Draft
Environmental Assessment

10/69 Interchanges Project, Beaumont District

I-10: from Walden Road to 7th Street
US 69: from Fannett Road to 11th Street

CSJ: 0028-13-135 & 0739-02-140

Jefferson County, Texas

February 2020

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

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List of Acronyms:

ACHP: Advisory Council on Historic Preservation
ACM: Asbestos-Containing Materials
ACT: Antiquities Code of Texas
AIA: American Institute of Architects
AJD: Approved Jurisdictional Determination
APE: Area of Potential Effects
ASTM: American Society for Testing and Materials
BE: Biological Evaluation
BGEPA: Bald and Golden Eagle Protection Act
BMPs: Best Management Practices
BMT: Beaumont Municipal Transit
BPA: Beaumont-Port Arthur
CAAA: Clean Air Act Amendments
CBRA: Coastal Barrier Resources Act
CBRS: Coastal Barrier Resources System
CEQ: Council on Environmental Quality
CFR: Code of Federal Regulations
CGP: Construction General Permit
CLG: Certified Local Government
CMP: Congestion Management Process
CNRA: Coastal Natural Resource Area
CO: Carbon Monoxide
CO-TAQA: Carbon Monoxide Traffic Air Quality Analysis
CR- County Road
CWA: Clean Water Act
DHV: Design Hour Volume
DPM: diesel particulate matter
EA: Environmental Assessment
EFH: Essential Fish Habitat
EIS: Environmental Impact Statement
EMST: Ecological Mapping Systems of Texas
EO: Executive Order
EPA: Environmental Protection Agency
EPIC: Environmental Permits Issues and Commitments
ETC: Estimated time of Completion
FEMA: Federal Emergency Management Agency
FHWA: Federal Highway Administration
FIRM: Flood Insurance Rate Map
FONSI: Finding of No Significant Impact
FPPA: Farmland Protection Policy Act
FTA: Federal Transit Administration
FWCA: Fish and Wildlife Coordination Act
GBA: General Bridge Act
GLO: General Land Office
GWCC: Ground Water Contamination Case
HRSR: Historic Resources Survey Report
HUC: Hydrologic Unit Code
I-: Interstate
IHW: Industrial Hazardous Waste
IHWCA: Industrial Hazardous Waste Corrective Action Site
IP: Individual Permit
IPaC: Information for Planning and Consultation
IRIS: Integrated Risk Information System
ISA: Initial Site Assessment
JOHRTS: Jefferson-Orange-Hardin Regional Transportation Study
LEDPA: Least Environmentally Damaging Practicable Alternative
LEP: Limited English Proficiency
LOS: Level of Service
LPST: Leaking Petroleum Storage Tank
LNVA: Lower Neches Valley Authority
MBTA: Migratory Bird Treaty Act
MMPA: Marine Mammal Protection Act
MOU: Memorandum of Understanding
MPH: Miles Per Hour
MPO: Metropolitan Planning Organization
MS4: Municipal Separate Storm Sewer System
MSAT: Mobile Source Air Toxics
MTP: Metropolitan Transportation Plan

NAAQS: National Ambient Air Quality Standards
NAC: Noise Abatement Criteria
NATA: National Air Toxics Assessment
NEPA: National Environmental Policy Act
NHPA: National Historic Preservation Act
NOA: Notice of Availability
NOI: Notice of Intent
NRCS: Natural Resources Conservation Service
NRHP: National Register of Historic Places
NWP: Nationwide Permit
OTHM: Official Texas Historical Markers
O3: Ozone
PCN: Pre-Construction Notification
PEM: Palustrine Emergent Wetland
PFO: Palustrine Forested Wetland
PL: Public Law
PM: Particulate matter
PMSR: Public Meeting Summary Report
POS: Period of Significance
ppm: parts per million
PS&E: Plans, Specifications & Estimates
PST: Petroleum Storage Tank
RCRAGR: Resource Conservation and Recovery Act Generator
RHA: Rivers and Harbors Act
ROW: Right-of-Way
RRC: Railroad Commission of Texas
RTEST: Rare, Threatened, and Endangered Species
RTHL: Recorded Texas Historic Landmarks
SAL: State Antiquities Landmarks
SETRPC: South East Texas Regional Planning Commission
SH: State Highway
SHPO: State Historic Preservation Officer
STIP: Statewide Transportation Improvement Program
SW3P: Storm Water Pollution Prevention Plan
TAC: Texas Administrative Code
TAQA: Traffic Air Quality Analysis
TCEQ: Texas Commission on Environmental Quality
TCMP: Texas Coastal Management Program
TERP: Texas Emissions Reduction Plan
THC: Texas Historical Commission
TIP: Transportation Improvement Program
TMA: Transportation Management Area
TMDL: Total Maximum Daily Load
TPDES: Texas Pollutant Discharge Elimination System
TPP: Transportation Planning and Programing
TPWD: Texas Parks and Wildlife Department
TSS: Total Suspended Solids
TWDB: Texas Water Development Board
TxDOT: Texas Department of Transportation
TxNDD: Texas Natural Diversity Database
U.S: United States
UPRR: Union Pacific Railroad
US: United States Highway
USACE: US Army Corps of Engineers
USCG: US Coast Guard
USFWS: US Fish and Wildlife Service
USGS: U.S. Geological Survey
UST: Underground Storage Tank
VMT: Vehicle miles traveled
vpd: vehicles per day
WOUS: Waters of the U.S.

1.0 INTRODUCTION

The Texas Department of Transportation (TxDOT) - Beaumont District and the Federal Highway Administration (FHWA) proposes to reconstruct and expand Interstate (I)-10 and United States Highway (US) 69 where they converge in the city of Beaumont, Texas in Jefferson County. The proposed project would widen the existing I-10 from Walden Road (County Road (CR) 131) to 7th Street and the existing US 69 from Fannett Road (State Highway (SH) 124) to 11th Street. The total project length is approximately five miles. **Appendix A** provides a project location map.

The purpose of the environmental assessment (EA) is to study the potential environmental consequences of the proposed project and to determine whether such consequences warrant the preparation of an Environmental Impact Statement (EIS). This EA complies with the TxDOT Environmental Review Rules (43 Texas Administrative code [TAC] 2), and the National Environmental Policy Act (NEPA) of 1969, as amended, in accordance with Council on Environmental Quality (CEQ) *Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] 1500-1508)*, *Environmental Impact and Related Procedures* (23 CFR 771), the FHWA Technical Advisory T6640.8A, and the TxDOT Environmental Handbook: *Preparing an Environmental Assessment*.

The Draft EA will be made available for public review, and TxDOT will consider any comments submitted during the comment period. After the comment period, TxDOT will evaluate all comments and results of the environmental analysis to determine if the proposed project would have any significant adverse effects. If TxDOT determines that there are no significant adverse effects, it will prepare and sign a Finding of No Significant Impact (FONSI), which will be made available to the public.

2.0 PROJECT DESCRIPTION

2.1 Existing Facility

The project limits follow existing I-10 from Walden Road (CR 131) to 7th Street and existing US 69 from Fannett Road (SH 124) to 11th Street. I-10 through the city of Beaumont, Texas converges with US 69 at the Eastex Interchange on the north end of the city and diverges from US 69 at the Cardinal Interchange on the southern end of the city. Currently, I-10 through this area consists of four main lanes from 7th Street to near Harrison Avenue, eight lanes from near Harrison Avenue to Stagg Drive, six main lanes from Stagg Drive to Washington Boulevard, and four main lanes from Washington Boulevard to Walden Road. A concrete median barrier separates the eastbound and westbound travel lanes.

There are one-way two-lane frontage roads on both sides of I-10 for the length of the project except across Hillebrandt Bayou near the Cardinal Interchange and at the Union Pacific Railroad (UPRR) near Hollywood Avenue. The shoulders on the main lanes are variable in

width throughout the limits of the project. There are various entrance and exit ramps throughout the limits, and there are direct connectors between I-10 and US 69 at both interchanges. Currently some direct connectors are two-lane, but some are only one-lane. The existing facility is crossed by the Maury Meyers Bridge, which passes over I-10 near Liberty/Laurel Avenue and restricts the vertical clearance of I-10 traffic at this location.

The project area includes existing right-of-way (ROW) of I-10 and US 69. The project area consists of both maintained and unmaintained ROW. Residential, commercial and undeveloped land uses are present immediately adjacent to the project area. Existing ROW at the Eastex interchange varies from approximately 250 feet to 350 feet. Existing ROW at the Cardinal interchange varies from approximately 290 feet to 450 feet. Site Photographs are included in **Appendix B.**

2.2 Proposed Facility

The proposed I-10 Interchanges Project (preferred alternative) includes reconstructing and expanding I-10 and US 69 where they converge in the city of Beaumont, Jefferson County, Texas (**Appendix A**). The project would widen the existing I-10 from Walden Road (CR 131) to 7th Street and existing US 69 from Fannett Road (SH 124) to 11th Street. Between the Cardinal Drive and Eastex Freeway interchanges, the roadway would be widened in each direction from four lanes to five lanes. The roadway approaches to the Cardinal Drive and Eastex Freeway interchanges on I-10 and US 69 would be widened in each direction from two lanes to three lanes. The project also includes new frontage roads for continuity throughout the limits, relocating I-10 ramps, and constructing two-lane direct connectors in each direction where I-10 and US 69 converge within the project limits. In addition, the project includes the removal of the Maury Meyers Bridge (Liberty/Laurel Overpass) to address a height constraint for freight movements and includes upgrading drainage infrastructure to current design standards.

Approximately 11 acres of additional ROW is anticipated as part of the proposed project, mostly within the Eastex Freeway interchange, including potential easements or ROW for drainage. The ROW would remain unchanged at the Cardinal Drive interchange, but the ROW at the Eastex Freeway interchange is proposed to increase approximately 250 feet at its widest part. This project is addressing an existing roadway facility, no new location or new alignment is anticipated. A project schematic is provided in **Appendix C** and typical sections are provided in **Appendix D**.

Federal regulations require that federally funded transportation projects have logical termini. 23 CFR 771.111(f)(1). Simply stated, this means that a project must have rational beginning and end points. Those end points may not be created simply to avoid proper analysis of environmental impacts. The proposed project would reconstruct interchanges of two major roadway systems, and as such, four logical termini have been identified. Walden Road was

selected as the southern termini for I-10 and 7th Street was selected as the northern termini for I-10 because I-10 would match the previously established typical sections at these locations. Fannett Road was selected as the southern termini for US 69 and 11th Street was selected as the northern termini for US 69 because US 69 would match the previously established typical sections at these locations.

Federal regulations require that a project have independent utility and be a reasonable expenditure even if no other transportation improvements are made in the area. 23 CFR 771.111(f)(2). This means a project must be able to provide benefit by itself, and that the project not compel further expenditures to make the project useful. Stated another way, a project must be able to satisfy its purpose and need with no other projects being built. The proposed project would have independent utility as the reconstruction of interchanges and the widening of the roadway would provide congestion relief between the logical termini and is a reasonable expenditure of funds even if no additional transportation improvements are made in the general project area. The project adds capacity by adding one travel lane in each direction, which satisfies the project need. The project cannot and does not irretrievably or irreversibly commit federal funds for other future transportation project.

Federal law prohibits a project from restricting consideration of alternatives for other reasonably foreseeable transportation improvements. 23 CFR 771.111(f)(3). This means that a project must not dictate or restrict any future roadway alternatives. The proposed project reconstructs and widens an existing access controlled roadway and there are existing restrictions on the consideration of future cross streets. However, the proposed project would not restrict the consideration of alternatives for other foreseeable transportation improvements since the roadway allows for and accommodates cross streets. The proposed project reconstructs and widens overpasses over a BNSF Railroad and a UPRR. The proposed project would not restrict the consideration of future rail improvements or future transit or multimodal transportation improvement alternatives. The proposed project is located in an urban setting with opportunities for the future connectivity and enhancement of other roadways in the general project area.

The proposed action is consistent with the South East Texas Regional Planning Commission (SETRPC) Metropolitan Planning Organization (MPO)'s financially constrained 2045 Metropolitan Transportation Plan (MTP) and revised 2019-2022 (Transportation Improvement Program) TIP, as amended, which were initially found to conform to the Texas Commission on Environmental Quality (TCEQ) State Implementation Plan (SIP) by FHWA and Federal Transit Administration (FTA) on November 21, 2019. Copies of the MTP, TIP, and Statewide TIP (STIP) pages are included in **Appendix E**. All projects in the MTP that are proposed for federal or state funds were initiated in a manner consistent with federal guidelines in Section 450, of Title 23 CFR and Section 613.200, Subpart B, of Title 49 CFR. The project would cost approximately 500 million dollars.

The proposed construction letting date for this project is July 2021. The estimated construction duration is approximately 5 years. The proposed project would not be constructed as a tolled roadway facility.

3.0 PURPOSE AND NEED

3.1 Need

The I-10 interchanges are insufficient to adequately meet the existing and future transportation demand and traffic volumes occurring along the I-10 corridor in Beaumont. The Eastex Freeway and Cardinal Drive interchanges restrict the free flow of traffic and freight through the area with an inconsistent geometry that results in bottlenecked traffic where I-10 and US 69 converge.

3.2 Supporting Facts and/or Data

Traffic data for the proposed project as presented during a Steering Committee Meeting in January 2019 represented an overall decrease in the level of service (LOS) forecasted for the region between 2020 and 2040. LOS is a qualitative measure for rating roadways based on operating conditions. LOS categories range from ratings of A through F, and the range describes a progressive deterioration of operating conditions from A (which indicates very good operating conditions) through F (which essentially represents the functional failure of the roadway in terms of traffic movement). **Table 1** describes the characteristics of LOS.

Table 1: LOS Characteristics

LOS Rating	Description
A	Free flow with low volumes and high speeds
B	Reasonably free flow, but speeds beginning to be restricted by traffic conditions
C	In stable flow zone, but most drivers are restricted in the freedom to select their own speeds
D	Approaching unstable flow where drivers have little freedom to select their own speeds
E	Unstable flow and may require short stoppages
F	Unacceptable congestion, stop-and-go, and forced flow

The LOS for I-10 from 7th street to Walden Road was calculated based on main lane traffic volumes in a freeway segment analysis. Further corridor simulations providing a more accurate service analysis will be prepared during the detailed design phase and the environmental assessment. The projected LOS ratings for 2020 range from B to D. The projected LOS ratings for 2040 range from C to F and indicate a decrease in LOS for every

section of I-10 between 7th Street and Walden Road. **Table 2** describes the LOS ratings of different segment of I-10 within the project area.

Table 2: LOS along segment of I-10

	From 7th St. to 10th St.	From 10th St. to Long St.	From Long St. to Laurel Ave	From Laurel Ave to Rusk St.	From Rusk St. to UPRR	From UPRR to College St.	From College St. to Washington	From Washington to Port Arthur Canal	From Port Arthur Canal to Walden Rd.
2020	D	C	D	C	C	C	D	C	B
2040	E	E	F	F	D	F	F	D	C

Source: Engineering Team, 2019
Note: The Interstate Access Justification Report prepared separately includes traffic data projections and LOS analyses for additional years of 2025 and 2045.

With the rapid growth of industry in the area, it has become imperative that these interchanges be improved to meet state freight standards and capacity be increased to match the remaining segments of I-10 throughout the Beaumont District. In 2016, the Jefferson-Orange-Hardin Regional Transportation Study (JOHRTS) Area, had a population of 404,067. According to the SETRPC-MPO the total population of the three county JOHRTS area is projected to increase to 427,675 residents by 2045, which represents a 5.8% increase for the region within a 29-year period. **Table 3** provides the population and economic forecasts for the three county JOHRTS area. The expected growth in and around the study area would continue to strain existing transportation infrastructure. The existing transportation infrastructure serving the community is insufficient to effectively meet the connectivity and mobility needs associated with this growth.

Table 3: Population and Economic Forecasts

	2016	2045	Growth	Percent Growth
Jefferson County				
Population	260,023	271,575	11,552	4.4
Employment	122,650	136,261	13,611	11.1
Orange County				
Population	84,796	89,312	4,516	5.3
Employment	22,223	23,407	1,184	5.3
Hardin County				
Population	59,248	66,788	7,540	12.7
Employment	13,006	14,661	1,655	12.7
SETRPC-MPO Total				
Population	404,067	427,675	23,608	5.8
Employment	157,879	174,329	16,450	10.4

Source: SETRPC-MPO Metropolitan Transportation Plan 2045

In addition, I-10 is one of the longest, most strategic economic interstate highways in Texas. In 2021, once all other Beaumont District I-10 Improvements have been completed, the Eastex and Cardinal Drive interchanges will be the last remaining portions of I-10 designated as only 4-lanes. All commerce and traffic leaving Texas on I-10 eastbound will be restricted by these two interchanges. Existing traffic levels within the project area are 143,000 vehicles per day, according to the TxDOT Transportation Planning and Program Division. Traffic volumes within the project area are projected to increase by approximately 37 percent between 2020 and 2040. **Table 4** provides traffic predictions for 2020, 2040, and 2050.

Table 4: Traffic Predictions

Description of Location	2020 Projected	2040 Projected	2050 Projected
I-10: From Hollywood Overpass, North to I-10/US 69 Interchange	161,750	221,750	251,650
Percent Change		2020-2040 37.09%	2040-2050 13.48%
I-10: From I-10/US 69 Interchange, East to 7th Street	102,300	140,200	159,100
Percent Change		2020-2040 37.05%	2040-2050 13.48%
US 69/96: From Lucas Dr. to I-10	109,200	149,600	169,800
Percent Change		2020-2040 37.00%	2040-2050 13.50%

Source: Traffic Analysis for Highway Design (2018)

There are emergency services located throughout the study area, including CHRISTUS hospital center, Baptist Hospitals of Southeast Texas, two Helipad locations, and fire/rescue stations. The proposed project would provide a more reliable route for emergency response vehicles and evaluation in emergencies, as well as address safety issues within in the project area.

3.3 Purpose

The purpose of the project is to alleviate congestion, to provide a more reliable transportation and evacuation route, to enhance connectivity and mobility, and to address safety. The two I-10 interchanges with US 69 in Beaumont are a critical part of the strategic freight network and hurricane evacuation capacity in Southeast Texas.

4.0 ALTERNATIVES

Five preliminary alternatives as described below and represented as Wire Diagrams and based on general engineering and environmental factors (**See Table 5**), were presented to the public at the public meeting on April 16, 2019. Additionally, from March 21, 2019 to May 15, 2019, TxDOT Beaumont solicited public input on these alternatives being considered for the project via an online engagement tool called MetroQuest. An Online Engagement Report, including TxDOT's response to comments, as well as the Wire Diagrams as shown can be found in the April 2019 Public Meeting Documentation.

- Eastex Alternative 1: This alternative provides a continuous northbound frontage road as well as improved access to eastbound I-10 from the Delaware Street area. This alternative provides a 70 miles per hour (MPH) design speed for the mainlanes. ROW acquisition would be needed primarily south of I-10.
- Eastex Alternative 2: This alternative improves access to eastbound I-10 from the Delaware Street area and to westbound I-10 from the 11th Street area. This alternative provides a 60 MPH design speed for the mainlanes. ROW acquisition would be needed primarily north of I-10.
- Eastex Alternative 3: This alternative improves access to eastbound I-10 from the Delaware Street area via the frontage road, and to westbound I-10 from the 11th Street area. This alternative provides a 60 MPH design speed for the mainlanes. ROW acquisition would be needed both north and south of I-10.
- Cardinal Drive Alterative 1: This alternative includes continuous frontage roads and provides more direct access to Washington Boulevard. This alternative provides a 75 MPH design speed for the mainlanes. ROW acquisition is not anticipated at this time.
- Cardinal Drive Alternative 2: This alternative adds an eastbound exit ramp to Washington Blvd for more direct access. This alternative provides a 75 MPH design speed for the mainlanes. ROW acquisition is not anticipated at this time.

To address the vertical clearance restriction and to present a preliminary schematic that provided more detail including proposed ROW lines, a second public meeting was conducted on September 17, 2019. This detail included the Eastex Freeway Alternative 1 and Cardinal Drive Alternative 1, two options (described below) to maintain the east/west connection with removing the Maury Meyers Bridge (Liberty/Laurel Overpass). Schematics as shown at the September Public Meeting can be found in the September 2019 Public Meeting Documentation.

- Option "A": Removal of Maury Myers Bridge and east/west crossing movement underneath I-10 at Laurel Avenue.
- Option "B": Removal of Maury Myers Bridge and east/west crossing movement underneath I-10 at Liberty Avenue.

TxDOT's response to comments, can be found in the September 2019 Public Meeting Documentation.

Alternatives evaluated for this EA consist of the Build (Eastex Freeway Alternative 1 and Cardinal Drive Alternative 1) and No Build Alternatives. Additional preliminary alternatives considered but eliminated from further consideration are also identified below.

