

Texas Top Highway Projects

1



Interstate-10 (Katy Freeway Reconstruction Project)

Contract Value: \$204.3 Million

The project encompasses the reconstruction of approximately 2.65 mi. of IH-10 from east of Campbell Road to east of Beltway 8 in Houston. Work on the eight to 10-lane divided freeway facility includes the addition of two general purpose lanes and auxiliary lanes; construction of four toll lanes; 14 entrance/exit ramps; 12 bridges; and four grade-separated intersections. <<

Key Facts

Location: Houston

Owner: Texas Department of Transportation

General Contractor: Williams Brothers Construction Co., Houston

General Engineering Consultant: Parsons Brinckerhoff Inc., Houston

Start/complete: February 2005/November 2008

Texas Top Highway Projects

2



Interstate-10 (Katy Freeway Reconstruction Project)

Contract Value: \$158.2 million

Approximately 2.46 mi. of IH-10 from east of Silber Road to east of Campbell Road in Houston will see the reconstruction of 12 entrance/exit ramps, 13 bridges and four grade-separated intersections. The project is adjacent to and directly west of the segment of IH-10 listed above, and also includes the addition of two general purpose lanes and auxiliary lanes and the construction of four toll lanes. <<

Key Facts

Location: Houston

Owner: Texas Department of Transportation

General Contractor: Williams Brothers Construction Co., Houston

General Engineering Consultant: Parsons Brinckerhoff Inc., Houston

Start/complete: March 2005/November 2008



Interstate-10 (Katy Freeway Reconstruction Project)

Contract Value: \$152.5 million

The project covers approximately 2.27 mi. of IH-10 in Houston from east of Eldridge to west of State Highway 6, and includes the construction of SH 6 lanes over IH-10. The scope of work also includes the reconstruction of eight entrance/exit remaps, 10 bridges and two grade-separated intersections. This segment of the Katy Freeway, like the two projects listed above, also includes the addition of two general purpose lanes and auxiliary lanes and the construction of four toll lanes. <<

Key Facts

Location: Houston

Owner: Texas Department of Transportation

General Contractor: Williams Brothers Construction Co., Houston

General Engineering Consultant: Parsons Brinckerhoff Inc., Houston

Start/complete: April 2005/December 2008



U.S. 82 (Marsha Sharp Freeway)

Contract Value: \$131.1 million

Marsha Sharp Freeway.

The project is the largest construction contract ever awarded in the history of the district. The Marsha Sharp Freeway is also one of the largest engineering projects ever undertaken on the South Plains, according to TxDOT.

Granite performed the first phase of the Marsha Sharp Freeway project, which began in May 2003. Four phases are planned in all for an estimated total of \$300 million. The completed project will convert U.S. 82 from a principal arterial highway to a controlled-access concrete freeway with four lanes of travel.

The work involves moving nearly two

Key Facts

Location: Lubbock

Owner: Texas Department of Transportation

General Contractor: Granite Construction Co., Watsonville, Calif.

Start/complete: May 2005/Summer 2008

million cu. yds. of dirt, the majority of which will be used to build freeway embankments. The excavation is the largest ever undertaken in the Lubbock District for a transportation project. <<

Granite Construction Co. was selected as the contractor for the second phase of the east-west freeway corridor project in Lubbock, U.S. 82 or the Marsha Sharp Freeway. The firm broke ground on the \$131 million project in May of 2005, moving the city a step closer to completing the



Interstate-10 (Katy Freeway Reconstruction Project)

Contract Value: \$84 million

Balfour Beatty Construction was awarded the \$84 million contract for the reconstruction of approximately 1.8 mi. of IH-10 from east of Kirkwood to east of Eldridge. As with the other Katy Freeway projects listed, the segment includes the addition of two general purpose lanes and auxiliary lanes and the construction of four toll lanes. The scope of work involves the reconstruction of eight entrance/exit ramps, four bridges and two grade-separated intersections. Also included is construction of a retention pond, 34,700 lin. ft. of drainage structures, 208,000 sq. ft. of bridge structure and 138,000 sq. ft. of MSE retaining walls. <<

Key Facts

Location: Houston

Owner: Texas Department of Transportation

General Contractor: Balfour Beatty Construction Inc., Atlanta

General Engineering Consultant: Parsons Brinckerhoff Inc., Houston

Start/complete: March 2005/October 2008



Interstate-10

Contract Value: \$80.9 million

The approximately 6-mi. project near Beaumont in Chambers County runs from near the Trinity River Bridge to State Highway 61. The \$80.9 million contract was awarded W.W. Webber Inc. of Houston. The project will widen the stretch of IH-10 from four to six lanes of controlled-access highway, construct four bridges and replace asphalt overlay with concrete highway. <<

Key Facts

Location: Chambers County

Owner: Texas Department of Transportation

General Contractor: W.W. Webber Inc., Houston

Start/complete: September 2005/ mid-2009



The 38-month improvement project is along one of the busiest corridors in San Antonio. The approximately 3.5-mi. project is the last of the improvements planned for the northwest section of the IH-410 Loop west of the San Antonio In-

IH-410 Loop

Contract Value: \$75.1 million

ternational Airport.

