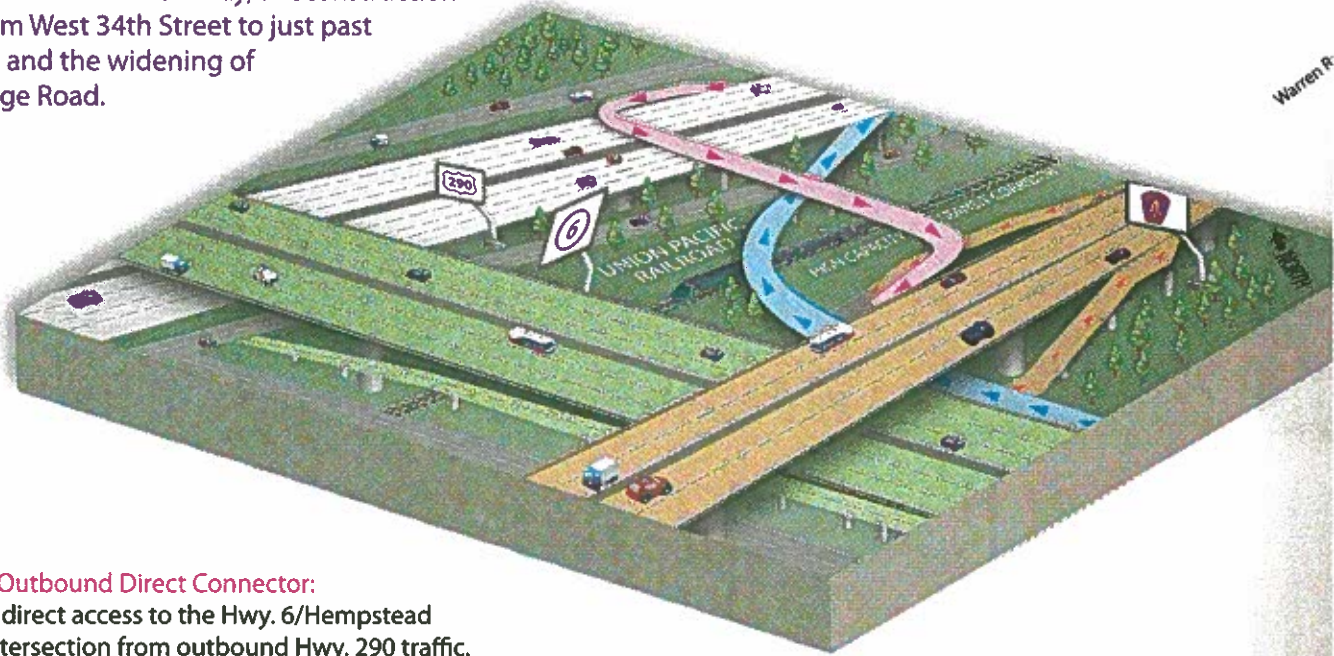


Traffic improvements for the Hwy. 290 commute

Along the Hwy. 290 corridor, inbound and outbound traffic has become increasingly worse within the past several years. Projections estimate travel time congestion will escalate to 12 hours of continuous traffic daily. The Texas Department of Transportation and Harris County Toll Road Authority are working to implement a vast reconstruction plan involving three phases along the Hwy. 290 corridor to alleviate the current and projected traffic congestion.

C CONNECTING TO HEMPSTEAD TOLLWAY

The map illustrated below includes several of the projects included in phase two of the expansion. Also included as part of this phase and not highlighted in the map will be the continuation of the Hempstead Tollway from Huffman Road to the Grand Parkway, a reconstruction of Hwy. 290 from West 34th Street to just past Senate Avenue and the widening of Hwy. 290 to Telge Road.



- Hwy. 290 Outbound Direct Connector:** Will allow direct access to the Hwy. 6/Hempstead Tollway intersection from outbound Hwy. 290 traffic.
- Hwy. 290 Inbound Direct Connector:** Allows northbound Hwy. 6 traffic to access inbound Hwy. 290 directly.
- Hempstead Tollway:** An entrance and exit ramp will be available for traffic from the Hempstead Tollway at Hwy. 6/FM 1960.
- Hwy. 6/FM 1960 Bridge:** The longer, elevated bridge will allow traffic to remain on Hwy. 6/FM 1960, avoiding the Hwy. 290 and the Hempstead Tollway intersections. Heading south, the rise in the bridge will begin just after Cooper Grove Boulevard with elevation returning to street level at North Eldridge Parkway.

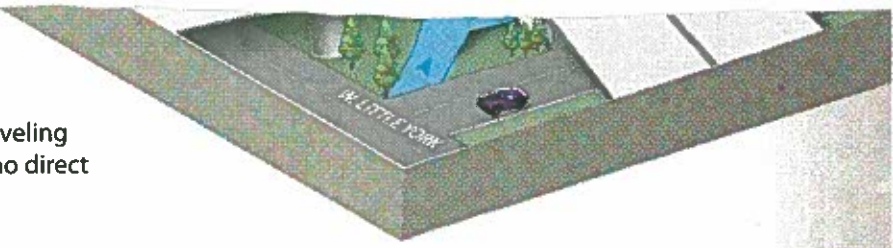
B CONNECTING THE SAM HOUSTON TOLLWAY FEEDER TO HWY. 290

Phase two of TxDOT's planned Hwy. 290 renovation will allow drivers greater access to the City of Jersey Village and areas along FM 529. Motorists traveling on the Sam Houston Tollway frontage road will no longer be forced to use Senate Avenue as a detour to continue on the frontage road. New bridges will allow drivers to stay on the frontage road through the Hwy. 290 interchange.