Table 5: Design Features and Potential Impacts of Preliminary Alternatives

Features and Potential Impacts	ALTERNATIVES				
	Eastex Alternative 1	Eastex Alternative 2	Eastex Alternative 3	Cardinal Drive Alternative 1	Cardinal Drive Alternative 2
ENGINEERING/DESIGN FEATURES					
Design Speed	70	60	60	75	75
Required Parcels	9	9	5	0	0
COMMUNITY IMPACTS					
# of Displaced Residences	0	0	0	0	0
# of Displaced Commercial Businesses	39	29	29	0	0
NATURAL RESOURCE IMPACTS					
Estimated impact within 100-year Floodplain (acre)	0	0	0	93	93
Estimated impact to Wetlands (acre)	0	0	0	<1	<1
Estimated impact to Forested Areas (acre)	0	0	0	20	20
PROJECT COST					
Estimated Construction Cost ($ Millions)	500	500	500	500	500

Source: Environmental Study Team, 2019

4.1 Build Alternative

The Build Alternative consists of reconstructing and expanding I-10 and US 69 where they converge in the city of Beaumont. Approximately 11 acres of additional ROW would be required for the Build Alternative. The Build Alternative would meet the purpose and need of the proposed project by providing more reliable transportation and evacuation route to enhance connectivity, mobility, and to address safety. The two I-10 interchanges with US 69 in Beaumont are a critical part of the strategic freight network and hurricane evacuation capacity in southeast Texas. This Build Alternative is needed to address the currently insufficient and future transportation demands. See **Section 2.2** for a detailed description of the Build Alternative.

The proposed project includes removing the Maury Meyers Bridge (Liberty/Laurel Overpass) to address the existing height constraint for freight movements along the national strategic Interstate 10 freight corridor. TxDOT continues discussion with the City of Beaumont and the Meyers family to further develop an aesthetics plan to maintain commemoration of this connection. However, the east-west connection under I-10 would be at Liberty Avenue and Laurel Avenue (Option A and Option B).

After considering public and stakeholder input, environmental impacts, and preliminary design challenges, Alternative 1 for the Eastex Freeway Interchange and Alternative 1 for the Cardinal Drive Interchange were selected as the preferred alternative and are included in the Build Alternative.

Table 6 reflects potential impacts of the Build and No Build Alternatives. Proposed improvements for the Eastex Freeway Interchange and the Cardinal Drive Interchange include the following:

The Eastex Interchange:

- Includes continuous sidewalks along the frontage roads
- Provides access to eastbound I-10 from the Delaware Street area
- Provides access to westbound I-10 from 11th Street
- Relocates the westbound I-10 Gladys Avenue exit to the north

The Cardinal Interchange:

- Includes continuous frontage roads through the interchange
- Eliminates the reduction in lanes and bottlenecks along the northbound US 69 direct connector to eastbound I-10
- Provides an exit ramp from eastbound I-10 to Washington Avenue

Table 6: Design Features and Potential Impacts of the Build vs. No-Build Alternatives

Features and Potential Impacts	Build Alternative	No-Build Alternative
Engineering/ Design Features		
Design Speed	70/75	Current Speed
Required Parcels	12	0
Community Impacts		
# of Displaced Residences	0	0
# of Displaced Commercial Businesses	41	0
# of Displaced Government Offices	1	
Natural Resources Impacts		
Estimated impact within 100-year Floodplain (acre)	93	0
Estimated impact to Wetlands (acre)	0.72	0
Estimated impact to Forested Areas (acre)	20	0
Project Cost		
Estimated Construction Cost ($ Millions)	500	0

Source: Environmental Study Team, 2019

4.2 No Build Alternative

The No Build Alternative would leave the existing roadway intact with no changes except for routine maintenance activities. The No Build Alternative would not meet current roadway and bridge design standards and would not meet the purpose and need of the project; therefore, the Build Alternative described above is the Preferred Alternative. The No Build Alternative is evaluated throughout the EA document for comparison purposes.

4.3 Preliminary Alternatives Considered but Eliminated from Further Considerations

From the five preliminary alternatives, presented as Wire Diagrams, three were eliminated from further consideration. Alternatives 2 and 3 for the Eastex Freeway Interchange and Alternative 2 for the Cardinal Drive Interchange were eliminated from further consideration. Alternatives 2 and 3 for the Eastex Freeway Interchange and Alternative 2 for the Cardinal Drive Interchange were not deemed to be feasible based on engineering and design features and were not advanced for further study or included in the alternatives analysis assessment.

TxDOT considered raising the Maury Meyers Bridge to accommodate the necessary freight clearance; however, additional impacts to adjacent properties and the local roadway network would result from changing access to the bridge from intersecting streets. Such a change would have eliminated access at 11th Street and Phelan Boulevard since the bridge approaches would have to be extended and would end farther east and farther west, respectively.

5.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

In support of this EA, the following Technical Reports were prepared:

- Air Quality Technical Report
  - Carbon Monoxide Traffic Air Quality Analysis
  - Mobile Source Air Toxics Quantitative Technical Report
- Archeological Background Study
- Biological Technical Report
  - Biological Evaluation Form and supporting documentation
  - Tier I Site Assessment and supporting documentation
- Community Impacts Assessment Technical Report Form
- Hazardous Materials Initial Site Assessment Report
- Historic Resources Survey Report (HRSR)
- Indirect and Cumulative Effects Technical Report
- Traffic Noise Technical Report
- Water Resources Technical Report
- Wetland Delineation Report

The technical reports are available for review at the TxDOT Beaumont District office, 8350 Eastex Freeway, Beaumont, Texas 77708. Technical reports may be copied upon request. The technical reports are not presented in their entirety but are summarized in this Draft EA.

5.1 Right-of-Way/Displacements

A Community Impacts Assessment Technical Report Form for the proposed project which discusses ROW and displacements has been completed and is on file at TxDOT's Beaumont District office.

Existing ROW at the Eastex interchange varies from approximately 250 feet to 350 feet. Existing ROW at the Cardinal interchange varies from approximately 290 feet to 450 feet. The proposed project would require acquisition of approximately 11 acres of additional ROW including impacts to 12 properties along I-10 within the project limits. See **Appendix C** for project schematics and **Appendix F** for a figure showing Potential Displacements.

Potential Displacements

Based on the Schematic dated October 31, 2019, the proposed project would potentially displace forty-one commercial businesses and one government office. The proposed project would have no residential displacements. *Table 7* includes a complete listing of the properties that would be displaced. The forty-one commercial businesses and one government office are located within twelve commercial properties. The twelve commercial properties include two office buildings with individual offices for lease (one building with 24 tenants and one building with 5 tenants), one television station office with multiple television stations, one radio station office with multiple radio stations, a car dealership, a boat dealership, a utilities company office, a hotel, an attorney's office, a billboard, a fast food restaurant and a retail building with one tenant (bridal shop).

Table 7: Potential Displacements

Jefferson County Property ID	Business Name	Tenants	Property Address
82858	AWESOME BUILDING LLC DBA BREIGHTON PROFESSIONAL BLDG	Cattell Real Estate/Mortgage	990 INTERSTATE 10 N BEAUMONT, TX
		WFG	
		CreditBuilderz.com	
		Beyond Beauty	
		Renovacion Counseling	
		Le Papillon Beauty Co.	
		ALPHA-OMEGA HOME HEALTH CARE	
		Inside Out Wellness Center	
		Cullen Ducote-Tacy Medical, Inc.	
		Gillispie Employment and Training Services	
		In-Home Attendant Services, LTD	
		Building Management	
		Nutrition Solutions	
		Oliver Equipment Company	
		Copoltex	
		Pepper Tree Complete Care	
		Secure Planning LLC	
		Simon Counseling Jodi Simon	
		T & G House Tax Preparation Service	

Jefferson County Property ID	Business Name	Tenants	Property Address
		Taxing Solutions Hanks Tax Service	
		The Jefferson County Vet Center - Beaumont	
		The Mortgage Department Inc.	
		Glad Healthcare Services	
		N&N Health Services	
82854	SOUTHEAST TEXAS CLASSIC (Car Dealership)	NA	1000 INTERSTATE 10 N
56399	ENTERGY TEXAS INC	NA	1000 INTERSTATE 10 N
56401	JHMH PARTNERS LTD (Boat Dealership)	NA	1140 INTERSTATE 10 N
56398	BENNETT RICHMOND O III (Richard Bennett & Co. PG)	NA	2965 INTERSTATE 10 E
56397	SINCLAIR COMMUNICATIONS LLC (KFDM)	Fox 4	2955 Interstate 10 E
		CW	
		Sinclair Broadcast Group (SBG)	
56395	JASPER CROSSROADS PARTNERSHIP (iHeart Media)	KLVI AM 560	2885 INTERSTATE 10 E TX
		Kicker 95.1	
		Big Dog 106	
		1045 KISSFM	
		Cool Classic Hits 92.5 FM	
56388	PHELAN MICHAEL A TRUSTEE (Office Building)	Dr S Kulkarni, Adult and Child Psych	2825 INTERSTATE 10 E BEAUMONT, TX
		Suddenlink Media Advertising Sales	
		Aflac Insurance	
		Thera Care	
		Family Endeavors	
56389	ADI LAXMI INC (Hotel)	NA	1295 11TH N ST

Jefferson County Property ID	Business Name	Tenants	Property Address
56415	TLC PROPERTIES INC (Billboard)	NA	Not Available
94871	ALAN CRAMER INVESTMENTS, INC	Suki's Bridal Couture	2490 I-10
94872	ALLSTATE BK REAL ESTATE HOLDINGS LTD	NA	2440 I-10 E

Two of the potential displacements are unique to the area. Sinclair Communications LLC (KFDM) and Jasper Crossroads Partnership (iHeart Media) serve as local news station and radio station respectively. The sister station to KFDM, KBTV, is located in Vidor, Texas approximately 12 miles to the east. There are multiple alternative radio stations located within the city of Beaumont. Although this business would qualify as unique, it could be relocated within Beaumont and the location would not substantially impact services provided to the community study area.

The displaced properties were field-verified to determine the tenants and the types of services that they provide. Health care provider services are located within the Breighton Professional Building and one health care provider is located within the office building located at 2885 IH 10 E. The health care providers are office space/professional services locations only and medical treatments were not observed during the site visit. It appeared as though all tenants provided professional services at these locations. Ambulance services are not provided at these locations.

One of the commercial businesses that is considered a potential displacement serves a specific population. The Jefferson County Vet Center is located within the Breighton Office Building. The Vet Center offers counseling, outreach, and referral services to combat Veterans and their families. The Vet Center leases their office space. The Vet Center operates under the Office of Readjustment Counseling Services within the Veterans Health Administration of the Department of Veterans Affairs.

If the Vet Center is unable to relocate within the same service area, the nearest similar services are approximately four miles east at the Jefferson County Veterans Service Office.

Availability of Comparable Real Estate

An on-line search of available retail/office space was conducted to determine if there was adequate options, for sale and to lease, to relocate the 41 commercial businesses. Based on a search of LoopNet.com it was determined there are 18 commercial/office properties available for sale in Beaumont, Texas. There are 30 commercial lots available for development. In addition, 49 retail/office spaces are available for lease to relocate the potentially displaced tenants. The options for lease included buildings available for build-out and buildings with multiple spaces for lease.

Relocation Assistance by TxDOT

The Build Alternative would have environmental consequences on the ROW acquisitions and potential commercial displacements/relocations throughout the project limits. However, the Uniform Relocation Assistance and Real Property Acquisition Act (Uniform Act) of 1970 (Public Law (PL) 91-646) requires that comparable, decent, safe, and sanitary replacement housing within a person's financial means be made available to all affected residents. Acquisitions of business or residential displacements would be conducted in accordance with the Uniform Act, as amended in 1987.

The State of Texas has a Relocation Assistance Program which would be available to all persons or businesses displaced as a result of the proposed project. Relocation assistance would be made available to all businesses and residences without discrimination, consistent with the requirements of the Civil Rights Act of 1960 and the Housing and Urban Development Amendment of 1974.

The No Build Alternative would require no additional ROW and no relocations would occur.

5.2 Land Use

The proposed project is located within the city of Beaumont in Jefferson County. According to the JOHRTS-MTP land use within or adjacent to the proposed project includes Commercial-Services, Residential, Mixed Urban Use, Forested, Agricultural, and Transportation-Communication areas.

The Build Alternative would have limited environmental consequences on land use within the project limits. Developed land along the Eastex Freeway and I-10 Frontage Road would be converted to transportation use through the acquisition of approximately 11 acres of ROW. As this is an existing transportation corridor, the land use adjacent to the project area would not substantially change. Property acquisition adjacent to I-10 would be required for the implementation of the proposed 10/69 Interchanges project. Commercial acquisitions which would result in a potential total displacement are discussed in Right-of-Way/Displacements (Section 5.1).

The No Build Alternative would have no direct effects on land use; however, growth and development would likely continue as population increases.

5.3 Farmlands

The Federal Farmland Protection Policy Act of 1981 (FPPA) requires that federal agencies identify and take into account the adverse effects of their programs on the preservation of farmlands; consider alternative actions, as appropriate, that could lessen adverse effects; and ensure that the project is compatible with state and local programs and policies to protect farmlands (7 CFR Part 658).

The proposed project would include approximately 11 acres of new ROW, none of which are considered farmland subject to the FPPA. According to the Natural Resource Conservation Service (NRCS) Web Soil Survey the 11 acres of proposed ROW are underlain by the soil mapping unit Urban Land. The Farmland Conversion Impact Rating for Corridor Type Projects (NRCS-CPA-106 form) was prepared for the proposed project as part of the Biological Evaluation Form and is on file at the Beaumont District office. As the score on Part VI of the form was less than 60, no coordination with the NRCS is required.

The No Build Alternative would not have any environmental consequences on prime and unique farmland throughout the project limits.

5.4 Utilities/Emergency Services

Utilities

Major public infrastructure and utilities are located throughout the project study area. An analysis of public infrastructure and utilities includes roadways, railways, sanitary sewer lines, water lines, overhead and/or underground electrical power lines, telecommunication/fiber optic lines, petroleum, natural gas pipelines and other pipelines.

Early coordination with the known utility providers including, but not limited to, City of Beaumont for water/sewer; Entergy for electrical distribution and transmission; Spectrum and AT&T for telecommunications; and CenterPoint for natural gas service, with potential conflicts is currently underway. The proposed project would be designed to avoid these utilities where possible and to minimize impacts as practicable. The adjustment and relocations of any utilities would be handled so that no substantial interruptions would take place while these adjustments are being made. The appropriate utility company would provide adjustments or relocations, which would be anticipated to be accommodated within the TxDOT ROW

Entergy Texas, Inc. (Entergy Texas) is an electric transmission, distribution and generating utility with various locations throughout Southeast Texas, including its Chevyland

Transmission Service Center (Chevyland). Chevyland is located within proposed ROW and was identified as a potential displacement.

Emergency Services

Emergency services are located within the project study area, including four fire stations and multiple medical service locations. Refer to **Appendix F** Community Facilities map for a list of all the emergency and medical services located within the study area.

The I-10 westbound exit ramp at Laurel Street (approximately Station 315 + 00 on the schematic) located south of Calder Avenue would be removed. CHRISTUS Hospital is located on the east side of I-10 at this exit. To access the properties located along the existing frontage road south of Calder Avenue, I-10 roadway users would exit approximately 1.3 miles north of the existing exit ramp. The next I-10 westbound exit ramp (at College Street/US 90) is located approximately 1,500 feet south of the exit ramp that would be removed.

The Build Alternative would potentially affect the emergency response times; however, coordination with the CHRISTUS Health Regional Director of Risk Management and the primary EMS/Ambulance providers; Acadian Ambulance and Beaumont EMS indicated the primary routes they use are as follows:

- Coming from the north along US 69: Exit 11th Street and proceed south along 11th Street to North Street. Alternatively, using the exit south of Lucas Drive and proceeding along the frontage road is an option, but 11th Street is the preferred route.
- Coming from the east / Orange County along westbound I-10: Exit 11th Street and proceed south along 11th Street to North Street. Beaumont EMS could use the Gladys Street exit to the southbound frontage road, but 11th Street is the preferred route.
- Coming from the south: Exit Calder Avenue and proceed along the northbound frontage road to North Street.
- Coming from the west side of town: The route is dependent upon the east/west arterial accessed. Cross I-10 and turn onto northbound frontage road and proceed to North Street.

The Build Alternative would have little to no effect on EMS/ambulance emergency services given the preference to use 11th Street by these providers.

The No Build Alternative would have no effect on utilities. The No Build Alternative could result in indirect effects to emergency services and transportation alternatives during emergency responses, due to increased congestion on existing local roads.

5.5 Bicycle and Pedestrian Facilities

Sidewalks exist within Beaumont along North Major Drive, Concord Road, US 69 from Dowlen Road to Lucas Drive and in portions of the residential areas in the southeastern portion of Beaumont. Currently, there are discontinuous sidewalks and/or crosswalks located at various intersections within the project area. The proposed project includes adding continuous sidewalks along the frontage road for I-10 and US 69 as well as within the Eastex Freeway and Cardinal Drive Interchanges. However, pedestrian facilities would not cross the UPRR near Hollywood Street.

A designated bicycle lane is located along Calder Avenue from 11th Street to downtown (Main Street) however no designated bicycle lanes exist within the project area. The area is highly urbanized and the primary mode of transportation is vehicles. Although growth is occurring within the project area, it is a high-density urban community that is immediately surrounding the proposed facility and the purpose of the proposed project is to alleviate congestion, to provide a more reliable transportation and evacuation route, to enhance connectivity and mobility, and to address safety. Designated bicycle lanes are not included in the proposed project.

The Build Alternative would improve safety for pedestrian traffic within the project limits.

The No Build Alternative would not have any environmental consequences on existing bicycle and pedestrian facilities as no such designated facilities are currently located within the project limits. The No Build Alternative would not construct sidewalks or accommodate bicyclists.

The proposed project would comply with TxDOT's Guidelines Emphasizing Bicycle and Pedestrian Accommodations and the March 11, 2010, US Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodations, Regulations and Recommendations.

5.6 Community Impacts

A Community Impacts Assessment Technical Report Form which addresses community impacts for the proposed project has been completed and is on file at the TxDOT Beaumont District office.

The area immediately adjacent to the project consists of commercial properties such as gas stations, car dealerships, grocery stores, retail shops, restaurants, and hotels. Additionally, there are residential areas immediately adjacent to the project in single family units as well as apartment complexes. The community study area includes additional community facilities such as religious buildings, schools, hospitals, and cemeteries.

Access and Travel Patterns

The proposed project would result in access and travel pattern changes; however, the project would not permanently remove access to any part of the community. Individuals within the community may access other parts of community in a slightly different manner after the construction of the proposed project, but their ability to access the community will not be removed and they will continue to be able to participate in local activities. The proposed project would improve pedestrian and transit mobility by enhancing first and last-mile connections between bus stop locations that intersect the project area. ADA compliant pedestrian connections would be provided throughout the project area, representing an increase in both access and community cohesion.

The Beaumont Municipal Transit System (BMT) operates ten bus routes within Beaumont, some of which intersect the project area. The proposed ramp reconfigurations are unlikely to impact transit routes long-term, as the bus routes will likely remain either on frontage roads or along the same cross streets within the project area.

Altered transit stops would be provided with connections to the newly accessible sidewalk routes. Temporary disruptions to transit service would occur during construction. TxDOT will coordinate with BMT dispatch staff in order to assist with any potential reroutes or temporary stop closures during construction. These impacts are temporary, and transit service would continue to operate normally upon project completion.

Under the No Build Alternative access and travel patterns throughout the project area would remain the same.

Community Cohesion

The proposed project would widen I-10 and US 69 from four mainlanes to six mainlanes (in each direction). The majority of this work takes place within existing ROW, which minimizes impacts to community cohesion. The additional ROW required is located adjacent to the Eastex Freeway Interchange, which is on the outer edge of residential areas. The proposed project would not create any new barriers or cause any additional separation to the community. The proposed pedestrian improvements provide new connections where there previously were none, both along and across pre-existing barriers. For safety, pedestrian signals at certain intersections will be considered and analyzed during final design.

The proposed project would not directly or indirectly result in separation or isolation of any geographic areas or groups of people. The proposed project would be constructed within existing ROW or directly adjacent to an existing roadway. All modes of transportation that currently use 10/69 roadway would continue to have access to all parts of the community.

The proposed project would not prevent or hinder the public gaining access to other parts of the community or from participating in local activities. Users of the roadway may have to travel further to access an entrance or exit ramp of the 10/69 roadway; however, the proposed project would improve the area's mobility and reduce traffic congestion, thus improving overall access to the community and local activities.

The No Build Alternative would not affect the existing structure of local communities; however, deterioration of mobility may occur with increased traffic volumes since the road would continue to be used heavily.

5.6.1 Environmental Justice

In compliance with the Federal Highway Administration's (FHWA) Title VI program (23 CFR Part 200) and Executive Order (EO) 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, an assessment was performed to identify potential project impacts on Minority and Low-Income populations. For the purposes of this analysis, an environmental justice population is present when the total minority population percentage equals or exceeds 50 percent. Census block groups are the smallest census data unit for which all parameters needed to conduct an environmental justice assessment are available. However, race and ethnicity are available at the census block level. This data combined with observations from site visits enabled the assessment of community-level racial and ethnic composition.

Of the 1067 census blocks analyzed, 429 blocks have over a 50 percent minority population. (See **Appendix F**).

Of the 25 block groups within the study area 4 block groups (CT 13.01 BG 1 - $26,164, CT 5 BG 2 - $25,281, CT 21 BG 1 - $14,929, CT 22 BG 1 - $17,699) are below the 2020 DHHS Poverty Level of $26,200. (See **Appendix F**).

