located on the northeast side of the greater Houston metropolitan area and spans the area from US 59 (N) to IH 10 (E), generally between FM 2100 and SH 146, in Montgomery, Harris, Liberty, and Chambers counties. Cities within the study area include Mont Belvieu, Dayton, Plum Grove, Patton Village, Woodbranch, New Caney, and the town of Roman Forest. The conceptual design for this facility consists of a four-lane at-grade controlled access tollway with grade separations at major intersections within a 400-foot right-of-way (ROW) width. Transportation improvements are needed in the Segments H and I-1 study area because of a lack of efficient connections to major radial roadways, suburban communities, local ports, and industries. Improvements are also needed because the existing and future transportation demand of the study area exceeds the capacity of the local roadways and many of the study area's roadways have high crash rates. Projected population growth within the study area is expected to place an even greater strain on the existing transportation infrastructure. The recommended alternative transportation mode and the recommended alternative (build alternative) were proposed in this Draft Environmental Impact Statement (DEIS) after evaluation of the potential environmental impacts and consideration of public and agency input. The selected Recommended Alternative number 10 is one of the 11 reasonable alternatives evaluated and studied in detail in this DEIS. The recommended alternative (build alternative) was selected based on its ability to best meet the need and purpose of transportation improvements while minimizing impacts to the natural, physical, and social environment. The Recommended Alternative for Segments H and I-1 would require the acquisition of new ROW, filling of aquatic resources, including jurisdictional wetlands, and utility line adjustments. Within the proposed ROW, no known endangered species, historic resources, or archeological resources would be impacted. However, required surveys for historic resources (archeological and non-archeological) and endangered species have not been completed. These surveys would be conducted prior to construction to the extent required under federal and state cultural resource protection laws. The final selection of the Preferred Alternative would occur after comments are received from the DEIS public hearing process and have been fully evaluated. Following the selection of the Preferred Alternative, this alternative would be evaluated to a higher level of detail in the Final Environmental Impact Statement (FEIS).

Comments on this DEIS are due by
(date to be determined) and should be sent to:

The Grand Parkway Association
4544 Post Oak Place, Suite 222
Houston, TX 77027
Fax: 713-993-0106
E-mail: segmenthandi1comments@grandpky.com
Attn.: Mr. David W. Gornet