



FREQUENTLY ASKED QUESTIONS

Hughes Ranch Road Widening Project
(Smith Ranch Road to Cullen Parkway)
pearlandtx.gov

What will be constructed?

A. Hughes Ranch Road will be widened to a four-lane boulevard with a raised median. The roadway will be concrete with curbs and an underground storm sewer system. The project will include eight-foot-wide sidewalks on both sides of the road, street lighting and landscaping in the median. In addition, the major subdivisions along the corridor will have sound walls between the right-of-way and the residential lots. The project also includes traffic signals at Smith Ranch Road, Miller Ranch Road and Bryan Court.

Q. What is the status of the project?

A. The project was environmentally cleared in May 2010 and the design was completed in April 2013. Small revisions are being made to the design plans to increase the sidewalk widths based on recommendations from a Safe Routes to School study conducted by the City of Pearland and the Pearland Independent School District. In late 2015, the City received notification that the project would receive construction funding in 2017. In the interim, the City is proceeding with right-of-way acquisition and expects to complete that effort in 2016 in order to begin construction in 2017. Final reviews of the plans and minor modifications are being performed at this time.

Q. What is the construction schedule?

A. A construction schedule has not been fully developed at this time. A complete project schedule will be developed based on the above funding timeline. Once right-of-way acquisition nears completion the City will notify H-GAC and TxDOT that the project is ready for a final plan review and bidding. This request will trigger the requirement for TxDOT to generate an Advanced Funding Agreement with the City that will allow TxDOT to perform a final plan and specification review and establish the exact cost shares for each of the participants. Construction bids can be obtained roughly five months after plan submittal. Once started, the construction duration is expected to be 18-24 months.

Q. How will traffic be handled during construction?

A. The Traffic Control Plan will keep a lane open in each direction for the majority of the construction duration. There will be minimal duration closures to accommodate construction of some of the intersections. If traffic is diverted or detoured during construction, notice will be provided through the City's e-mail alerting system – Everbridge (sign up at pearlandtx.gov/alerts), signage, message boards, or direct contact with residents. We make every attempt to provide a minimum of a one week notice on major detours and lane changes. Smaller closure notifications are communicated a minimum of 48 hours in advance.



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Q. Why is this project necessary?

A. Traffic volumes are already approaching capacity for a two-lane roadway. Projections on traffic increases in the future indicate that a four lane facility will be needed in the near future. Without the additional capacity, the roadway will experience significant congestion resulting in traffic delays. In addition, a median with dedicated turn lanes provides a safer roadway that eliminates conflict points, which will result in a lower traffic accident rate.

Q. Will the raised medians cut off access to my subdivision?

A. There will be median openings with left turn lanes at all major intersections and major subdivision entrances. Some of the single family residents that front Hughes Ranch Road will have to U-turn at a median opening to access their driveway. Median openings with turn lanes will be at the following intersections: Southdown Drive, Harrington Drive, Bedford Avenue, Miller Ranch Road, Kensington Bridge/South Hampton Drive, Challenger Elementary, Bryan Court, North Hampton Drive, Brookney Street, Sterling Drive, Linda Lane, Crystal Lake Circle, Hillhouse Road and Dawson High School. The plans showing the median opening locations are available at pearlandtx.gov/hughes.

Q. Was the Hughes Ranch Road expansion project developed to accommodate the traffic associated with the SH288 Toll Lanes?

A. No, the need for the Hughes Ranch Road project was identified and developed prior to the SH288 Toll Lane project. However, the completion of the project will help accommodate the anticipated additional traffic.

Q. Why is there an entrance to the SH288 Toll Lanes at Hughes Ranch Road instead of McHard Road?

A. The SH288 Toll Lane project includes direct connector ramps to the Sam Houston Tollway. SH288 Toll Lane access ramps at McHard Road would physically conflict with the direct connector ramps because McHard Road is too close to the Sam Houston Tollway to provide access to the new toll lanes. Therefore, the T-Ramp was developed for the Discovery Bay/Hughes Ranch Road location to provide the northern portion of Pearland access to the SH288 Toll Lanes. Without the T-Ramp, drivers wanting to access the toll lanes would have to backtrack to FM518, which is already significantly congested in the peak hours, or travel 3 miles north in the congested SH288 main lanes to enter the SH288 Toll Lanes at Alameda-Genoa.