The 2010 Census Summary File 1 was used to analyze the study area for minority populations. The city of Beaumont has a 65 percent minority population and Jefferson County has a 55 percent minority population. Minority populations within the study area consist primarily of Black or African American and Hispanic or Latino populations. Minority populations within the study area also includes smaller percentages of Asian, Native Hawaiian and other Pacific Island, and American Indian and Alaskan Native persons.

The American Community Survey 2013-2017 5-year estimates for median income were analyzed for the study area. Three low-income block groups (CT 5 BG2, CT 21 BG 1, and CT 22 BG 1) are located adjacent to the project area. The median income within the study area ranges from $14,929 to $100,451. The median income for city of Beaumont is $45,268 and the median income for Jefferson County is $46,315.

While individual minority and low-income persons may be affected by the proposed project, over the long term, the entire community, including minority and low-income populations would benefit from the proposed project as a result of improved mobility and reduced traffic congestion. Therefore, it is not anticipated that there would be disproportionately high and adverse human health or environmental effects specific to any minority or low-income group or individuals as a result of the proposed project.

There may be short term, localized effects to air quality (i.e. dust) as well as noise levels generated by construction equipment during construction. These effects would be temporary and would not be selectively limited to minority or low-income communities, but would potentially affect all residential and business communities located in the areas adjacent to the proposed project.

The disconnected sidewalks throughout the project area make many pedestrian routes functionally inaccessible. The proposed project would both complete these connections and provide new ones, thereby increasing the level of cohesion and safety for all neighborhoods within the project area, including environmental justice neighborhoods. The reconstructed underpasses at Laurel Avenue and Liberty Avenue would increase access points across the facility, and provide new accessible pedestrian connectivity across a pre-existing barrier. These design features and accommodations are likely to increase cohesion between communities, and contributes to connectivity and cohesion between downtown Beaumont and areas west of I-10.

5.6.2 Limited English Proficiency

Executive Order 13166, entitled "Improving Access to Services for Persons with Limited English Proficiency (LEP)", mandates that Federal agencies examine the services they provide, identify any need for services to those with LEP, and develop and implement a system to provide those services so LEP persons can have meaningful access to them. It is expected that agency plans would provide for such meaningful access consistent with, and without unduly burdening, the fundamental mission of the agency. Each agency shall also work to ensure that recipients of Federal financial assistance (recipients) provide meaningful access to their LEP applicants and beneficiaries (65 Federal Register 50123, August 16, 2000).

The American Community Survey 2013-2017 5-year estimates for limited English proficiency (LEP) were analyzed for the study area. Of the 25 block groups within the study area, 17 block groups had a population that spoke English "less than very well." The population of LEP individuals within these block groups ranges from 2 percent to 35 percent. Of LEP populations located within the study area, 84 percent speaks Spanish, 8 percent speaks an Indo-European Language, 8 percent speaks an Asian or Pacific Island Language, and 1 percent speak other languages. LEP persons make up 7 percent of the city of Beaumont and 9 percent of Jefferson County.

TxDOT held open house Public Meetings on April 16, 2019 and September 17, 2019 at the Beaumont Civic Center, 701 Main Street, Beaumont. The meeting was advertised in the Beaumont Enterprise (local newspaper) and El Perico (local Spanish newspaper). Notices for the public meetings were published and distributed to community facilities in English, Spanish, and Vietnamese. The public meeting notice included instructions on requesting an interpreter or other special assistance through the TxDOT Beaumont District Office. Spanish translators were available to assist at the public meetings.

A public hearing would be held. Announcements and advertisements would be made in English, Spanish, and Vietnamese for the public hearing. Translators for Spanish and/or any other language would be provided upon request.

LEP persons were given the opportunity for meaningful involvement. For this project, TxDOT would continue to comply with Executive Order 13166 by offering to meet the needs of persons requiring special communication or accommodations in all public involvement activities and notices. Therefore, the requirements of Executive Order 13166 have been and will continue to be met.

5.7 Visual/Aesthetics Impacts

Section 136 of the Federal Aid Highway Act of 1970 (PL 91-605) requires consideration of aesthetic values in the highway planning process. Aesthetic values would be incorporated into the design of the proposed project to the extent practicable.

Visual and aesthetic qualities of an area include topography, water features, recreational parks, historic features, buildings, bridges, businesses and residences. Existing visual and aesthetic resources in the study area can be viewed by drivers and passengers, residents near the roadway, and visitors of businesses and residences. The existing facility is surrounded largely by commercial and residential land use including office buildings, subdivisions, and retail centers. Small portions around the southern terminus are surrounded by open fields and wooded areas. The surrounding area is generally flat, with larger changes in elevation within elevated medians or grade separated overpasses.

The Build Alternative includes reconstruction of existing overpasses on I-10, and the construction of elevated direct connectors along the Eastex Freeway and Cardinal Drive Interchanges. For the overpasses, the road would be elevated above its current location and commercial and residential structures would have a new visual component introduced to their viewshed. Construction of the roadway in new ROW would result in homes and businesses being located closer to a roadway. Vegetation within the new ROW is primarily maintained urban grasses, however removal of vegetation in the form of scattered trees and hedges along the new ROW would result in a reduction of vegetative screening. The Build Alternative has the potential to result in some loss of visual or aesthetic quality; however, the impacts would be relatively small and/or localized.

Temporary impacts on the visual character of the surrounding environment related to construction activities include those related to vehicle and equipment activity, construction staging, stockpiling of excavated material, temporary signage, and traffic congestion. Developed and naturally vegetated areas within the proposed ROW may be cleared for the construction of the roadway. Construction activities would result in increased levels of dust, indirect transfer of dirt between locations, and vehicle drivers. Staging areas should be located away from visually sensitive areas where practicable and where land is available. Construction activities would be primarily limited to daylight hours to eliminate the need to use high-wattage lighting sources to operate during night-time hours. Revegetation would take place in areas disturbed by construction.

Based on input through the online MetroQuest Survey received from the public and stakeholders during the Public Involvement phase of the project, the design of the project will incorporate an oil and energy concept which will use historical oil and energy identity elements. Landscaping elements are also included in the project design as discussed in Section 5.11.4.

The No Build Alternative would not have any environmental consequences on the visual/aesthetic character of the roadway within the project limits.

5.8 Cultural Resources

Cultural Resources are historical structures, buildings, archeological sites, districts (a collection of related structures, buildings, or archeological sites), cemeteries, and objects. Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires Federal agencies to take into account the effects of their undertakings on historic properties, and afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment. The Antiquities Code of Texas (ACT) (Texas Natural Resource Code, Title 9, Chapter 191) requires consideration of sites listed or eligible as State Antiquities Landmarks (SALs) during project planning. Compliance with these laws entails consultation with the Texas Historical Commission (THC) to determine the project's effect on cultural resources.

Review and coordination of this project followed approved procedures for compliance with federal laws under Section 106 of the NHPA.

5.8.1 Archeology

TxDOT completed a Background Study to satisfy their review requirements for archeological resources. The report is on file at TxDOT's Beaumont District office (AmaTerra; 2019). Background research for this project consisted of an online records search through the THC's Archeological Sites Atlas and a review of historical maps and aerials photographs. Research focused on the identification of archeological sites, sites listed as SALs, Recorded Texas Historic Landmarks (RTHLs), sites listed on the National Register of Historic Places (NRHP), Historical Markers, cemeteries, and previously conducted archeological surveys within 0.62 miles (one kilometer) of the Area of Potential Effects (APE).

Two RTHLs, two archeological sites, two NRHP Districts, five previous archeological surveys, three Official Texas Historical Markers (OTHMs), and one cemetery was identified within one kilometer of the APE. All the archeological and historic cultural resources listed above are located away from the proposed roadway improvements. As such, it is unlikely the proposed construction will impact any known cultural resources. Two previously conducted archeological surveys are located directly adjacent to the APE but little of these survey areas overlap with the project area, leaving much of the project area un-surveyed. However, due to the nature of highly disturbed soils within the project area, the potential for intact archeological deposits is low. It was determined that an intensive archeological survey was not warranted.

Section 106 review and consultation was completed on October 3, 2019 for the proposed project in accordance with the First Amended Programmatic Agreement among TxDOT, THC, the FHWA, and the ACHP, as well as the Memorandum of Understanding (MOU) between THC and TxDOT.

In addition, tribal coordination was initiated on October 7, 2019, with the Alabama-Quassarte Tribal Town, Caddo Nation, Jena Band of Choctaw Indians, Seminole Nation of Oklahoma, Tonkawa Tribe of Oklahoma, and Alabama-Coushatta Tribe of Texas, which are the Federally Recognized Tribes with an interest in the proposed project area. No responses were received with the 30-day review period.

The No Build Alternative would not have any impacts to archeological resources and would not require archeological studies to be performed.

In the event that unanticipated archeological deposits are encountered during any stage of clearing, preparation, or construction, work in the immediate area of the discovery shall cease, and TxDOT archeological staff shall be contacted to initiate post-review discovery

procedures under the provisions of the PA-TU and MOU. This shall not affect on-going work in other parts of the project corridor.

5.8.2 Historic Properties

Determination of Eligibility

TxDOT historians reviewed the NRHP, the list of SAL, the list of RTHL, and TxDOT files and found no historically significant resources previously documented within the APE. There is one locally designated historic district with properties in the APE; the Oaks Historic District. The TxDOT Section 106 Programmatic Agreement defines the APE for this project as 150' from the proposed ROW.

Based on the HRSR, TxDOT determined there are 131 historic-age (built prior to 1975) properties in the APE. The properties consist of commercial, residential, religious and irrigation resources.

NRHP-Eligible Properties

TxDOT historians determined Property 2, the Trinity United Methodist Church (1956, 1964 contributing addition), NRHP-eligible at the local level under Criterion C for architecture, meeting Consideration A for religious properties under architecture. Embodying the distinctive characteristics of the Contemporary style, it received local American Institute of Architects (AIA) recognition upon its completion. Designed by architects Wallace B. Livesay, Tom B. Livesay, and Nuel Harmeson, the period of significance (POS) is 1956-1964, covering the construction dates of the primary contributing resources on the property. The NRHP-boundary is the current legal parcel of 9.70 acres. A map of the property with contributing and non-contributing resources is contained within the HRSR, on file at the TxDOT Beaumont Office.

TxDOT historians determined Property 129, the Port Arthur Fresh Water Canal System (129b, c. 1900, portion in APE c. 1945) NRHP-eligible at the local level under Criterion A for Community Planning and Development, with a contributing resource, the Port Arthur Fresh Water Canal Flume (129a, c. 1962) under IH 10 in the APE. The Canal system was previously recommended, but not determined, NRHP-eligible under CSJ: 0920-38-189. As Section 106 coordination was not finalized for that project, TxDOT determined it is NRHP-eligible at this time for purposes of this project.

The Canal System operates under the auspices of the Lower Neches Valley Authority (LNVA), created in 1933 to oversee construction and maintenance of canals in Jefferson, Hardin, Liberty, Chambers, Jasper and Tyler Counties. LNVA's mission to develop, conserve, and protect the waters of the Neches and Angelina Rivers was predicated by the unintended consequences resulting from channelization of the Neches River to the Gulf of Mexico for shipping purposes. During periods of drought or low flow, saltwater from the Gulf would flow

inland into the freshwater system, contaminating the area's drinking and irrigation water (LNVA 2019). LNVA continues to supply fresh water for irrigation of crops (primarily rice) and drinking in Southeast Texas. An intensive survey to decipher the system's contributing and non-contributing components and a map of its breadth, including the entirety of the NRHP-boundary, is beyond the scope of this reconnaissance survey (see map of NRHP-boundary for this project, in HRSR). The POS is c. 1900-1975, spanning from its approximate construction date to the historic-age cutoff date, as the property continues to provide fresh water to the area.

Not eligible properties

The APE contains properties within the boundaries of the Oaks Local Historic District. The city determined boundaries of the district as roughly 11th St on the west, IH 10 frontage road on the north, 1st St on the east and Smart St on the south. The City of Beaumont does not classify these properties using NRHP criteria of contributing or non-contributing. Instead, they use compatible or contributing. Along the north edge of the district (see HRSR page 19), no classification has yet been assigned to the properties on Beech St (see HRSR page 495).

The majority of the properties in the APE date to the mid to late 20th century, outside of the POS for the core of the district to the south. TxDOT determined that all of the properties along Beech St in the APE are not contributing due to integrity loss and lack of significance under any Criteria (see pages 18-20, 22-23, 333-438, 494-496 of the HRSR). Further analysis of the district NRHP-property status (contributing/ non-contributing) is beyond the scope of this project.

TxDOT historians determined that the remaining properties are common designs that lack architectural merit, are not works of a master, and have no known historic associations with important events or persons, and are therefore not eligible for NRHP listing under Criterion A, B, or C.

Consultation

TxDOT historians discussed this project with the Beaumont Certified Local Government (CLG) historic preservation office during survey work to ascertain the status of properties in the Oaks Historic District and obtain information found in the HRSR. The CLG mentioned property owners would be very upset if ROW were acquired from the locally-designated historic district. No new ROW is to be acquired from the district as a result of this project- TxDOT designed the project to acquire ROW from the opposite side of the highway at that location in part to avoid direct effects to the local historic district.

Determination of Effects

Trinity United Methodist Church

Staff determined that the project poses no adverse effect to the property, given the following factors:

- There are no direct effects as the property boundary is located approximately 205 feet from the current ROW in this location. Widening would take place to the other side of the highway away from the property; no new ROW is required at this location on the west side of IH 10.
- There are no indirect adverse effects as the highway would remain at current grade or the same elevation as it is currently (main lanes are raised currently at this location). The church has been in proximity to a major freeway since its POS and that would remain so. Noise analysis showed no noise impacts at the location
- There are no reasonably foreseeable cumulative effects now or in the future because there are no adverse direct or indirect effects.

Port Arthur Fresh Water System and Canal Flume

Staff determined that the project poses no adverse effect to the property, given the following factors:

- There are no direct effects as the flume and canal structures are within current TxDOT ROW and protection notes would be inserted to assure no damage to either structure during construction.
- There are no indirect adverse effects as TxDOT constructed the flume in the 1960s as part of the interstate construction and this relationship with the highway will remain. The widened and additional frontage road bridges above the canal and flume will not impact the permanent flow of water through the system, although the water may be diverted temporarily during construction in this area.
- There are no reasonably foreseeable cumulative effects now or in the future because there are no adverse direct or indirect effects.

Therefore, pursuant to Stipulation IX, Appendix 6 "Undertakings with the Potential to Cause Effects per 36 CFR 800.16(i)" of the Section 106 PA and the MOU, TxDOT historians determined that there are no adverse effects to historic, non-archeological properties in the APE. In compliance with the Antiquities Code of Texas and the MOU, TxDOT historians determined project activities have no potential for adverse effects. Individual project coordination with State Historic Preservation Officer (SHPO) is not required.

5.9 DOT Act Section 4(f), LWCF Act Section 6(f) and PWC Chapter 26

There are no Section 4(f) or Section 6(f) properties present in the project area.

The proposed project does not result in any take or use of property covered by Parks and Wildlife Code, Chapter 26.

5.10 Water Resources

A Wetland Delineation Report and Water Resources Technical Report have been prepared and are on file at the TxDOT Beaumont District office. These reports detail the Waters of the U.S. (WOUS) delineated within the project area, methodologies used, and assess the potential impacts. A total of 0.72 acre of wetlands and 3,408 linear feet of streams were delineated within the project area (***Table 8*** and **Appendix F**).

5.10.1 Clean Water Act Section 404

Based on review and analysis of the U.S. Geological Survey (USGS), Topographic, and Federal Emergency Management Agency (FEMA) maps, GIS special data, and field data conducted on May 15-16, June 11-12, and July 19, 2019, 8 wetlands (0.72 acres) and fourteen streams (3,408 linear feet) were identified within the project area (***Table 8*** **and Appendix F**).

Table 8: Summary of WOUS including Wetlands

Feature Name	Feature Type	Area (Acres)	Length (Linear Feet)	Potential Jurisdiction
Wetlands				
Wetland 1	PEM	0.01	NA	Jurisdictional
Wetland 2	PEM	0.03	NA	Non-Jurisdictional
Wetland 3	PEM	0.04	NA	Non-Jurisdictional
Wetland 4	PFO	0.12	NA	Non-Jurisdictional
Wetland 5	PEM	0.38	NA	Non-Jurisdictional
Wetland 6	PEM	0.04	NA	Non-Jurisdictional
Wetland 7	PEM	0.09	NA	Non-Jurisdictional
Wetland 8	PFO	0.01	NA	Non-Jurisdictional
Streams				
Stream 1	Perennial Stream	NA	17.79	Jurisdictional
Stream 1 - Culvert	Perennial Stream	NA	388.85	Jurisdictional
Stream 2	Perennial Stream	NA	528.56	Jurisdictional
Stream 3	Perennial Stream	NA	571.94	Jurisdictional
Stream 4	Perennial Stream	NA	21.51	Jurisdictional
Stream 4 - Culvert	Perennial Stream	NA	170.49	Jurisdictional

Stream 5	Intermittent Stream	NA	37.09	Jurisdictional
Stream 6	Perennial Stream	NA	13.93	Jurisdictional
Stream 7	Perennial Stream	NA	8.78	Jurisdictional
Stream 7 - Culvert	Perennial Stream	NA	401.22	Jurisdictional
Stream 8	Perennial Stream	NA	40.31	Jurisdictional
Stream 9	Ephemeral Stream	NA	10.65	Jurisdictional
Stream 10	Perennial Stream	NA	106.01	Jurisdictional
Stream 11- Culvert	Perennial Stream	NA	411.13	Jurisdictional
Stream 12 - Culvert	Perennial Stream	NA	309.89	Jurisdictional
Stream 13 - Culvert	Perennial Stream	NA	74.4	Jurisdictional
Stream 14 -Culvert	Perennial Stream	NA	296.11	Jurisdictional
Total Wetlands		0.72	NA	
Total Streams		NA	3,408.66	
PEM - Palustrine Emergent Wetland, PFO - Palustrine Forested Wetland, NA - Not Applicable				

The Build Alternative would require authorization from the United States Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act (CWA) prior to discharge of fill materials into WOUS, including wetlands. The proposed project could impact up to 0.72 acres of wetlands, which would require an (Individual Permit) IP if all the wetlands are determined to be jurisdictional by the USACE. However, an Approved Jurisdictional Determination (AJD) form has been prepared proposing 0.71 acres of wetlands delineated within the project area be considered non-jurisdictional, isolated wetlands. Impacts to the remaining 0.01-acre jurisdictional wetland would likely fall under the scope of a USACE Nationwide Permit 14 (NWP). A pre-application meeting has been initiated with the USACE and the AJD will be submitted at that time.

The final design for this project has not been completed so impacts to all WOUS, including wetlands are unknown now, but the proposed project will do all it can to avoid and minimize impacts to the WOUS, including wetlands.

Permanent and temporary impacts will be calculated based on further detailed design. Once all proposed impacts are known then the appropriate Section 404 permit will be determined, as well as mitigation. Most stream length delineated in the project area are previously culverted streams, therefore no additional impact will be associated with previously culverted streams. Any culvert extension or portions of stream that were not previously culverted would be considered an impact. Streams 2 (Hillebrandt Bayou) and 3

(Port Arthur Canal) and are the only streams that have more than 200 linear feet non-culverted within the project area. There is an existing bridge over Hillebrandt Bayou that is proposed to be widened as a result of the project. Port Arthur Canal is not anticipated to be altered as a result of the proposed project. Permitting and mitigation is not required for impacts to streams that are already culverted. Therefore, the proposed project is not likely to impact more than 200 linear feet at any single and complete crossing. TxDOT will be responsible for obtaining a Section 404 permit, if applicable.

In accordance with the provisions of Section 404(b)(1) Guidelines, an applicant must demonstrate that the proposed project has avoided and minimized effects to WOUS to the greatest extent practicable before compensatory mitigation can be proposed. The majority of the proposed project has been aligned within the existing ROW, thus avoiding and minimizing impacts to surrounding areas to the greatest extent practicable. No WOUS, including wetlands were identified within the proposed ROW.

The USACE has final determination on the jurisdiction of all features identified within the project area. All appropriate permits would be coordinated as design plans are finalized. A Section 404 application would be submitted to the USACE-Galveston District and any coordination received by the USACE would be updated in this document upon approval. A pre-construction notification (PCN) shall be submitted to the USACE prior to commencing the activity if the loss of WOUS exceeds 1/10 of an acre or if there is a discharge in a special aquatic site, including wetlands.

Additionally, per the USACE Galveston District General Conditions, compensatory mitigation would be required for any discharges that result in a loss of WOUS that exceed 1/10 of an acre and for all losses to streams that exceed 200 linear feet. During the permitting process, if needed, mitigation credits would be obtained to offset any unavoidable functional loss. Mitigation would be in compliance with the 2008 Federal Mitigation Rule and approved by the USACE.

The loss of, or impacts to, wetlands and WOUS would not extend beyond the project area; therefore, potential indirect effects as a result of encroachment alteration impacts are not anticipated.