Direct Connectors to Hempstead Tollway: Traffic heading north on the Sam Houston Tollway can access the Hempstead Tollway via direct connectors in either direction. For those traveling south on the Sam Houston Tollway, there will be no direct access to the Hempstead Tollway.

Collector Distributors: New collector distributors near the Hwy. 290 and Sam Houston Tollway interchange will separate motorists from main lane traffic and allow direct access to Senate Avenue and FM 529.



A CONNECTING THE HEMPSTEAD TOLLWAY AND HWY. 290 TO I-10

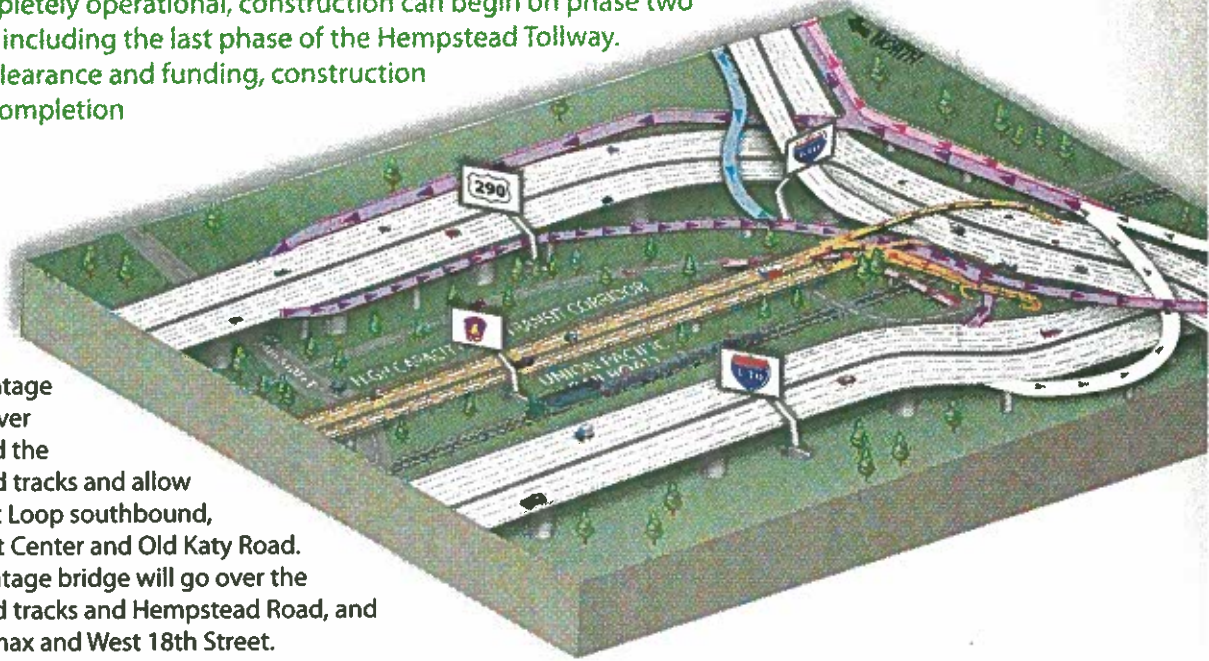
Phase one includes the Hwy. 290/IH 610 interchange, reconstruction of Hwy. 290 to West 34th Street and the construction of the Hempstead Tollway, replacing Hempstead Road, to just past Huffmeister Road. Once phase one of the tollway is completely operational, construction can begin on phase two of the expansion project, including the last phase of the Hempstead Tollway. Pending environmental clearance and funding, construction is slated for 2012 with a completion date of 2015.

West Loop Frontage Roads: The southbound frontage road bridge will go over Hempstead Road and the Union Pacific Railroad tracks and allow access to IH 610 West Loop southbound, the Northwest Transit Center and Old Katy Road. The northbound frontage bridge will go over the Union Pacific Railroad tracks and Hempstead Road, and allow access to Minimax and West 18th Street.

IH 610 & I-10: Traffic from IH 610 West Loop will have access to the I-10 east or west direct connector by exiting at TC Jester Boulevard.

Hempstead Tollway Tie-Ins: Traffic from the Hempstead Tollway will merge onto IH 610. Traffic will also have access to the Northwest Transit Center and I-10 via Old Katy Road.

Hwy. 290-I-10 Direct Connectors: Traffic from Hwy. 290 will merge on to the IH 610 West Loop or use the direct connectors to access I-10 east or west. Both directions of I-10 traffic will access Hwy. 290 north via direct connectors from I-10 and will join Hwy. 290 traffic.



290 UNDER EXPANSION 290

1999
MIS begins

2003
MIS approved

2006
The Hwy. 290
program office opens

2007
DEIS published and
public hearings held

2008-Today
Final Environmental Impact
Statement submitted to Federal
Highway Administration for review

1999-2002
Public meetings for Major Investment Study

2003-2005
Public meetings for the Draft Environmental Impact Statement