The scope of work includes complete reconstruction of the main lane overpass bridges at Bandera and Evers Roads. The overpasses will be constructed using concrete U-beam girders. Two elevated connectors will allow traffic to make connections at the north and east end of the interchange project. The connectors will be constructed with more than 56,000 lin. ft. of concrete I-beam and more than 4,000,000 lbs. of structural steel girders. Included in the connectors is 442,000 sq. ft. of reinforced concrete bridge.

About 2.4 mi. of the IH-410 main lanes and frontage roads will be improved with

Key Facts

Location: San Antonio

Owner: Texas Department of Transportation

General Contractor: Austin Bridge & Road LP, Dallas

Start/complete: November 2005/February 2009

widening and asphalt overlays include retaining-wall work. As well, 1.1 mi. of State Highway 16/Bandera Road will be completely reconstructed to accept the proposed connector traffic. <<



One of four major awards for the reconstruction of U.S. 90A in Fort Bend County, the contract covers 3.3 mi. of the main thoroughfare in Stafford and extends the current expansion of U.S. 90A in Harris County as a limited-access roadway through the rapidly growing communities adjacent to Houston in Fort Bend County.

U.S. 90A

Contract Value: \$68.9 million

In Stafford, U.S. 90A is separated into a pair of streets divided by a row of city blocks. The two parallel one-way streets are separated by commercial buildings between Present Street and Murphy Road, which form the limits of the project.

To improve mobility in the town center, two underpasses will enable motorists to cross from the north to the south at Murphy Road (FM 1092) and Stafford/Staffordshire Roads.

U.S. 90A will be rebuilt as an eight-lane divided highway with curb and gutter in sections and storm sewers. The project includes relocation of the Union Pacific Railroad approximately 100 ft. to the north

Key Facts

Location: Houston

Owner: Texas Department of Transportation

General Contractor: Texas Sterling Construction LP, Houston

Start/complete: December 2005/early 2008

to accommodate the expanded roadway.

Two underpasses will be constructed, and other enhancements include pavers, street lighting and landscape areas and retaining-wall finishes. <<



The construction of a three-level interchange will connect the new NASA Road 1 bypass and IH-45-Gulf Freeway. The project will construct a new overpass on IH-45 where the bypass will intersect the freeway. Two new direct connector ramps at the interchange will provide mo-

IH-45 (NASA Road 1)

Contract Value: \$54.5 million

torists with direct access between the new NASA Road 1 and IH-45 mainlanes. The southbound direct connector to NASA Road 1 eastbound will soar more than 70 ft. over the at-grade frontage roads.

The 1-mi. section of the Gulf Freeway will be completely rebuilt south of the present NASA Road 1 to the proposed interchange. The project will build the north- and southbound three-lane frontage roads of IH-45 as an at-grade intersection with the new NASA Road 1 bypass.

To place the direct connectors in their correct position during subsequent reconstruction of the Gulf Freeway, the freeway will be widened to accommodate proposed

Key Facts

Location: Houston

Owner: Texas Department of Transportation

General Contractor: W.W. Webber Inc., Houston

Start/complete: October 2005/March 2009

future improvements. Construction on the Gulf Freeway from Medical Center Drive to Beltway 8-South, an estimated \$102 million project, is not scheduled to begin until a contract is awarded in March 2009. <<



The first contract for construction of the bypass in Tomball, northwest of Houston, was awarded to W.W. Webber. Two new three-lane frontage roads will be constructed as part of the bypass on a new location nearly parallel to SH 249 from Willow Creek to Brown Road. The contract also provides for the construction of a mainlane overpass at FM 2920 just west of Tomball's city limits.

This new construction will extend the improvements north and west of Tomball, and prepare for future construction of the mainlanes from north of

State Highway 249

Contract Value: \$51.8 Million

Spring Cypress Road to Brown Road. State Highway 249 from Willow Creek to north of Spring Cypress Road is presently two three-lane frontage roads. South of Spring Cypress Road, SH 249 is a six- and eight-lane freeway with frontage roads.

The construction is divided into three phases. The first phase begins south of FM 2920 and includes building frontage road bridges over Willow Creek, providing an at-grade intersection at Alice Road and a portion of the overpass at FM 2920. The second phase of construction is between FM 2920 and Brown Road and includes completing the overpass at FM 2920 for use by motorists in advance of

Key Facts

Location: Tomball

Owner: Texas Department of Transportation

General Contractor: W.W. Webber Inc., Houston

Start/complete: August 2005/early 2008

the construction of the mainlanes. The third phase will build intersections at Hicks Road in the north and Holderrieth Road in the south to tie in the new lanes to SH 249. <<