The No Build Alternative would not affect jurisdictional WOUS including wetlands identified within the project area

Section 14 of the Rivers and Harbors Act

Section 14 of the Rivers and Harbors Act (RHA), commonly referred to as Section 408, authorizes the Secretary of the Army, on the recommendation of the USACE, to grant

permission for the alteration, occupation, or use of a USACE civil works project, given that the activity will not be injurious to the public interest or impair the usefulness of the project.

According to the USACE National Levee Database, the Port Arthur Canal, as it crosses through the project area, is bordered to the south by the Port Arthur Canal Levee 1 and to the north by the Valley Authority Canal Levee – 1. Coordination with the USACE 408 Review will be initiated as part of the Section 404 permitting process. Compliance with Section 408 shall be confirmed prior to construction of the proposed project.

5.10.2 Clean Water Act Section 401

The proposed project meets the TCEQ Section 401 Water Quality Certification Tier 1 (Small Projects) since the project would impact less than 1,500 linear feet of stream and less than 3 acres of WOUS, including wetlands. A TCEQ Tier I (Small Projects) Checklist would be completed as part of the Section 404 permit. TCEQ's recommended best management practices (BMPs) would address erosion control, sedimentation control, and post-construction total suspended soils (TSS) control.

The proposed project would incorporate the following BMPs at appropriate stages during construction. For erosion control, mulch filter berm and socks, temporary vegetation, or erosion control matting and/or sod may be used to stabilize disturbed areas. Mulch filter berm and socks, silt fences, and rock berms may be used for sediment control, as appropriate. Vegetative lined ditches or temporary seeding may be used to control post construction TSS.

The construction contractor would have a Storm Water Pollution Prevention Plan (SW3P) in place and posted near the construction area during construction of the proposed project. Because TCEQ's recommended BMPs would be implemented to prevent any degradation to water quality as a result of the proposed project, long-term water quality effects are not anticipated.

The No Build Alternative would not involve any impacts to WOUS including wetlands and would not require any permits.

5.10.3 Executive Order 11990 Wetlands

Executive Order (EO) 11990 requires that federally funded projects minimize the 'destruction, loss or degradation' of wetlands, which is similar to the CWA Section 404(b)(1) guidelines. Section 5.10.1 discusses the avoidance and minimization of impacts to wetlands in the project area, which satisfies the requirements of Executive Order 11990. If wetlands are to be impacted as a result of the proposed project, the Least Environmentally Damaging Preferred Alternative (LEDPA) will be coordinated through a USACE Section 404 Permit.

The No Build Alternative would not involve any impacts to WOUS including wetlands.

5.10.4 Rivers and Harbors Act

Section 9 of the RHA of 1899 and the General Bridge Act (GBA) of 1946 prohibit the unauthorized obstruction (including bridge construction) or alteration of any navigable WOUS, unless the work has been authorized by permit from the U.S. Coast Guard (USCG). Section 10 of the RHA requires authorization from the USACE if the project involves structures or work in or over any navigable water.

Hillebrandt Bayou is currently crossed by the I-10 Eastbound and Westbound Main Lane Bridges. The proposed project includes replacing the existing I-10 Eastbound and Westbound Main Lane Bridges and constructing additional I-10 Eastbound and Westbound Frontage Road Bridges. A USCG bridge permit exemption request was sent to FHWA and USCG and it was determined that the project qualifies for exemption from the Coast Guard bridge permit requirements. Through FHWA, coordination is underway with the USCG for an exemption from the USCG navigational lighting requirements. Agency coordination documentation is included in **Appendix G** – Resource Agency Coordination.

The No Build Alternative would not have an impact on this resource category or subject matter.

5.10.5 Clean Water Act Section 303(d)

The proposed project is located in the Neches-Trinity Coastal Basin. The project area is located within the Sabine Lake Watershed, Hydrologic Unit Code (HUC) 12040201.

The TCEQ requires specific coordination projects that are within five linear miles of, are within the watershed of, and drain to, an impaired assessment unit under Section 303(d) of the federal CWA. The proposed project is located within 5 miles upstream of and drains into a stream segment that is listed on the 2018 CWA Section 303(d) List, therefore; Section 303(d) coordination with TCEQ is required (
Table 9 and Appendix F).

Table 9: TCEQ Impaired Waters

Watershed	Segment Name	Segment Number	Assessment Unit number
Sabine Lake	Hillebrandt Bayou	0704	0704_02
Sabine Lake	Hillebrandt Bayou	0704	0704_01
Source: Draft 2018 Texas Integrated Report – Texas 303(d) List (Category 5)			

To date, TCEQ has not identified (through either a total maximum daily load (TMDL) or the review of projects under the TCEQ MOU) a need to implement control measures beyond those required by the construction general permit (CGP) on road construction projects. Therefore, compliance with the project's CGP, along with coordination under the TCEQ MOU for certain transportation projects, collectively meets the need to address impaired waters during the environmental review process. As required by the CGP, the project and associated activities will be implemented, operated, and maintained using BMP's to control the discharge of pollutants from the project site. The proposed project would be coordinated under TxDOT's MOU with TCEQ.

The No Build Alternative would not impact water quality.

5.10.6 Clean Water Act Section 402

Since Texas Pollutant Discharge Elimination System (TPDES) CGP authorization and compliance (and the associated documentation) occur outside of the environmental clearance process, compliance is ensured by the policies and procedures that govern the design and construction phases of the project. The Project Development Process Manual and the Plans, Specifications, and Estimates (PS&E) Preparation Manual require a SW3P be included in the plans of all projects that disturb one or more acres. The Construction Contract Administration Manual requires that the appropriate CGP authorization documents (notice of intent [NOI] or site notice) be completed, posted, and submitted, when required by the CGP, to TCEQ and the municipal separate storm sewer system (MS4) operator. It also requires that projects be inspected to ensure compliance with the CGP.

The PS&E Preparation Manual requires that all projects include Standard Specification Item 506 (Temporary Erosion, Sedimentation, and Environmental Controls), and the "Required Specification Checklists" require Special Provision 506-003 on all projects that need authorization under the CGP. These documents require the project contractor to comply with the CGP and SW3P, and to complete the appropriate authorization documents.

The Build Alternative would disturb more than five acres; therefore, TxDOT shall comply with TCEQ – TPDES CGP as a large construction activity. The project is located within the city of Beaumont, Texas. Beaumont is registered with TCEQ as a MS4 Operator. The proposed project would disturb more than five acres; therefore, a NOI shall be filed with TCEQ stating that a SW3P would be in place during construction of the proposed project. A copy of the NOI would also be submitted to the city of Beaumont MS4 operator. The SW3P will utilize the temporary control measures and BMPs.

The No Build Alternative would not require a TPDES permit.

5.10.7 Floodplains

According to the FEMA, Flood Insurance Rate Map (FIRM), Jefferson County, Texas, panel numbers 4854570035C, 4854570020C, and 4854570040D (effective August 6, 2002), portions of the project area directly adjacent to Hillebrandt Bayou are located within the 100-year floodplain. Additionally, the western edge of the project area and the majority of the Cardinal Drive Interchange is located in a 500-year floodplain. The remainder of the project area is located outside of the floodplain (**Appendix F**).

Avoidance of floodplains for the Build Alternative, is not possible due to the proposed project crossing an area of the floodplain perpendicularly. The proposed project is designed immediately adjacent to, and parallel to the existing I-10 and US 69 roadways. Conveyance of unnamed tributaries of Hillebrandt Bayou through the project area was accomplished by installation of culverts. I-10 consists of a bridge crossing over Hillebrandt Bayou as the waterbody crosses through the project area. The existing I-10 bridge at Hillebrandt Bayou would be modified as a result of the project. The Port Arthur Canal as it crosses through the project area is an elevated aqueduct crossing over Hillebrandt Bayou and under the I-10 bridge. The Port Arthur Canal is not anticipated to be modified as a result of the project.

This project is subject to and will comply with federal EO 11988 on Floodplain Management. TxDOT implements this EO on a programmatic basis through its Hydraulic Design Manual. Design of this project will be conducted in accordance with the TxDOT's Hydraulic Design Manual. Adherence to the TxDOT Hydraulic Design Manual ensures that this project will not result in a "significant encroachment" as defined by FHWA's rules implementing EO 11988 at 23 CFR 650.105(q).

Direct impacts to floodplains would not extend beyond the project area; therefore, potential indirect effects as a result of encroachment alteration impacts are not anticipated.

The No Build Alternative would not impact or result in further encroachment on the floodplain.

5.10.8 Wild and Scenic Rivers

Based on a project scoping analysis, it was determined that neither the Build nor the No Build Alternative would have an impact on this resource category or subject matter.

5.10.9 Coastal Barrier Resources

The proposed project is within Jefferson County which is subject to the Coastal Barrier Resources Act of 1982 (CBRA); however, the proposed project is not located within any Coastal Barrier Resources System (CBRS) unit. Therefore, coordination with the U.S. Fish and Wildlife Service (USFWS) is not required.

5.10.10 Coastal Zone Management

In accordance with the federal Coastal Zone Management Act of 1972, for projects within or likely to affect land or water uses within the Texas Coastal Management Area, consultation with the Texas General Land Office (GLO) is required. Portions of the proposed project south and east of I-10 are located within the Texas Coastal Management Program (TCMP) boundary; therefore, the TCMP applies to the proposed project.

The purpose of the TCMP is to improve the management of the State's Coastal Natural Resource Area (CNRA). CNRAs include resources such as coastal wetlands, coastal shore areas, tidal sand or mud flats, water under tidal influence, and special hazard areas. Floodplains and potential wetlands located within the project area south and east of I-10 could be considered CNRAs. The proposed project would achieve consistency with the TCMP by appropriate permitting of impacts on resources within CNRAs. ***Table 10*** lists the potential CNRA locations within the project area.

Table 10: Coastal Natural Resource Areas within the Project Area

CNRA Type	CNRA Locations	CNRA Description
Coastal Wetlands	All wetlands located south and east of I-10 (Wetlands 1, 6, 7, and 8) are within the CMP boundary	Wetlands that lie within the coastal zone.
Special Hazard Area	Portions of the project area are located within the 100-year floodplain.	All floodplains that are categorized as zones: A, AE, or VE inside of the project area are defined as special hazard areas as part of the Coastal Management Plan.

TxDOT coordinated with the Coastal Coordination Advisory Council and determined that the proposed action is consistent with the applicable CMP goals and policies (31 TAC 501.31(a)(1)).

As part of the USACE permitting process, the GLO application and statement shall be delivered to the Texas GLO Coastal Permit Service Center in Galveston.

5.10.11 Edwards Aquifer

Based on a project scoping analysis, it was determined that neither the Build nor the No Build Alternative would have an impact on this resource category or subject matter.

5.10.12 International Boundary and Water Commission

Based on a project scoping analysis, it was determined that neither the Build nor the No Build Alternative would have an impact on this resource category or subject matter.

5.10.13 Drinking Water Systems

In accordance with TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges (Item 103, Disposal of Wells), any drinking water wells would need to be properly removed and disposed of during construction of the project.

According to the Texas Water Development Board (TWDB) Groundwater Data Viewer, there are no private water wells in the project area. Based on TCEQ's Source Water Assessment Viewer, there are no public water supply wells located within the project area. No adverse effects to the quality and quantity of groundwater in the project area are expected.

The Build Alternative would not have any anticipated environmental consequences to the quality of groundwater or drinking water systems throughout the project area.

The No Build Alternative would have no impact drinking water systems.

5.11 Biological Resources

A Biological Evaluation (BE) Form and Tier I Assessment has been completed and are on file at the TxDOT Beaumont District office. The results are summarized below.

5.11.1 Texas Parks and Wildlife Coordination

The MOU between TxDOT and Texas Parks and Wildlife Department (TPWD), early coordination was required due to the following coordination triggers: species that do not have BMPs established and exceedance of Mixed Woodlands and Forest EMST threshold. TxDOT initiated early coordination with the TPWD in October 2019, which was completed December 17, 2019. Coordination correspondence is included in **Appendix G.**

5.11.2 Impacts to Vegetation

According to the Environmental Protection Agency (EPA)'s Level III and IV Ecoregions of Texas the project area is located within the Western Gulf Coastal Plain Level III Ecoregion and the Northern Humid Gulf Coastal Prairies Level IV Ecoregion. The proposed project is located primarily within existing ROW. Approximately 11 acres of new ROW will be acquired. The proposed ROW includes maintained urban vegetation. Grasses and herbaceous roadside and drainage ditch vegetation typical of roadway ROW was observed within the project limits. Trees, shrubs, and vines associated with fence line communities are located

adjacent to the project ROW in a few areas; fence line vegetation is consistent with vegetation observed outside the project ROW.

Data from the TPWD Ecological Mapping System of Texas (EMST) was reviewed within and immediately adjacent to the project area. The EMST Data identified the following MOU habitats, Agriculture, Coastal Grassland, Distributed Prairie, Mixed Woodlands and Forests, Riparian, Tidal and Salt Marsh, and Urban Areas. An existing condition assessment was performed by a qualified biologist to compare mapped TPWD EMST boundaries with the actual habitat found in the project area. A review of the data determined that the project area contains two actual habitat types, Mixed Woodlands and Forests and Urban areas.

Direct impacts from the proposed project are presumed to occur within the entire ROW. Impacts from the Build Alternative exceed the disturbance threshold indicated in the Threshold Table Programmatic Agreement between TxDOT and TPWD for Mixed Woodlands and Forests. Early coordination with the TPWD has been completed for this project under the provisions of the TxDOT-TPWD MOU and is included in Appendix G.

No unusual vegetation features or special habitat features were identified during field investigations within the project limits. The Vegetation BMPs detailed in the TxDOT-TPWD 2013 MOU (BMP 2017 Revision), as coordinated with TPWD, would be utilized for the proposed project.

The No Build Alternative would not impact any vegetation communities and would not require coordination with TPWD.

5.11.3 Executive Order 13112 on Invasive Species

This project is subject to and will comply with federal EO 13112 on Invasive Species. TxDOT implements this EO on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.

5.11.4 Executive Memorandum on Environmentally and Economically Beneficial Landscaping

This project is subject to and will comply with the federal Executive Memorandum on Environmentally and Economically Beneficial Landscaping, effective April 26, 1994. TxDOT implements this Executive Memorandum on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetic Design Manual.

5.11.5 Impacts to Wildlife

The proposed project is located along an existing transportation corridor, and as such, suitable habitat is limited within the project area. The proposed ROW is largely comprised of

well-maintained urban vegetation, such as common turf grasses and landscaping shrubs. Wildlife in the area may include those species typically found in suburban/urban settings along transportation corridors or near waterways. These species may include raccoons, squirrels, rabbits, opossums, snakes, frogs, and turtles. A variety of birds could occur in the project area on a transient basis.

Areas of Mixed Woodlands and Forests were observed within the project ROW; the majority of which were within the median of the existing Cardinal Drive Interchange. Limited displacement of wildlife resulting from the proposed additional ROW may occur as a result of the proposed project.

While herbaceous and some limited wooded areas within roadway medians would be removed as part of the proposed project, the project would not result in the development of additional barriers to wildlife or restrictions to the movement of wildlife beyond those that currently exist in the general project area. Temporary effects to wildlife habitat may include the decreased attractiveness of habitat adjacent to the project corridor resulting from construction disturbances as well as possible changes to normal behavior patterns of wildlife as a result of increased noise levels due to construction activities or traffic levels following completion of the project.

The Vegetation, Bird, Bat, Fish, Mussel, Aquatic Reptile, Terrestrial Reptile, and Water Quality BMPs detailed in the TxDOT-TPWD 2013 MOU (BMP 2017 Revision), as coordinated with TPWD, would be utilized for the proposed project.

The No Build Alternative would have no adverse effects to wildlife and no additional ROW would be acquired. Urban development and periodic mowing of the existing ROW to local arterial roadways would continue, affecting wildlife communities over time.

5.11.6 Migratory Bird Protections

The Migratory Bird Treaty Act (MBTA) established a Federal prohibition, unless permitted by regulations, to “pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of this Convention…for the protection of migratory birds…or any part, nest, or egg of any such bird.”

The proposed project will comply with applicable provisions of the MBTA and TPWD Code Title 5, Subtitle B, Chapter 64, Birds. It is TxDOT’s policy to avoid removal and destruction of active bird nests except through federal or state approved options. In addition, it is TxDOT’s policy to, where appropriate and practicable:

- Use measures to prevent or discourage birds from building nests on man-made structures within portions of the project area planned for construction, and
- Schedule construction activities outside the typical nesting season.

The No Build Alternative would not be required to comply with the MBTA.

5.11.7 Fish and Wildlife Coordination Act

The Fish and Wildlife Coordination Act (FWCA) of 1958 requires consultation with the USFWS when "waters of any stream or other body of water are proposed or authorized, permitted or licensed to be impounded, diverted…or otherwise controlled or modified". TxDOT will coordinate with the USACE-Galveston District during the detailed design of the Build Alternative to obtain the necessary permits and obtain the required mitigation. These impacts, before project construction, would be addressed and managed through the USACE Section 404 permitting process.

The No Build Alternative would not require FWCA consultation.

5.11.8 Bald and Golden Eagle Protection Act of 2007

The Bald and Golden Eagle Protection Act of 2007 (BGEPA) prohibits the taking or disturbing Bald or Golden Eagles, the taking or destruction of their nests, or the taking or destruction of their eggs. There is no nesting or foraging habitat for the Bald Eagle within the project area and no Bald Eagles were identified on the Texas Natural Diversity Database (TxNDD) for the area. Therefore, no additional coordination is required for this species.

In the unlikely event that Bald or Golden Eagle nests are found within the project area during construction, every effort would be made to avoid impacts to ensure compliance with the BGEPA.

5.11.9 Magnuson-Stevens Fishery Conservation and Management Act

The Magnuson-Stevens Fishery Conservation and Management Act of 1996, established procedures for identifying Essential Fish Habitat (EFH). The proposed project is located within Jefferson County, a coastal county. However, due to the project's lack of habitat for the species addressed in this law, no further coordination with resource agencies is required.

It was determined that neither the Build nor the No Build Alternative would have an impact on this resource category or subject matter.

5.11.10 Marine Mammal Protection Act

Marine mammals are protected under the Marine Mammal Protection Act (MMPA). The proposed project is located within Jefferson County, a coastal county. However, due to the project's lack of habitat for the species addressed in this law, no further coordination with resource agencies is required.

It was determined that neither the Build nor the No Build Alternative would have an impact on this resource category or subject matter.

5.11.11 Threatened, Endangered and Candidate Species

Federal Threatened and Endangered Species

Federally listed threatened and endangered species for Jefferson County were determined using the USFWS's Information for Planning and Consultation (IPaC) database in January 2020. Based on reconnaissance visits to the project area and a review of available data sources, a determination was made that the proposed project would have "no effect" on Federally listed species and/or designated critical habitat. No suitable habitat was observed within the project area for any federally listed species.

The USFWS Official Species List letter indicated that no critical habitat lies within the project area and identified eight threatened or endangered species which needed further evaluation for this project: West Indian Manatee (*Trichechus manatus*), Piping Plover (*Charadrius melodus*), Red Knot (*Calidris canutus rufa*), Green Sea Turtle (*Chelonia mydas*), Hawksbill Sea Turtle (*Eretmochelys imbricata*), Kemp's Ridley Sea Turtle (*Lepidochelys kempii*), Leatherback Sea Turtle (*Dermochelys coriacea*), and Loggerhead Sea Turtle (*Caretta caretta*).

The Build Alternative is not anticipated to have any effect on any federally listed threatened or endangered species. A completed BE Form detailing the federally listed species and associated suitable habitat within the project area is available in the project file at the TxDOT Beaumont District Office.

The No Build Alternative would have no effect on any federally listed threatened or endangered species.

State Threatened and Endangered Species

State listed threatened and endangered species for Jefferson County were determined using the TPWD's Rare, Threatened, and Endangered Species of Texas (RTEST) database in February 2020. The TxNDD was used to determine past and present occurrence information of state and federally listed threatened and endangered species, as well as natural communities deemed unique or vulnerable. These 'element occurrence' records were

requested (March 1, 2019) and reviewed to determine those listed species and natural communities documented within a 10-mile radius of the project area. There were 20 occurrences of state or federally listed species or vulnerable natural communities within a 10-mile radius of the project area. No occurrences were within a 1.5 radius of the project area. It should be noted that data from the TxNDD does not provide a definitive statement as to the presence, absence, or condition of special species, natural communities, or other significant features within a given project area.

In addition to a database search, a field habitat assessment was completed by a qualified biologist in May, June, and July 2019 as further access became available. It was determined that suitable habitat may exist within the project area for twenty-eight state listed species: Swallow-tailed Kite (*Elanoides forficatus*), White-faced Ibis (*Plegadis chihi*), Alligator Gar (*Atractosteus spatula*), American Eel (*Anguilla rostrata*), Sabine Shiner (*Notropis sabinae*), Southern Short-tailed Shrew (*Blarina carolinensis*), Southeastern Myotis Bat (*Myotis austroriparius*), Tricolored Bat (*Perimyotis subflavus*), Big Brown Bat (*Eptesicus fuscus*), Eastern Red Bat (*Lasiurus borealis*), Hoary Bat (*Lasiurus cinereus*), Rafinesque's big-eared Bat (*Corynorhinus rafinesquii*), Mexican Free-tailed Bat (*Tadarida brasiliensis*), Swamp Rabbit (*Sylvilagus aquaticus*), Long-tailed Weasel (*Mustela frenata*), Mink (*Neovison vison*), Eastern Spotted Skunk (*Spilogale putorius*), Louisiana Pigtoe (*Pleurobema riddellii*), Sandbank Pocketbook (*Lampsilis satura*), Southern Hickorynut (*Obovaria jacksoniana*), Texas Heelsplitter (*Potamilus amphichaenus*), Texas Pigtoe (*Fusconaia askewi*), Alligator Snapping Turtle (*Macrochelys temminckii*), Eastern Box Turtle (*Terrapene carolina*), Western Box Turtle (*Terrapene ornata*), Smooth Softshell (*Apalone mutica*), Timber Rattlesnake (*Crotalus horridus*), and Corkwood (*Leitneria pilosa ssp. pilosa*).

Forested areas within the project area could be considered habitat for the Swallow-tailed Kite and White-faced Ibis. While the potential habitat is present within the project area, it is isolated and marginal, and would likely only be used by transient birds. Hillebrandt Bayou is potential habitat for three listed fish species, five listed mussel species, Smooth Softshells, and Alligator Snapping Turtles. The bayou and its banks could also be utilized as habitat for the Mink. Timber rattlesnakes, Eastern Box Turtles, Corkwood, Swamp Rabbits, Long-tailed Weasels, and Eastern Spotted Skunk could utilize the mixed woodlands and wetlands along the margins of the southern portion of the project area. These forested areas are generally small and isolated from large tracts of intact habitat but could be utilized by the species. The project area contains man-made structures such as bridges and culverts that could be utilized by the seven listed bat species for Jefferson County. Additionally, large, mature trees were located within the median and along the access roads in the southern portion of the project area. While no bats or evidence of bats was noted during field investigation, appropriate habitat is present. Grassy upland areas in the southern portion of the project area could be considered marginal habitat for Western Box Turtles and Southern Short-tailed Shrews.

The Vegetation, Bird, Bat, Fish, Mussel, Aquatic Reptile, Terrestrial Reptile, and Water Quality BMPs detailed in the TxDOT-TPWD 2013 MOU (BMP 2017 Revision) would be utilized for the proposed project. A detailed listing of the BMPs can be found in Section 8.2.

The Build Alternative may impact but is not likely to adversely impact the 28 state species listed above. A completed Tier 1 Report detailing the state listed species and associated suitable habitat within the project area is available in the project file at the TxDOT Beaumont District Office.

No additional effects due to fragmentation, loss of connectivity, barrier effects, or edge effects are anticipated. The proposed project would have no effect on any known population or individuals of state and/or federally listed threatened or endangered species. The project would not directly or indirectly affect or diminish the value of any other critical habitat for the survival or recovery of any listed species.

The No Build Alternative would not have any environmental consequences on wildlife or threatened/endangered species.

5.12 Air Quality

An assessment for the proposed project's potential effects on air quality was conducted in accordance with the rules and procedures established by TxDOT in the *Environmental Handbook for Air Quality, Standard Operating Procedure for Preparing Air Quality Statements*, and other general guidance provided through TxDOT's Online Air Quality Toolkit and documented in the 10-69 Interchanges Air Quality Technical Report prepared for the proposed project. A Carbon Monoxide Traffic Air Quality Analysis (CO-TAQA) and a Mobile Source Air Toxics (MSAT) Quantitative Technical Report were completed and are available for review at the TxDOT Beaumont District Office.

Using projected traffic data and current air quality conditions, the Build and No Build Alternatives were evaluated for compliance with the following air quality regulatory and analysis requirements:

- Transportation Conformity
- Hot-Spot Analysis
- Carbon Monoxide Traffic Air Quality Analysis
- Congestion Management Process Analysis
- Mobile Source Air Toxics
- Mobile Source Air Toxics Analysis
- Construction Related Emissions

Transportation Conformity

This project is located within Jefferson County, which is part of the Beaumont-Port Arthur area that has been designated by the EPA as an attainment-maintenance area for the 1997 ozone National Ambient Air Quality Standard (NAAQS); therefore, transportation conformity rules apply.

The proposed action is consistent with the SETRPC's financially constrained JOHRTS MTP 2045 and the 2019-2022 TIP, as amended, which were both initially found to conform to the TCEQ SIP by FHWA and FTA on November 21, 2019. Copies of the MTP, TIP, and STIP pages are included in **Appendix E**. All projects in the TIP that are proposed for federal or state funds were initiated in a manner consistent with federal guidelines in Section 450, of Title 23 CFR and Section 613.200, Subpart B, of Title 49 CFR.

Hot-Spot Analysis

According to the EPA, the proposed project is not located within a nonattainment or maintenance area for carbon monoxide (CO) or particulate matter (PM). Therefore, a project level hot-spot analysis is not required for the proposed project.

Carbon Monoxide Traffic Air Quality Analysis

Traffic for the estimated time of completion (ETC) year (2025) and design year (2045) is estimated to be between 73,300 and 176,950 vehicles per day (vpd) and between 99,150 and 236,900 vpd, respectively; therefore, triggering the need for a traffic air quality analysis. The traffic data used in the analysis was obtained from TxDOT's Transportation Planning & Programming (TPP) Division on October 30, 2019.

A traffic air quality analysis (TAQA) was completed to assess whether the project would adversely affect local air quality by contributing to CO levels that exceed the 1-hour or 8-hour CO NAAQS. The dispersion model CAL3QHC was used to model worst-case assumptions along areas of the project with the highest design hour volume (DHV) of vehicles and narrowest ROW. The analysis results indicated that CO concentrations are not expected to exceed the national standard and would slightly decrease from the ETC to the design year. ***Table 11*** depicts the worst-case 1-hour and 8-hour CO concentration for the project. See the Traffic Air Quality Analysis Technical Report for additional details about this analysis.

Table 11: Worst-Case 1-Hour and 8-Hour CO Concentrations by Segment

Year	1-Hour CO Concentration	8-Hour CO Concentration	1-Hour % NAAQS	8-Hour % NAAQS
2025 (ETC Year)	1.3	0.7	3.7%	7.9%
2045 (Design Year)	1.2	0.6	3.4%	7.1%

Source: Traffic Air Quality Analysis Technical Report (December 2019)

Congestion Management Process Analysis

According to the EPA, the proposed project is located within an attainment or unclassified for ozone (O3) and CO. Therefore, a project level Congestion Management Process Analysis is not required for the proposed project.

Mobile Source Air Toxics

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the EPA regulate 188 air toxics, also known as hazardous air pollutants. The EPA has assessed this expansive list in their latest rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007), and identified a group of 93 compounds emitted from mobile sources that are listed in their Integrated Risk Information System (IRIS). In addition, EPA identified nine compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers or contributors and non-cancer hazard contributors from the 2011 National Air Toxics Assessment (NATA). These are 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (DPM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter. While FHWA considers these the priority mobile source air toxics, the list is subject to change and may be adjusted in consideration of future EPA rules.

Mobile Source Air Toxics Analysis

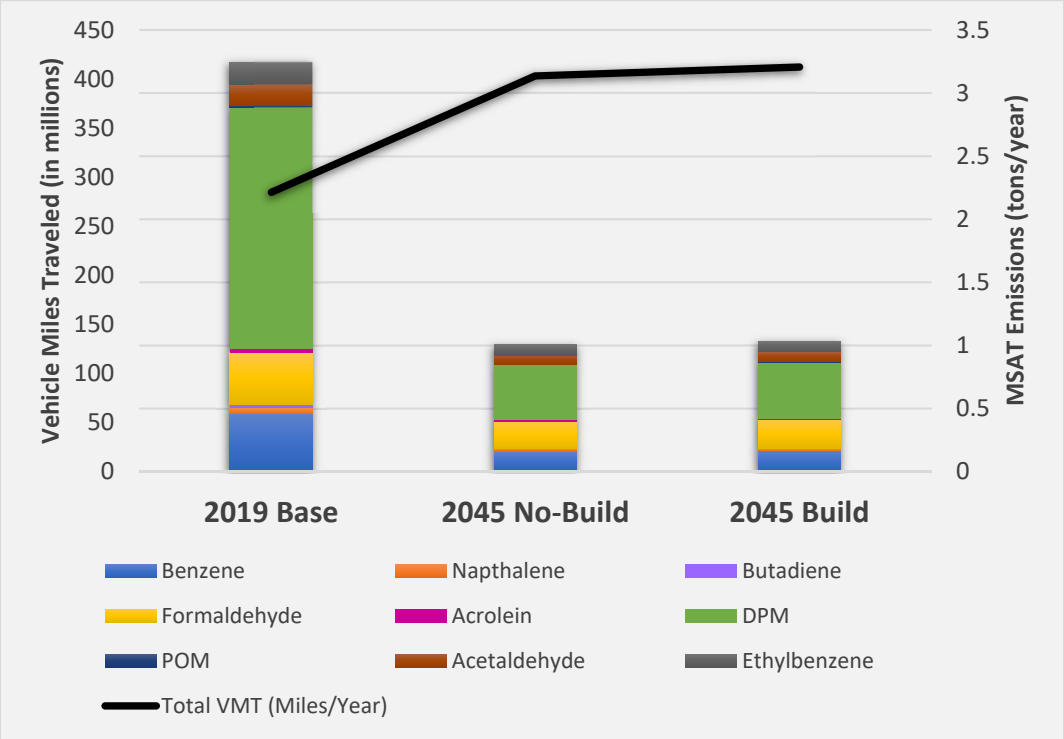
A qualitative MSAT analysis was performed for this project and disclosed that the VMT estimated for the Build Alternative is slightly higher than that for the No Build Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. The additional travel lanes contemplated as part of the Build Alternative would have the effect of moving some traffic closer to nearby homes and businesses; therefore, there may be localized areas where ambient concentrations of MSAT could be higher under the Build Alternative than the No Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the expanded roadway sections at Washington Boulevard, College Street,

Liberty Avenue, and Delaware Street. However, the magnitude and the duration of these potential increases compared to the No Build Alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. Also, MSAT would be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

A quantitative MSAT analysis for the nine priority MSAT was conducted for the project using a project links analysis method. The mainlanes, frontage roads, and ramps within the project were modeled with a distinct traffic volume, length, and speed. The analysis compared a Build scenario against a No-Build scenario in the design year (2045), as well as the existing, base year (2019).

As ***Figure 1*** depicts, the analysis indicates that a decrease in MSAT emissions can be expected for both the Build and No Build Alternatives in 2045, compared to the existing year of 2019. Under the Build Alternative, emissions of total MSAT are predicted to decrease by 68 percent from 2019 to 2045, even though VMT is expected to rise by 45 percent.

Figure 1: Projected MSAT Emissions vs. VMT by Scenario



Source: Mobile Source Air Toxics Technical Report (December 2019)

Of the nine priority MSAT compounds, DPM contributes the most to the emissions total for all scenarios, followed by formaldehyde and benzene. In future years, a large reduction in DPM emissions is predicted, with a calculated 77 percent decrease from 2019 to 2045 in both scenarios. See the Mobile Source Air Toxics Technical Report for additional details about this analysis.

Encroachment Alteration Effects on the Build Alternative

Present and future vehicle miles travelled and the associated MSAT emissions and CO emissions resulting from the proposed project are considered a direct effect and were considered in the air quality analyses discussed above.

No Build Alternative

Under both the Build and the No Build Alternative, the current trend of improving air quality in the region is expected to continue for both criteria pollutants and MSAT.

Construction Emissions

During the construction phase of this project, temporary increases in PM and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel particulate matter from diesel powered construction equipment and vehicles.

The potential impacts of particulate matter emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found on TCEQ's TERP website.

However, considering the temporary and transient nature of construction-related emissions, the use of fugitive dust control measures, the encouragement of the use of TERP, and compliance with applicable regulatory requirements; it is not anticipated that emissions from construction of this project will have any significant impact on air quality in the area.

5.13 Hazardous Materials

A Hazardous Materials Technical Report and Initial Site Assessment (ISA) was completed and is available for review at the TxDOT Beaumont District Office.

An ISA was conducted to identify potential hazardous materials in the project area based on the following project activities:

- Roadway improvements and
- Proposed bridge and/or building demolition or structure modification.

The ISA consisted of the following actions:

- Visual observations of the proposed project area and adjacent areas were conducted during two site visits, May 15-16 and June 11-12, 2019, for evidence of hazardous substances and/or contamination,
- Research of existing and previous land uses,
- A review of Federal and State regulatory databases/lists based on an American Society for Testing and Materials (ASTM) E1527-13 level or equivalent.

The regulatory databases were searched within a one-mile radius of the project corridor in accordance with the ASTM Standard E 1527-13 and TxDOT standard search radii. The regulatory database listings include only those sites that are known to the regulatory agencies to be contaminated or are in the process of evaluation for potential contamination at the time of publication. The database report also shows federal and state regulated sites that could be within the standard search area but were unplottable due to insufficient address or other locator information. These unplottable sites are called "Orphan Sites" in the regulatory report.

The regulatory database search identified 549 regulatory listings at 218 sites (based on addresses) within the ASTM and TxDOT standard search radii, of which five sites were determined to have a level of environmental risk to the proposed project. Of these five, two sites were determined to pose a moderate environmental risk (Map IDs 3, and 6) and three sites were determined to pose a high environmental risk (Map IDs 7, 48, and 49). ROW would be acquired from Map IDs 6 and 7. However, these five sites that may have been of environmental concern have been further investigated and it has been determined that all five sites have been resolved. See resolutions listed in *Table 12*. Locations and corresponding regulatory sites and relative risk levels are shown in Appendix F. All sites identified and a complete listing of the federal and state regulated databases searched is located in the radius report on file with TxDOT Beaumont District.

Table 12: Regulatory Database Sites

Map ID	Site Information	Location in Reference to the Project	Regulatory Database Listing(s)	Environmental Concern Summary	Potential to Impact Project
3	Dowell Schlumberger (Currently utilized by S.T.A.R. Concrete) 5155 W Cardinal Drive, Beaumont, TX, 77705	Adjacent W of Fannett Rd and S of US 69	IHW IHWCA LPST PST	The site appears to be a storage yard for S.T.A.R. Concrete. The site is an inactive IHW Large Quantity Generator, last updated in 2003. This site is an inactive IHWCA with a completed workload reported 8/18/2009. The site formerly contained five USTS, which were removed from the ground in 1989. Groundwater was impacted. Final concurrence for the LPST is pending a well plug, reported in 2005. No ROW will be acquired from this site; however, the LPST site is open and located adjacent to the project area; therefore, this site is considered a moderate environmental risk. TxDOT performed additional investigation and discovered that this site was approved for closure in 1991. Impacts from the release appear to have been isolated to the facility's boundary. A vapor survey was conducted and no vapor impacts were noted subsequent to the removal of the source area. No ROW will be acquired. This site does not appear to be an environmental hazard to the proposed project.	Low
6	Chevyland/ Beaumont Motor 1000 Interstate 10 N, Beaumont, TX 77702	Proposed ROW	IHW LPST PST PST	The IHW site is an inactive Small Quantity Generator. Two PST sites were reported at this location. One PST site formerly contained four USTs. Three USTs were permanently filled in place in 1987 and one UST was removed from the ground in 1990. The second PST site formerly utilized one UST which was removed from the ground in 1997. Final concurrence was issued for the LPST in 1991 and soil was contaminated. Approximately 0.31 acres of proposed ROW would be acquired from this 0.52 acre parcel. The location of the PST and LPST could not be determined from aerial photographs. Access to the site was not available at the time of the site visit. Further evaluation would be required to determine exact location of the PST and LPST systems. ROW would be acquired from two inactive PST sites and one closed LPST site; therefore, this site is considered a moderate environmental risk.	Low

Map ID	Site Information	Location in Reference to the Project	Regulatory Database Listing(s)	Environmental Concern Summary	Potential to Impact Project
				TxDOT performed additional investigation and discovered that the LPST case for this site was initiated by a used oil tank removal with limited extent beyond the tank hold. Contaminated soil was excavated and removed. The location of the UST was between the two service department wings of the building. Unless the entire service department area is going to be acquired for the proposed project, no impacts to the project are anticipated. According to the schematics, no construction is slated for the area of the former UST, therefore, no project impacts are anticipated.	
7	KFDM TV Transmitter Tower 2955 IH 10 E, Beaumont, TX 77702	Proposed ROW	LPST PST	The site has one active UST. Final concurrence was issued for the LPST in 2011. No apparent receptors were impacted. Approximately 1.50 acres of proposed ROW would be acquired from this 1.57 acre parcel. The location of the PST and LPST could not be determined from aerial photographs. Access to the site was not available at the time of the site visit. Further evaluation would be required to determine exact location of the PST and LPST systems. ROW would be acquired from an active PST site and a closed LPST; therefore, this site is considered a high environmental risk. TxDOT performed additional investigation and reviewed the TCEQ file for this LPST site. It was revealed that the release occurred at the transmitter site in Vidor, Texas. The address listed in Beaumont is the station office, therefore, the release is nowhere near the project and is not a concern.	N/A
48	Kevins Mobil (No longer in use gas station) 2790 Eastex Fwy, Beaumont, TX 77703	Adjacent S of Delaware St, E of I-10	GWCC LPST PST RCRAGR06	The RCRAGR located at this site is a Conditionally Exempt Small Quantity Generator. No violations or enforcements have been reported for this site. The site previously contained four USTs. Three USTs were removed from the ground in 2014 and one was removed from the ground in 1986. Gasoline contaminated groundwater and the GWCC enforcement status was not reported as of 2014. Final concurrence has not been issued for the LPST, the site is still in Monitoring as last reported in 2015.	Low

Map ID	Site Information	Location in Reference to the Project	Regulatory Database Listing(s)	Environmental Concern Summary	Potential to Impact Project
				The LPST site is open and is located adjacent to the project area; therefore, this site is considered a high environmental risk. TxDOT performed additional investigation and discovered that based on the review of the LPST file from TCEQ, the predominant groundwater gradient is to the southeast, away from the proposed project. The one time the gradient encroached on the roadway, the monitoring well between the release source area and the roadway was non-detect for all constituents. It does not appear that this LPST site is a concern of environmental impacts to the proposed project.	
49	Exxpress Mart 10 2210 IH 10 S, Beaumont, TX 77707	Adjacent S of Washington, W of I-10	GWCC LPST PST	The site previously contained four USTs which were removed from the ground in 2016. The site currently contains one active UST. Gasoline and diesel contaminated groundwater and the GWCC enforcement status was not reported as of 2016. Final concurrence has not been issued for the LPST, the site is still undergoing Site Assessment as last reported in 2016. The LPST site is open and located adjacent to the project area; therefore, this site is considered a high environmental risk. TxDOT performed additional investigation and discovered that the release identified did not require a site assessment. The site has been redeveloped as restaurant location with no ongoing monitoring. No impacts to the proposed project are anticipated.	Low

GWCC: Ground Water Contamination Case
IHW: Industrial Hazardous Waste
IHWCA: Industrial Hazardous Waste Corrective Action
LPST: Leaking Petroleum Storage Tank
PST: Petroleum Storage Tank
RCRAGR: Resource Conservation and Recovery Act Generator
UST: Underground Storage Tank

No evidence of contamination adjacent to the project area was observed during field visits to the site. The proposed project is located in a mixed residential, commercial and undeveloped area (see **Appendix B** – Project Photos).

The proposed project includes the demolition of several structures located within the proposed project ROW. Some of the potentially impacted structures were constructed at a time when building materials containing asbestos may have been available; the structures

may contain asbestos-containing materials (ACM). Asbestos inspections, specifications, notification, abatement and disposal, as applicable, would be conducted in compliance with Federal and State regulations. At a minimum, a pre-demolition ACM survey would need to be conducted.

Additionally, the construction contractor would take appropriate measures to prevent, minimize and control the spill of hazardous materials in the construction staging areas. The use of construction equipment within sensitive areas of the project limits would be minimized. All construction materials used for this project would be removed as soon as work schedules permit. Any unanticipated hazardous materials and/or petroleum contamination encountered during construction would be handled according to the applicable Federal and State regulations per TxDOT Standard Specifications.

Oil/Gas Wells

A review of the Railroad Commission of Texas (RRC) well bore database indicated there are 25 oil/gas wells located within one mile of the project area. No oil/gas wells are located within the project area; therefore, no impact to oil/gas wells is anticipated from the proposed project.

Petroleum Pipelines

A review of the RRC indicated there are 43 petroleum pipelines located within a one-mile radius of the proposed project. 11 pipelines cross the proposed project area, two of which are abandoned. Based on the regulatory information on the pipelines, these features are not considered an environmental concern. Formal utilities location and advance planning would be required to facilitate pipeline and utilities adjustments and to otherwise avoid associated impacts. The approximate location of the pipelines crossing the project area are shown in **Appendix F.**

The No Build Alternative would not have any environmental consequences on potential hazardous materials sites located in close proximity to the proposed project. Because the Build Alternative would involve sites determined to initially pose a moderate to high environmental risk to the project, additional investigations were performed as summarized in ***Table 12***. The Build Alternative would not have any environmental consequences on potential hazardous materials sites located in close proximity.

5.14 Traffic Noise

A traffic noise analysis was prepared in accordance with TxDOT's (FHWA approved) *Guidelines for Analysis and Abatement of Roadway Traffic Noise* (2011) and Reasonable Cost Proposal for 2018 Noise Policy (2017) and is available for public review at the TxDOT Beaumont District office.

Build Alternative

Existing and predicted traffic noise levels (***Table 13***) were modeled at representative land use activity areas (receptors) adjacent to the project that might be impacted by traffic noise and would potentially benefit from feasible and reasonable noise abatement.

Table 13: Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Category	NAC Level	Existing (2025)	Predicted (2045)	Change (+/-)[1]	Noise Impact
R1- Restaurant	E	72	67	71	4	**Yes**
R2- Hotel	E	72	67	71	4	**Yes**
R3- Hotel	E	72	69	72	3	**Yes**
R4- Hotel	E	72	67	68	1	No
R5- RV Park	C	67	70	73	3	**Yes**
R6- Day Care	C	67	64	65	1	No
R7- Hotel	E	72	65	67	2	No
R8- Hotel	E	72	68	68	0	No
R9- Hotel	E	72	68	68	0	No
R10- Hotel	E	72	70	71	1	**Yes**
R11- Restaurant	E	72	73	71	-2	**Yes**
R12- Hotel	E	72	72	75	3	**Yes**
R13- TV Studio (indoor)	D	52	44	46	2	No
R14-Church (indoor)	D	52	43	45	2	No
R15- Hotel	E	72	65	65	0	No
R16- Planetarium (indoor)	D	52	42	41	-1	No
R17- Recreation Center Pool	C	67	66	67	1	**Yes**
R18- Church (indoor)	D	52	40	45	5	No
R19- Apartments	B	67	74	72	-2	**Yes**
R20- Apartments	B	67	72	67	-5	**Yes**
R21- Single Family Residence	B	67	71	70	-1	**Yes**
R22- Hotel	E	72	63	66	3	No
R23- Single Family Residence	B	67	74	70	-4	**Yes**
R24- Hotel	E	72	67	69	2	No
R25- Hotel	E	72	72	71	-1	**Yes**
R26- Hotel	E	72	67	67	0	No
R27- Single Family Residence	B	67	70	71	1	**Yes**

Representative Receiver	NAC Category	NAC Level	Existing (2025)	Predicted (2045)	Change (+/-)[1]	Noise Impact
R28- Single Family Residence	B	67	73	74	1	**Yes**
R29- Park	C	67	72	74	2	**Yes**
R30- Playground	C	67	70	73	3	**Yes**
R31- Church (indoor)	D	52	42	42	0	No
R32- School	C	67	64	65	1	No
R33- Single Family Home	B	67	72	73	1	**Yes**

* Receiver locations with reduced noise levels are due to travel lane realignment moving roadways and traffic farther away from the receiver and reducing the predicted noise levels.

Modeled noise-sensitive locations were primarily hotels and residential areas, but also included restaurants, a day care, a TV Station, churches, a planetarium, a recreation center pool, a park, a playground, and a school. The traffic noise analysis determined that out of 33 representative receptors, 18 were predicted to have noise levels that approach or exceed the FHWA noise abatement criteria (NAC) or that substantially exceed the existing noise levels; therefore, the proposed project would result in traffic noise impacts (See **Figure 9** in **Appendix F**).

Noise abatement measures were considered and analyzed for each impacted receptor location. Abatement measures, typically noise barriers, must provide a minimum noise reduction, or benefit, at or above the threshold of 5 dB(A). A barrier is not acoustically feasible unless it reduces noise levels by at least 5 dB(A) at greater than 50% of first-row impacted receptors and benefits a minimum of two impacted receptors. To be reasonable, the barrier must not exceed the cost reasonableness allowance of 1,500 square feet per benefited receptor and must meet the noise reduction design goal of 7 dB(A) for at least one receptor.

The following noise abatement measures were considered and determined not to be reasonable and feasible: traffic management, alteration of horizontal and/or vertical alignments, and the acquisition of undeveloped property to act as a buffer zone.

Four noise barriers were found to be both reasonable and feasible and are recommended for incorporation into the proposed project (***Table 14***). Noise barriers were not reasonable and feasible for the remaining impacted representative receivers, and abatement is not proposed for those locations. Additional details regarding the barrier analysis can be found in the Traffic Noise Analysis Report (2020).

A noise barrier is proposed for the following locations:

R19 and R20 - These receivers represent 20 ground-level apartments and 20 second-floor apartments with outdoor patios in the Longfellow Apartment complex adjacent to the US 69 southbound frontage road. Based on preliminary calculations, a noise barrier in four segments to maintain existing driveway access, approximately 702 feet long and 20 feet high placed along the ROW line, would achieve the minimum feasible reduction of 5 dB(A) at 35 receiver locations and the minimum noise reduction design goal of 7 dB(A) at 20 receiver locations. The total cost per benefited receiver would be $14,040.

R21 and R23 - These receivers represent a total of 18 residences located along Longfellow Drive with driveways adjacent to the US 69 southbound frontage road. Some houses have existing driveway connections to the frontage road. Based on preliminary calculations, a noise barrier in four segments, to allow access to Kenwood Drive and residential driveways, approximately 1,534 feet long and 20 feet high placed along the ROW line, would achieve the minimum feasible reduction of 5 dB(A) at 11 receiver locations and the minimum noise reduction design goal of 7 dB(A) at 6 receiver locations. The total cost per benefited receiver would be $97,618. The estimated cost of the barrier exceeds the reasonable, individual cost-effectiveness criterion of $52,500 per benefited receiver, but is less than the cost averaging criterion of $105,000 per benefited receiver. The cumulative estimated build cost for this noise barrier is cost effective and therefore, this barrier is proposed for incorporation into the project.

R27 and R28 – These receivers represent a total of 28 first and second row residences in the Oaks subdivision. Based on preliminary calculations, a noise barrier in two segments totaling 1,311 feet long and 18 feet high parallel to the ROW would achieve the minimum feasible reduction of 5 dB(A) at 18 first and second row receiver locations and the minimum noise reduction goal of 7 dB(A) at four locations. The total cost per befitted receiver would be $45,885.

R33 –This receiver represents a total of 12 residences located along Nineteenth Street consisting of four first row receivers and eight second row receivers. The second-row receivers are separated from the ROW by commercial parcels. Because access must be maintained to the commercial property, a noise barrier is not feasible for the second-row receivers. An analysis was conducted for the first-row impacted receivers (represented by R33). Based on preliminary calculations, a noise barrier, approximately 245 feet long and 10 feet high place along ROW adjacent to the first-row receivers, would achieve the minimum feasible reduction of 5 dB(A) at three first-row receiver locations and the noise reduction design goal of 7 dB(A) at one location. The total cost per benefitted receiver would be $28,583.

Table 14: Noise Barrier Proposal (preliminary)

Barrier	Representative Receivers	Total # Benefitted	Length	Height	Total Cost	$/Benefitted Receiver
1	R19 and R20,	35	702	20	$491,400	$14,040
2*	R21 and R23	11	1,534	20	$1,073,800	$97,618
3	R27 and R28	18	1,311	18	$825,930	$45,885
4	R33	3	245	10	$85,750	$28,583

* This barrier is cost-effective through cost averaging.

Any subsequent project design changes may require a reevaluation of this preliminary noise barrier proposal. The final decision to construct the proposed noise barrier will not be made until completion of the project design, utility evaluation, and polling of all benefited and adjacent property owners and residents.

To avoid noise impacts that may result from future development of properties adjacent to the project, local officials responsible for land use control programs must ensure, to the maximum extent possible, no new activities are planned or constructed along with the following predicted 2045 noise impact contours. Noise impact contours were modeled on undeveloped land on the west side of I-10 near Rexora Drive. (*Table 15*).

Table 15: Noise Impact Contours

Land Use	Impact Contour*	Distance from Proposed ROW
NAC Category B&C	66 dB(A)	425 feet
NAC Category E	71 dB(A)	175 feet

*Impact contours are one dB(A) lower than the NAC per category to reflect impacts that would occur as a result of approaching the NAC for the respective contours.

A copy of this traffic noise analysis will be available to local officials to assist in future land use planning. On the date of approval of this document (Date of Public Knowledge), FHWA and TxDOT are no longer responsible for providing noise abatement for new development adjacent to the project.

Under the No Build Alternative, the proposed project would not be constructed. If the No Build Alternative were implemented, traffic noise levels would be expected to increase with an associated future increase in traffic volumes.

5.15 Induced Growth

In accordance with TxDOT guidance, an analysis was completed to assess whether the proposed project would likely result in induced growth along the 10/69 Interchanges. Using

TxDOT's *Induced Growth Indirect Impacts Decision Tree* (see ***Table 16***), the proposed project was assessed against the related questions below to determine whether an induced growth analysis was required. Because the project would increase mobility by adding capacity in an area encompassed by Metropolitan Planning Organization (MPO); South East Regional Planning Commission (SETRPC), which is experiencing population growth, it was determined the proposed project would require an Indirect Impacts Analysis.

An Indirect and Cumulative Effects Analysis Technical Report was completed and is available for review at the TxDOT Beaumont District office.

Table 16: Six-Step Approach to Conduct an Indirect Impact Analysis

Step	Guidelines
1	Define the methodology.
2	Define the area of influence (AOI) and study timeframe
3	Identify areas subject to induced growth in the AOI
4	Determine if growth is likely to occur in the induced growth areas.
5	Identify resources subject to induced growth impacts.
6	Identify mitigation if applicable.

Source: TxDOT, 2019.

The indirect effects AOI for the proposed project encompasses approximately 17,947 acres (28 sq. miles), 3,491 acres (19.5% of AOI) of which is currently considered developable. The AOI is contained within the city of Beaumont and its ETJ, which has experienced moderate population growth and is projected to do so into the future. Based on the project's focus on increasing mobility through interchange improvements, surrounding capacity projects that will likely be greater drivers of growth, and recent and projected population growth trends, the proposed project is not anticipated to induce growth on its own.

The proposed project was designed to accommodate the projected increase in traffic along I-10 caused by increasing population in the area; however, it was not designed to accommodate additional traffic beyond that projected in the design year. Rather than inducing development, the proposed project is needed to keep pace with traffic demand resulting from already established growth and development trends.

No induced growth is anticipated from the proposed project; therefore, no resources are anticipated to be impacted and no mitigation for indirect impacts is proposed.

5.16 Cumulative Impacts

The Council on Environmental Quality defines cumulative impacts as those which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time (40 CFR §1508.7). As such, it may be difficult to understand the role that a proposed action may have in contributing to the overall or cumulative impacts to an area or resource.

An Indirect and Cumulative Impacts Analysis Technical Report was completed and is available for review at the TxDOT Beaumont District office. As addressed by the CEQ, cumulative impacts are defined as:

TxDOT's *Cumulative Impacts Decision Tree* was utilized to determine if the proposed project required a cumulative impacts analysis. The project is expected to only have a small to moderate direct effect on natural resources; however, there are water resources downstream of the project area that are in poor or declining health as documented in the Final 2018 Texas Commission on Environmental Quality (TCEQ) 303(d) list. Therefore, a cumulative effects analysis for water resources is required. Water resources for the purposes of this analysis are defined as wetlands and waters of the U.S., including water quality concerns.

Table 17: Five-Step Approach to Conduct a Cumulative Effects Analysis

Step	Topic
1	Resource Study Area, Conditions, and Trends
2	Direct and Indirect Effects on each Resource from the Proposed Project
3	Other Actions—Past, Present, and Reasonably Foreseeable—and their Effect on each Resource
4	The Overall Effects of the Proposed Project Combined with Other Actions
5	Mitigation of Cumulative Effects

Source: TxDOT, 2019.

The cumulative analysis Resource Study Area, RSA, for the proposed project encompasses 36,021 acres (56 sq. miles) and largely overlaps the AOI used for the indirect effects analysis. Proposed actions in the RSA, of which the project is part, will affect water resources, including those in declining health, both directly and indirectly. However, existing governmental regulations, in conjunction with the goals and coordination of community planning efforts, address the many and varied issues that influence local and ecosystem-level conditions. The regulatory powers of state and federal programs, such as the CWA, serve to safeguard resources and prevent or minimize negative impacts that would threaten the general health and sustainability of the region. The proposed project is consistent with the historical growth rates, patterns, and land use changes found in the RSA. The analysis provided concludes that there are no substantial adverse cumulative impacts to resources in the RSA, when taken into consideration with other past, present, and reasonably foreseeable actions.

5.17 Construction Phase Impacts

The proposed project would have minor short-term adverse impacts during construction activities. Construction machinery would increase, dust, air pollutants, ambient noise levels and cause occasional traffic delays. Construction activities which may lead to such impacts include but are not limited to, removal of existing pavement, removal then reinstallation of culverts and utilities, grading and preparation of the new roadbed, paving the new roadway facility, and restoration of vegetation along the project ROW.

Contractors would be required to follow Federal, State and local regulations to ensure adverse construction impacts are kept to a minimum. The following items would be monitored to minimize adverse impacts during construction activities: water resources and erosion control, transportation safety, air quality and noise.

Water resources and erosion control would be monitored by a SW3P; BMPs would be implemented to prevent or limit storm water/surface water runoff, erosion and sedimentation in the project area. BMPs may include erosion control matting or sediment control fencing in areas in which sediments may have the potential to enter nearby waterways.

Transportation safety activities would include measures to minimize traffic disruptions by avoiding detours, alternating lane closures and completing intersection construction during off-peak hours whenever possible. Construction signs would be placed in advance of construction activities to inform travelers of upcoming construction; such notification may minimize travel delays and provide travelers with options for alternative routes. The proposed project would consist of phased construction activities and would provide access to residential and commercial properties throughout the construction process.

Air quality measures would be required to comply with TCEQ standards on air pollution control (see Section 5.12 Air Quality). Measures would be implemented to reduce fugitive dust emissions created during construction activities. Truck-mounted watering of selected areas, where vegetation was removed or where construction vehicles enter the I-10 roadway, may occur to reduce dust in or along construction areas.

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. Construction normally occurs during daylight hours when occasional loud noises are more tolerable. Provisions would be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

The Build Alternative would have short-term environmental consequences due to construction impacts throughout the project area though long-term environmental consequences are not anticipated within the project limits.

The No Build Alternative would not have any environmental consequences due to construction impacts throughout the project area.

6.0 AGENCY COORDINATION

Agency coordination documentation is included in **Appendix G** – Resource Agency Coordination.

A USACE permit is anticipated and would be obtained for the proposed project. Project coordination with the USACE would occur during the permitting process.

The proposed project required early coordination with the TPWD. Early coordination was completed by TxDOT December 17, 2019.

The project required coordination with the THC. Coordination with the THC was initiated by TxDOT during the Project Coordination Request process and was completed on October 3, 2019.

A USCG bridge permit exemption request was sent to FHWA and USCG and it was determined that the project qualifies for exemption from the Coast Guard bridge permit requirements. Through FHWA, coordination is underway with the USCG for an exemption from the USCG navigational lighting requirements.

Coordination with the USFWS was not required because the project would not affect any federally listed species. Coordination with the NRCS was not required because the score on Part VI of the FPPA Form NRCS-CPA 106 scored less than the 60-point coordination threshold for farmland impacts.

The Draft EA Notice of Availability (NOA) will be submitted to the TCEQ and they will be the given to opportunity to comment per TxDOT's MOU with TCEQ.

7.0 PUBLIC INVOLVEMENT

TxDOT held open house Public Meetings on April 16, 2019 and September 17, 2019 at the Beaumont Civic Center, 701 Main Street, in Downtown Beaumont. Public Meetings were held to inform the public of the proposed 10/69 Interchanges Project and gather comments from the public, elected officials and other interested stakeholders. Public Meeting documentation is available for review at the TxDOT-Beaumont District office.

April 16, 2019

Public Meeting notices were published in the *Beaumont Enterprise* and *the El Perico* newspapers approximately 15 days prior to the Public Meeting. Letters were sent to elected officials and agencies, notices were sent to adjacent property owners, notices were distributed to community facilities, and postcards were sent to members of the public informing them of the Public Meeting.

Alternative designs for the Eastex Freeway Interchange and the Cardinal Drive Interchange, environmental constraints exhibit, and project handouts were presented at the Public Meeting. TxDOT staff and consultants were available at the meeting to answer questions or concerns from the public. Comment Forms were made available and the public was encouraged to submit any comments or concerns regarding the proposed project to TxDOT.

A total of 194 members of the public attended the meeting. A total of 55 written comments were submitted and 534 comments were received via MetroQuest Online Survey regarding the proposed project. Participants/attendees were primarily concerned with proposed changes to the Eastex Freeway Interchange and proposed changes in access to adjacent businesses located along I-10 within the project limits.

Submitted comments were addressed in a Public Meeting Summary Report (PMSR) and were utilized in the planning process for the environmental and design studies. The PMSR for this Public Meeting is available on the TxDOT website at www.txdot.gov and search keyword "10/69 Interchanges". See **Appendix H** for the Comment Response Matrix from the April 2019 Public Meeting.

September 17, 2019

Public Meeting notices were published in the *Beaumont Enterprise* and *the El Perico* newspapers approximately 15 days prior to the Public Meeting. Letters were sent to elected officials and agencies, notices were sent to adjacent property owners, notices were distributed to community facilities, and postcards were sent to members of the public informing them of the Public Meeting.

The purpose of the second Public Meeting was to update the public on the design for the proposed project. Updated roadway design, options for Liberty/Laurel bridge reconstruction, environmental constraints exhibit, and project handouts were presented at the Public Meeting. TxDOT staff and consultants were available at the meeting to answer questions or concerns from the public. Comment Forms were made available and the public was encouraged to submit any comments or concerns regarding the proposed project to TxDOT.

A total of 160 members of the public attended the meeting. A total of 45 written comments were submitted and 159 comments were received via MetroQuest Online Survey regarding the proposed project. Participants/attendees were primarily concerned with the Maurey Meyers bridge alterations and the aesthetic options available for the proposed project.

Submitted comments were addressed in a PMSR and were utilized in the planning process for the environmental and design studies. The PMSR for this Public Meeting is available on the TxDOT website at www.txdot.gov and search keyword "10/69 Interchanges". See **Appendix I** for the Comment Response Matrix from the September 2019 Public Meeting.

Public Hearing

A Public Hearing will be held for the proposed project at a later date to fulfill the requirements under NEPA. The public will be notified of the Public Hearing once TxDOT has determined that the EA and project design are Approved for Circulation.

Additional Public Outreach

A Bike and Pedestrian Stakeholder Meeting was held at the SETRPC on August 22, 2019 to gather input on the potential key bike and pedestrian issues/concerns on the proposed project.

Ongoing communications are being held with the CHRISTUS Hospital to discuss potential travel and access pattern changes as a result of the proposed project. This coordination is on-going and will be updated as part of the EA. The Hospital District has been a part of the project coordination and development through the public involvement and stakeholder process.

Additionally, ongoing communications have been held with the Rotary Club of Beaumont regarding the annual Southeast Texas Soap Box Derby held at the Maury Meyers Bridge. On December 5, 2019 Beaumont District representatives met with the derby representatives to discuss alternatives for the derby. These discussions include alternative routes, derby locations, and event coordination. The merits and challenges of each of these ideas was discussed, and the derby representatives stated that they would bring these ideas to their next rotary group meeting for further discussion. A follow-up discussion was planned for January 2020. This communication is on-going and will be updated as part of the EA.

On December 9, 2019 Beaumont District representatives met with two members of the Meyers family to discuss some ideas for ways to continue the Maury Meyers legacy within the City of Beaumont with the 10/69 Interchanges Project. This communication is on-going and will be updated as part of the EA.

8.0 POST-ENVIRONMENTAL CLEARANCE ACTIVITIES AND CONTRACTOR COMMUNICATIONS

Specific actions must occur prior to construction of the proposed 10/69 Interchanges project.

8.1 Post-Environmental Clearance Activities

Table 18 lists unresolved environmental activities that the project sponsor will be responsible for that cannot be completed prior to the issuance of a FONSI.

Table 18: Post-Environmental Clearance Activities

Environmental Resource*	Description of Activity	Anticipated Completion
1) Water Resources: Section 404	It is anticipated that the proposed project would impact jurisdictional waters, including wetlands, requiring a USACE permit. Coordination with USACE shall be conducted prior to construction of the project.	Prior to and during construction
2) Water Resources: Section 401	The proposed project meets the requirements for a TCEQ Water Quality Certification Tier I. BMPs for water quality, including erosion, sedimentation, and post-construction TSS controls, shall be utilized. TxDOT shall submit a Section 401 Water Quality Certification Tier I Checklist to the USACE/TCEQ in conjunction with the Section 404 permit.	Prior to and during construction
3) Water Resources: Section 402	A NOI shall be submitted to TCEQ and to the city of Beaumont, a MS4 operator. A SW3P shall be prepared and implemented.	Prior to and during construction
4) Water Resources:	Coordination with USACE shall be conducted prior to construction of the project.	Prior to construction

Environmental Resource*	Description of Activity	Anticipated Completion
Section 408		
5) Water Resources: TCMP and CNRA	A TCMP consistency statement and application shall be completed and delivered to the GLO Coastal Permit Service Center as part of the USACE permit process.	Prior to construction
6) Water Resources: Floodplains	Coordination with the local floodplain administrator would be required.	Prior to construction
7) Hazardous Materials	The proposed project includes the demolition of several standing structures and bridge- class culverts located within the proposed project ROW. At a minimum, a pre-demolition ACM survey would need to be conducted.	Prior to construction
8) Traffic Noise	Notify local officials and conduct noise workshops for the proposed noise barriers.	Prior to construction
*The commitments listed in Table 18 are not intended to be an all-encompassing list of commitments involved in construction. These commitments are specific to TxDOT Environmental Permits Issues and Commitments (EPIC) sheets to accompany general environmental commitments utilized in every TxDOT construction project.		

8.2 Contractor Communications

Table 19 lists avoidance measures and/or special instructions that should be conveyed to the design and/or construction contractor prior to the construction of the proposed project.

Table 19: Contractor Communications

Environmental Resource*	Communication
1) Cultural Resources: Archeology	In the event that unanticipated archeological deposits are encountered during construction, work in the immediate area would cease and the TxDOT archeological staff would be contacted to initiate post-review discovery procedures under the provisions of the First Amended Programmatic Agreement among FHWA, TxDOT, the Texas SHPO, and the ACHP, regarding the Implementation of Transportation Undertakings.
2) Water Resources: Section 404	Construction activities would comply with all general and regional conditions applicable to a Section 404 Permit. During construction, appropriate measures would be taken to maintain normal downstream flows and minimize flooding. Temporary fills would be placed in a manner that would limit erosion by expected high flows. Temporary fills would be removed in their entirety and the affected area returned to pre-construction elevations and

Environmental Resource*	Communication
	revegetated as appropriate. Appropriate BMPs (erosion, sedimentation, and post-construction TSS) would be installed, monitored, and maintained in accordance with the permit.
3) Water Resources: Sections 401/402	The proposed project would incorporate the following BMPs at appropriate stages during construction. For erosion control, mulch filter berm and socks, temporary vegetation, or erosion control matting and/or sod may be used to stabilize disturbed areas. Mulch filter berm and socks, silt fences, and rock berms may be used for sediment control, as appropriate. Vegetative lined ditches or temporary seeding may be used to control post construction TSS. All temporary erosion controls would be in compliance with TxDOT Standard Specifications and would be in place, according to the construction plans, prior to commencement of construction-related activities. Erosion control structures would be inspected regularly and maintained as needed throughout the duration of the construction project as well as after construction is completed until exposed soil areas are revegetated. Vegetation would be cleared or disturbed only when needed to minimize exposure of an erosive surface to the elements of wind, rain, flooding, etc. Following completion of all construction activities, all construction materials would be removed from the project area. Disturbed areas would be graded and reseeded in accordance with the TxDOT specifications.
4) Biological Resources: Invasive Species and Beneficial Landscaping	In accordance with EO 13112, native plant species would be used in any landscaping and in any seed mixes where practicable. Soil disturbance would be minimized to ensure that invasive species would not establish in the ROW. Vegetation would be cleared only as needed, and clearing may be phased, to maintain soil integrity and minimize exposure to erosive surfaces. Landscaping included with this project would be in compliance with the Executive Memorandum on Environmentally and Economically Beneficial Landscaping. Preserve native vegetation to the extent practical. Contractor must adhere to Construction Specification Requirements Specs 162, 164, 192, 193, 506, 730, 751 & 752 in order to comply with requirements for invasive species, beneficial landscaping, and tree/brush removal commitments.
5) Biological Resources: Threatened and Endangered Species/MBTA	If dewatering should occur, coordination with the TPWD Kills and Spills Team (KAST) is required. For the swallow-tailed kite and the white-faced ibis the TxDOT-TPWD Bird BMPs would be implemented prior to and during construction. For the American eel, the Fish and Water Quality BMPs would be implemented during construction. For the southeastern myotis and

Environmental Resource*	Communication
	Rafinesque's big-eared bat, the Bat BMPs would be implemented prior to and during construction. For the five listed mussel species in Jefferson County, the Mussel BMPs would be implemented prior to construction. For the alligator snapping turtle and the smooth softshell, the Aquatic Reptile BMPs would be implemented during construction. For the timber rattlesnake, the western box turtle, and the eastern box turtle, the Terrestrial Reptile BMPs would be implemented during construction. For the eastern spotted skunk, mink, swamp rabbit, long-tailed weasel, and southern short-tailed shrew, the contractor would be advised of the potential occurrence in the project area and to avoid harming the species if encountered and avoid unnecessary impacts to dens. The Vegetation BMPs would be in place prior to initiating construction per the 2013 TxDOT-TPWD MOU BMP Programmatic Agreement (BMP 2017 Revision). Vegetation clearing and work within the proposed project limits would be conducted outside of the normal nesting season for migratory birds, as appropriate. Prior to clearing of vegetation, nest surveys would be conducted to verify the presence/absence of active nests. In accordance with the MBTA, no vegetation or man-made structures would be removed containing nests, eggs, or young should they be discovered during construction. Additionally, contractors would be notified about, and be responsible for, complying with the MBTA for migratory birds that may inhabit the project area throughout the construction period of the proposed project.
6) Hazardous Materials	During the construction process, any unanticipated hazardous materials, petroleum products, or contamination encountered would be handled according to applicable Federal, State and local regulations per TxDOT Standard Specifications. The construction contractor would take appropriate measures to prevent, minimize and control the spill of hazardous materials in construction staging areas. The use of construction equipment within sensitive areas would be minimized or eliminated entirely. All materials being removed or disposed of by the contractor would be done in accordance with applicable State and Federal laws and as not to degrade ambient water quality.
7) Construction: Noise and Traffic Control	Provisions would be included in the PS&E requirements for contractors to implement every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and the proper maintenance of muffler systems. Construction signs would be placed in advance to inform travelers of upcoming construction activities which may minimize travel delays and provide travelers with opportunities to utilize alternative routes. The proposed project would consist of a phased

Environmental Resource*	Communication
	construction method and allow access to residential and commercial properties throughout the construction process.

*The commitments listed in Table 19 are not intended to be an all-encompassing list of commitments involved in construction.

These commitments are specific to TxDOT Environmental Permits Issues and Commitments (EPIC) sheets to accompany general environmental commitments utilized in every TxDOT construction project.

9.0 CONCLUSION

Based on the information in this EA, TxDOT recommends implementation of the Build Alternative. The proposed construction of the 10/69 Interchanges Project would minimize and avoid, where possible, impacts to the natural and human environment. The proposed project would provide continuity with the continued growth in the area.

Implementation of the proposed project would not result in a significant impact on the human or natural environment. Therefore, a finding of no significant impact is anticipated.

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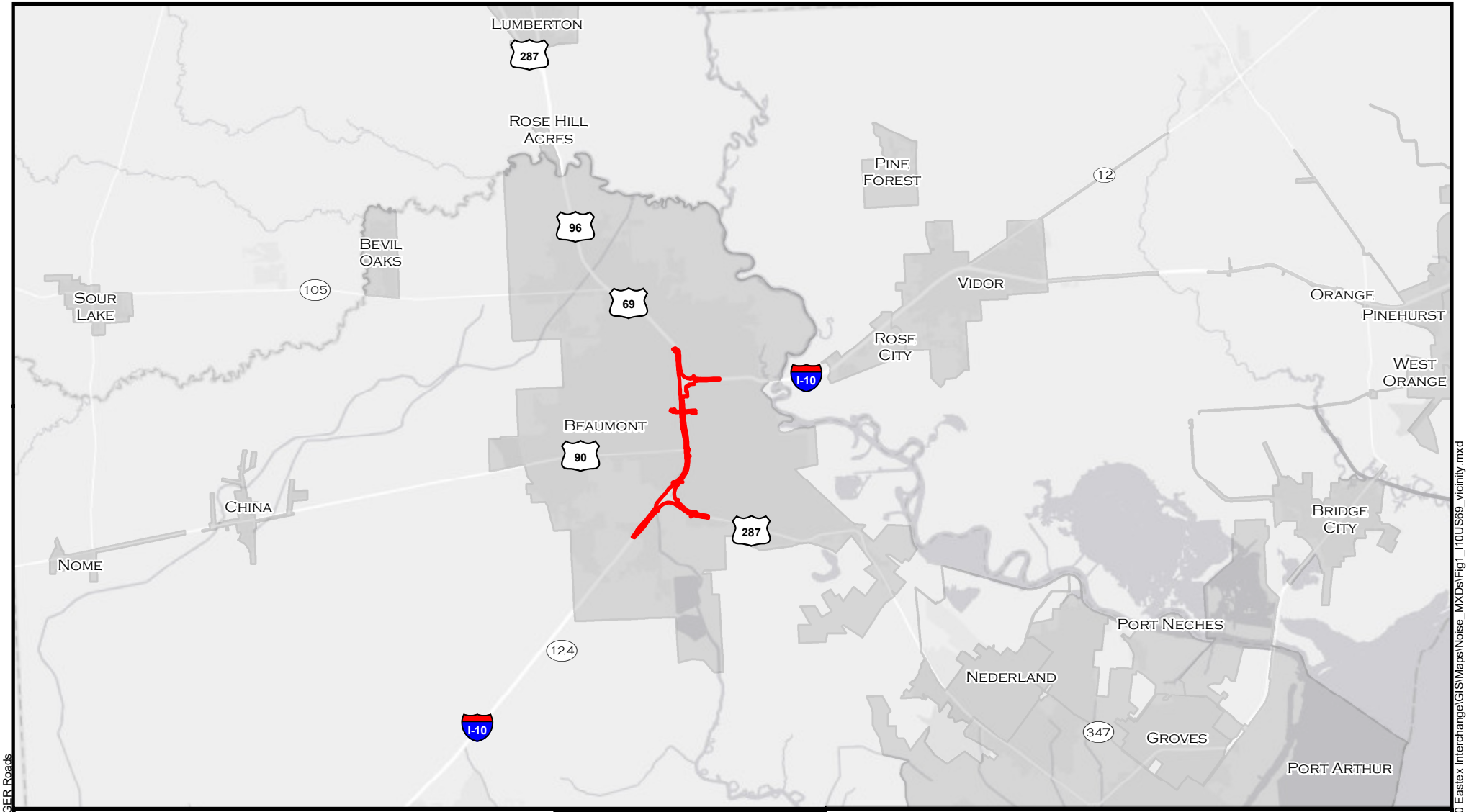
11.0 APPENDICES

APPENDIX A:

PROJECT LOCATION MAPS

Figure 1: Project Vicinity Map
Figure 2: Project Location Map



Project Area

10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
Vicinity Map

Jefferson County, Texas

Texas Department of Transportation

N

0 10,000 20,000 Feet

Appendix A:
Figure 1

Date:
January 2020

Sources: ESRI World Street Map; Open Street Map; TIGER Roads

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Noise_MXDs\Fig1_I10US69_vicinity.mxd

PROJECT AREA

10/69 INTERCHANGES PROJECT

CSJ: 0028-13-135 & 0739-02-140

PROJECT LOCATION MAP

JEFFERSON COUNTY, TEXAS

Texas Department of Transportation

N

0 1,800 3,600 Feet

APPENDIX A
FIGURE 2

DATE:
JANUARY 2020

Sources: ESRI Aerial 2017; Open Street Map; TIGER Roads

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\EA_MXDs\Fig2_project_location.mxd

APPENDIX B:

PROJECT PHOTOS

Photo 1: Stream 3 (Port Arthur Canal) crossing under I-10, photo facing east. Photo taken May 2019. (30.045245°, -94.150138°)

Photo 2: Stream 3 (Port Arthur Canal) crossing over Stream 2 (Hillebrandt Bayou) and under I-10, photo facing north. Photo taken May 2019. (30.045421°, -94.149949°)

Photo 3: PEM Wetland 1 adjacent to a culvert, photo facing southwest. Photo taken May 2019. (30.036108°, -94.158269°)

Photo 4: PFO Wetland 4, within forested section of ROW, photo facing east. Photo taken May 2019. (30.051155°, -94.144628°)

Photo 5: PEM Wetland 5, along rock and gravel piles, photo facing northwest. Photo taken May 2019. (30.051615°, -94.144219°)

Photo 6: PFO Wetland 8, within forested section of ROW, photo facing south. Photo taken May 2019. (30.046955°, -94.141068°)

Photo 7: Photo looking at urban, maintained vegetation and landscaped medians along I-10, photo facing north. Photo taken June 2019. (30.095460°, -94.130432°)

Photo 8: Photo looking at urban, maintained vegetation within the project area along I-10, photo facing south. Photo taken May 2019. (30.067454°, -94.134082°)

Photo 9. A view of Sinclair Communications building. ROW would be acquired from this property, photo facing south. Photo taken June 2019. (30.095317°, -94.133070°)

Photo 10. A view of JHMH Partners (Boat Dealership). ROW would be acquired from this property, photo facing east. Photo taken June 2019, (30.093224°, -94.135362°)

Photo 11: A view of BMT bus stop located within the study area. BMT bus stops are located throughout Beaumont, photo facing south. Photo taken June 2019. (30.072069°, -94.118303°)

Photo 12. Typical urban area within the study area off Ashley Road with landscaped vegetation, photo facing south. Photo taken June 2019. (30.091570°, -94.129832°)

Photo 13. Forested median within the Cardinal Drive interchange. Area mapped as Agriculture on EMST, but was determined to be Mixed Woodlands and Forest, photo facing north. Photo taken June 2019. (30.051485°, -94.142303°)

APPENDIX C:

SCHEMATICS

TEXAS DEPARTMENT OF TRANSPORTATION
BEAUMONT DISTRICT

DONALD L. SMITH, P.E.
DISTRICT ENGINEER

DESIGN SCHEMATIC

I-10 FROM CR 131 (WALDEN RD), EAST TO US 90

CSJ: 0739-02-140
NET LENGTH OF PROJECT = 2.455 MI

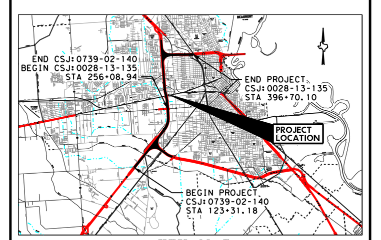
I-10 FROM HOLLYWOOD OVERPASS, EAST TO 7TH STREET

CSJ: 0028-13-135
NET LENGTH OF PROJECT = 2.456 MI

JEFFERSON COUNTY

CONSTRUCTION OF: WIDENING INTERSTATE 10 FROM 4 TO 6 MAINLANES AND RECONSTRUCTING EASTEX FREEWAY AND CARDINAL DRIVE INTERCHANGES.

OCTOBER 2019



KEY MAP
N.T.S

LEGEND

- EXISTING ROW
- PROPOSED ROW
- CONSTRUCTION EASEMENT
- PROPERTY BOUNDARY
- RETAINING WALL
- PROPOSED CULVERT
- PROPOSED TRAFFIC ARROW
- EXISTING PAVEMENT TO BE REMOVED
- PROPOSED LARGE ROADSIDE SIGN STRUCTURE
- PROPOSED CANTILEVER OVERHEAD SIGN STRUCTURE
- PROPOSED OVERHEAD SIGN BRIDGE
- DIRECTION OF FLOW
- CONTROL OF ACCESS
- PROPOSED FRONTAGE ROAD
- PROPOSED MAIN LANES
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- PROPOSED CROSS STREET
- PROPOSED IMPROVEMENTS ON OTHER SHEETS
- PROPOSED SIDEWALK
- PROPOSED BRIDGE
- 100 YEAR FLOODPLAIN

FUNCTIONAL CLASSIFICATION: INTERSTATE
MAINLANE DESIGN SPEED: 70 MPH
FRONTAGE ROAD DESIGN SPEED: 45 MPH
RAMP DESIGN SPEED: 45 MPH
DIRECT CONNECTOR DESIGN SPEED: 45 MPH - 60 MPH
CROSS ROAD DESIGN SPEED: 45 MPH
PROJECTED 2020 AADT: 145,000 VPD
PROJECTED 2040 AADT: 222,000 VPD

AERIAL IMAGERY DATE: 12/30/2016
TOPOGRAPHICAL DATA DATE: 02/14/2018

SCHEMATIC PREPARED BY:

JACOBS
TBPE FIRM NO. F-2966

PRELIMINARY SUBJECT TO CHANGE

THESE PRELIMINARY DOCUMENTS ARE TO BE RELEASED FOR INFORMATION PURPOSES AND ARE NOT INTENDED FOR CONSTRUCTION. THEY WERE PREPARED FOR THE TEXAS DEPARTMENT OF TRANSPORTATION UNDER THE SUPERVISION OF:

ROBERT G. PARRENT, P.E. 10/31/2019
SERIAL NO. 85545

Texas Department of Transportation
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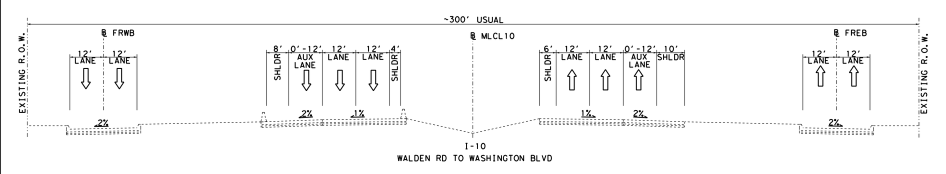
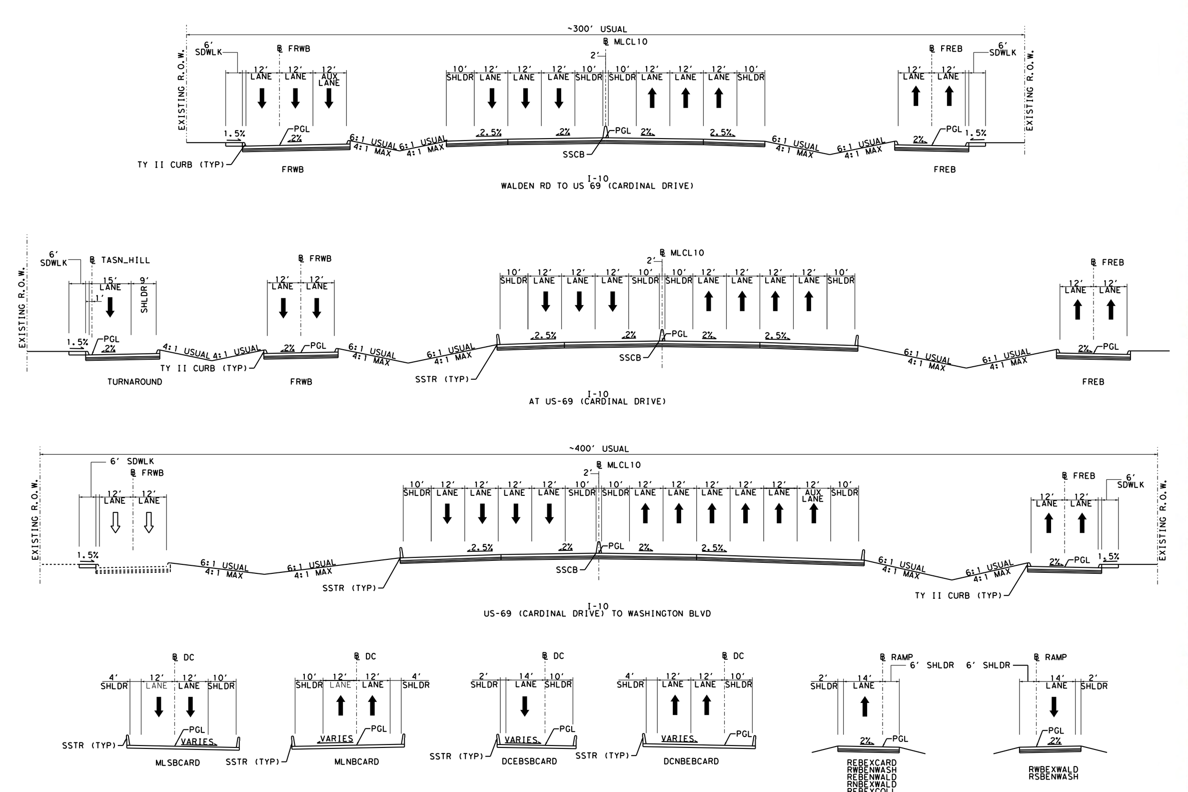
BEAUMONT DISTRICT
DATE SUBMITTED:
DATE REVISED:
DATE APPROVED:

EXISTING TYPICAL SECTIONS

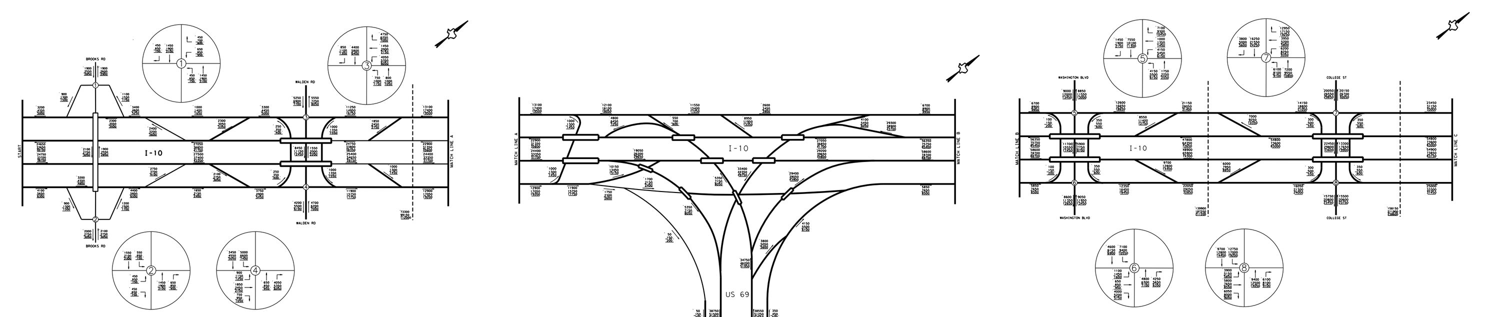


PROPOSED TYPICAL SECTIONS



SUPERELEVATION DATA

TRAFFIC VOLUME DIAGRAM



CURVE DATA

CURVE MLNBCARD_6
P.I. STATION = 146+10.36
DELTA = 94°46′ 15.28"
DEGREE = 5°27′ 24.27"
TANGENT = 1,141.2848
LENGTH = 1,736.7676
RADIUS = 1,050.00′
P.C. STATION = 134+69.08
P.T. STATION = 152+05.84

CURVE MLNBCARD_9
P.I. STATION = 161+04.19
DELTA = 4°46′ 33.34" (RT)
DEGREE = 1°18′ 29.24"
TANGENT = 182.6547
LENGTH = 365.0978
RADIUS = 4,380.00′
P.C. STATION = 159+21.53
P.T. STATION = 162+86.63

MLSB_CARD

CURVE MLSBCARD_7
P.I. STATION = 149+94.00
DELTA = 108° 09′ 00.52"
DEGREE = 5° 24′ 18.94"
TANGENT = 1,462.99′
LENGTH = 2,000.83′
RADIUS = 1,060.00′
P.C. STATION = 135+31.01
P.T. STATION = 155+31.84

CURVE MLSBCARD_8
P.I. STATION = 164+19.88
DELTA = 12° 52′ 33.56"
DEGREE = 0° 43′ 40.90"
TANGENT = 888.04′
LENGTH = 1,768.61′
RADIUS = 7,870.00′
P.C. STATION = 155+31.84
P.T. STATION = 173+00.45

FRNB_CARD

CURVE FRNB_CARD_13
P.I. STATION = 48+33.39
DELTA = 8° 33′ 25.36"
DEGREE = 3° 14′ 46.39"
TANGENT = 132.04′
LENGTH = 263.60′
RADIUS = 1,765.00′
P.C. STATION = 47+01.35
P.T. STATION = 49+64.95

TEXAS DEPARTMENT OF TRANSPORTATION
BEAUMONT DISTRICT
DESIGN SCHEMATIC
JEFFERSON COUNTY
OCTOBER 2019
KEY MAP
LEGEND
JACOBS
PRELIMINARY SUBJECT TO CHANGE

ROLL 2 OF 9

TEXAS DEPARTMENT OF TRANSPORTATION
BEAUMONT DISTRICT

DONALD L. SMITH, P.E.
DISTRICT ENGINEER

DESIGN SCHEMATIC

I-10 FROM CR 131 (WALDEN RD), EAST TO US 90

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ROADWAY = X.XXX MI
BRIDGE = X.XXX MI

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NET LENGTH OF PROJECT = 2.456 MI
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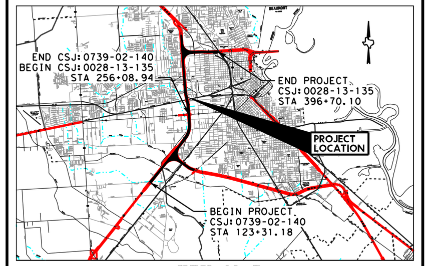
BRIDGE = X.XXX MI

JEFFERSON COUNTY

CONSTRUCTION OF: WIDENING INTERSTATE 10 FROM 4 TO 6 MAINLANES AND RECONSTRUCTING EASTEX FREEWAY AND CARDINAL DRIVE INTERCHANGES.

OCTOBER 2019



KEY MAP
N.T.S

LEGEND

- EXISTING ROW
- PROPOSED ROW
- CONSTRUCTION EASEMENT
- PROPERTY BOUNDARY
- RETAINING WALL
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- PROPOSED TRAFFIC ARROW
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FUNCTIONAL CLASSIFICATION: INTERSTATE
MAINLANE DESIGN SPEED: 70 MPH
FRONTAGE ROAD DESIGN SPEED: 45 MPH
RAMP DESIGN SPEED: 45 MPH
DIRECT CONNECTOR DESIGN SPEED: 45 MPH - 60 MPH
CROSS ROAD DESIGN SPEED: 45 MPH
PROJECTED 2020 AADT: 145,000 VPD
PROJECTED 2040 AADT: 222,000 VPD

Texas Department of Transportation
10 69 Interchanges

AERIAL IMAGERY DATE: 12/30/2016
TOPOGRAPHICAL DATA DATE: 02/14/2018

SCHEMATIC PREPARED BY:
JACOBS
TBPE FIRM NO. F-2966

PRELIMINARY SUBJECT TO CHANGE

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Texas Department of Transportation
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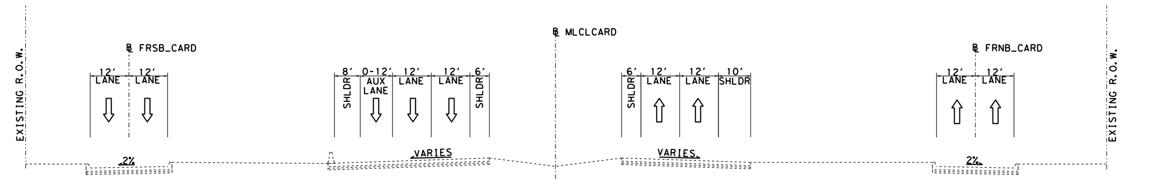
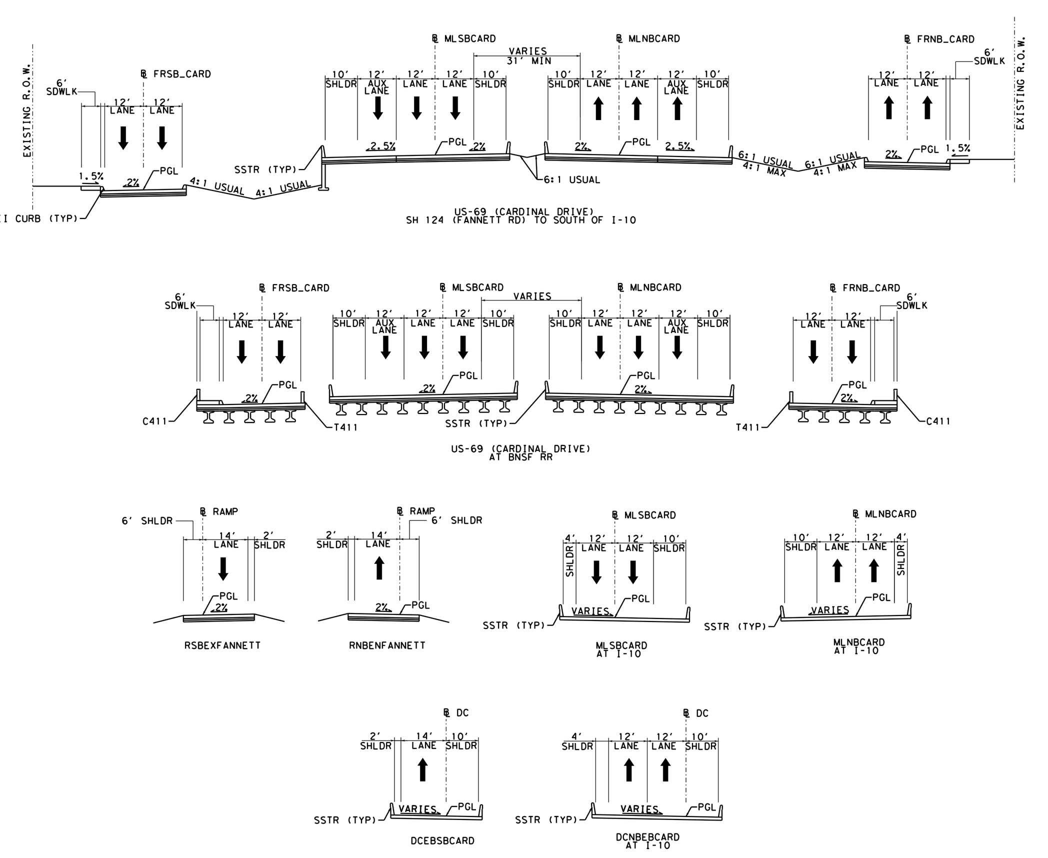
BEAUMONT DISTRICT
DATE SUBMITTED:
DATE REVISED:
DATE APPROVED:

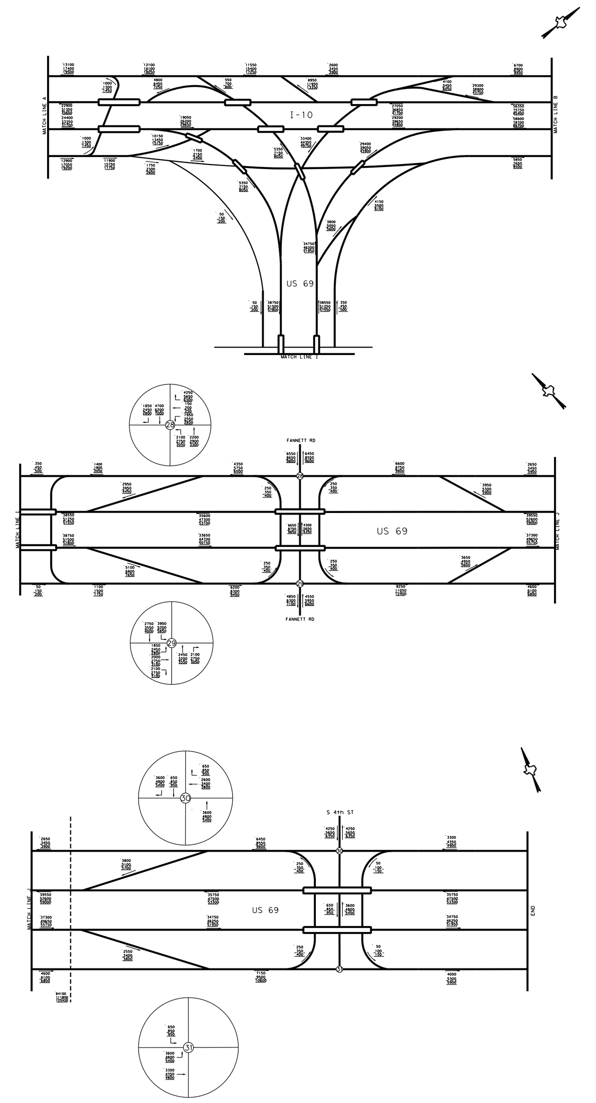
EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTIONS



TRAFFIC VOLUME DIAGRAMS



SUPERELEVATION DATA

SUPERELEVATION TRANSITION TABLE (MLNBCARD)				
ALIGNMENT	BEGIN STATION	BEGIN CROSS SLOPE	END STATION	END CROSS SLOPE
MLNBCARD	102+02.00	-2.00%	102+25.00	-2.93%
MLNBCARD	112+77.00	-2.93%	113+00.00	-2.00%
MLNBCARD	133+63.00	-2.00%	135+49.00	5.78%
MLNBCARD	151+68.00	5.78%	153+55.00	-2.00%

SUPERELEVATION TRANSITION TABLE (MLSBCARD)				
ALIGNMENT	BEGIN STATION	BEGIN CROSS SLOPE	END STATION	END CROSS SLOPE
MLSBCARD	100+87	2.00%	102+05.00	-2.92%
MLSBCARD	112+40.00	-2.92%	113+58.00	2.00%
MLSBCARD	133+82.00	2.00%	135+68.00	-5.77%

CURVE DATA

MLNB_CARD

CURVE MLNBCARD_3
P.I. STATION = 107+56.72
DELTA = 20° 28′ 57.68" (RT)
DEGREE = 1° 55′ 44.94"
TANGENT = 536.60′
LENGTH = 1,061.75′
RADIUS = 2,970.00′
P.C. STATION = 102+20.12
P.T. STATION = 112+81.87

CURVE MLNBCARD_6
P.I. STATION = 146+92.80
DELTA = 98° 44′ 18.04" (LT)
DEGREE = 5° 27′ 24.27"
TANGENT = 1,223.72′
LENGTH = 1,809.47′
RADIUS = 1,050.00′
P.C. STATION = 134+69.08
P.T. STATION = 152+78.55

MLNB_CARD

CURVE MLNBCARD_3
P.I. STATION = 107+56.72
DELTA = 20° 28′ 57.68" (RT)
DEGREE = 1° 55′ 44.94"
TANGENT = 536.60′
LENGTH = 1,061.75′
RADIUS = 2,970.00′
P.C. STATION = 102+20.12
P.T. STATION = 112+81.87

CURVE MLNBCARD_6
P.I. STATION = 146+92.80
DELTA = 98° 44′ 18.04" (LT)
DEGREE = 5° 27′ 24.27"
TANGENT = 1,223.72′
LENGTH = 1,809.47′
RADIUS = 1,050.00′
P.C. STATION = 134+69.08
P.T. STATION = 152+78.55

MLSB_CARD

CURVE MLSBCARD_3
P.I. STATION = 107+28.63
DELTA = 20° 36′ 29.77" (RT)
DEGREE = 1° 54′ 12.65"
TANGENT = 547.23′
LENGTH = 1,082.64′
RADIUS = 3,010.00′
P.C. STATION = 101+81.40
P.T. STATION = 112+64.04

CURVE MLSBCARD_6
P.I. STATION = 131+69.38
DELTA = 5° 16′ 08.89" (RT)
DEGREE = 0° 43′ 40.90"
TANGENT = 362.13′
LENGTH = 723.75′
RADIUS = 7,870.00′
P.C. STATION = 128+07.25
P.T. STATION = 135+31.01

CURVE MLSBCARD_7
P.I. STATION = 149+94.00
DELTA = 108° 09′ 00.52" (RT)
DEGREE = 5° 24′ 18.94"
TANGENT = 1,462.99′
LENGTH = 2,000.83′
RADIUS = 1,060.00′
P.C. STATION = 135+31.01
P.T. STATION = 155+31.84

FRNB_CARD

CURVE FRNB_CARD_3
P.I. STATION = 13+95.05
DELTA = 6° 48′ 53.52" (LT)
DEGREE = 5° 27′ 24.27"
TANGENT = 62.51′
LENGTH = 124.88′
RADIUS = 1,050.00′
P.C. STATION = 13+32.54
P.T. STATION = 14+57.42

CURVE FRNB_CARD_4
P.I. STATION = 15+89.74
DELTA = 17° 41′ 46.83" (RT)
DEGREE = 6° 44′ 26.45"
TANGENT = 132.31′
LENGTH = 262.53′
RADIUS = 850.00′
P.C. STATION = 14+57.42
P.T. STATION = 17+19.96

CURVE FRNB_CARD_7
P.I. STATION = 21+98.90
DELTA = 10° 59′ 06.88" (RT)
DEGREE = 1° 16′ 23.66"
TANGENT = 432.71′
LENGTH = 862.77′
RADIUS = 4,500.00′
P.C. STATION = 17+66.18
P.T. STATION = 26+28.96

CURVE FRNB_CARD_10
P.I. STATION = 39+81.75
DELTA = 37° 54′ 01.01" (RT)
DEGREE = 4° 28′ 34.44"
TANGENT = 439.49′
LENGTH = 846.70′
RADIUS = 1,280.00′
P.C. STATION = 35+42.25
P.T. STATION = 43+88.95

CURVE FRNB_CARD_13
P.I. STATION = 48+33.39
DELTA = 8° 33′ 25.36" (RT)
DEGREE = 3° 14′ 46.39"
TANGENT = 132.04′
LENGTH = 263.60′
RADIUS = 1,765.00′
P.C. STATION = 47+01.35
P.T. STATION = 49+64.95

FRSB_CARD

CURVE FRSB_CARD_2
P.I. STATION = 20+79.12
DELTA = 36° 43′ 50.92" (RT)
DEGREE = 3° 34′ 51.55"
TANGENT = 531.17′
LENGTH = 1,025.71′
RADIUS = 1,600.00′
P.C. STATION = 15+47.94
P.T. STATION = 25+73.66

CURVE FRSB_CARD_5
P.I. STATION = 31+20.58
DELTA = 2° 03′ 03.54" (RT)
DEGREE = 1° 47′ 58.17"
TANGENT = 56.99′
LENGTH = 113.97′
RADIUS = 3,184.00′
P.C. STATION = 30+63.58
P.T. STATION = 31+77.56

CURVE FRSB_CARD_8
P.I. STATION = 38+58.21
DELTA = 3° 31′ 20.77" (LT)
DEGREE = 3° 49′ 10.99"
TANGENT = 46.12′
LENGTH = 92.21′
RADIUS = 1,500.00′
P.C. STATION = 38+12.08
P.T. STATION = 39+04.30

CURVE FRSB_CARD_11
P.I. STATION = 42+34.69
DELTA = 8° 13′ 22.61" (LT)
DEGREE = 4° 40′ 51.70"
TANGENT = 87.98′
LENGTH = 175.66′
RADIUS = 1,224.00′
P.C. STATION = 41+46.71
P.T. STATION = 43+22.37

CURVE FRSB_CARD_14
P.I. STATION = 49+36.76
DELTA = 10° 28′ 02.24" (LT)
DEGREE = 3° 43′ 13.82"
TANGENT = 141.06′
LENGTH = 281.34′
RADIUS = 1,540.00′
P.C. STATION = 47+95.70
P.T. STATION = 50+77.04

DCNBEBCARD

CURVE DCNBEBCARD_1
P.I. STATION = 52+48.87
DELTA = 5° 00′ 00.00" (RT)
DEGREE = 1° 00′ 18.68"
TANGENT = 248.86′
LENGTH = 497.41′
RADIUS = 5,700.00′
P.C. STATION = 50+00.00
P.T. STATION = 54+97.42

CURVE DCNBEBCARD_4
P.I. STATION = 63+17.21
DELTA = 77° 07′ 17.09" (RT)
DEGREE = 6° 44′ 26.45"
TANGENT = 677.59′
LENGTH = 1,144.11′
RADIUS = 850.00′
P.C. STATION = 56+39.62
P.T. STATION = 67+83.74

DCEBSBCARD

CURVE DCEBSBCARD_7
P.I. STATION = 74+71.41
DELTA = 82° 24′ 06.50" (RT)
DEGREE = 6° 01′ 52.08"
TANGENT = 831.68′
LENGTH = 1366.27′
RADIUS = 950.00′
P.C. STATION = 66+39.73
P.T. STATION = 80+06.00

CURVE DCEBSBCARD_10
P.I. STATION = 83+96.96
DELTA = 7° 35′ 35.43" (RT)
DEGREE = 1° 13′ 27.37"
TANGENT = 310.56′
LENGTH = 620.22′
RADIUS = 4,680.00′
P.C. STATION = 80+86.39
P.T. STATION = 87+06.61

NBTA_CARD

CURVE NBTA_CARD_1
P.I. STATION = 11+87.74
DELTA = 20° 15′ 21.52" (RT)
DEGREE = 5° 27′ 05.58"
TANGENT = 187.74′
LENGTH = 371.56′
RADIUS = 1,051.00′
P.C. STATION = 10+00.00
P.T. STATION = 13+71.56

CURVE NBTA_CARD_2
P.I. STATION = 14+97.17
DELTA = 13° 20′ 27.75" (LT)
DEGREE = 5° 05.29"
TANGENT = 125.60′
LENGTH = 250.07′
RADIUS = 1074.00′
P.C. STATION = 13+71.56
P.T. STATION = 16+21.64

SBTA_CARD

CURVE SBTA_CARD_1
P.I. STATION = 11+41.85
DELTA = 15° 22′ 24.06" (LT)
DEGREE = 5° 27′ 05.58"
TANGENT = 141.85′
LENGTH = 281.99′
RADIUS = 1,051.00′
P.C. STATION = 10+00.00
P.T. STATION = 12+82.00

CURVE SBTA_CARD_2
P.I. STATION = 14+08.18
DELTA = 13° 24′ 05.69" (RT)
DEGREE = 5° 20′ 05.29"
TANGENT = 126.18′
LENGTH = 251.21′
RADIUS = 1,074.00′
P.C. STATION = 12+82.00
P.T. STATION = 15+33.21

RNBENFANNETT

CURVE RNBENFANNETT_1
P.I. STATION = 11+36.97
DELTA = 15° 02′ 04.17" (LT)
DEGREE = 5° 31′ 11.37"
TANGENT = 136.97′
LENGTH = 272.37′
RADIUS = 1,038.00′
P.C. STATION = 10+00.00
P.T. STATION = 12+72.37

CURVE RNBENFANNETT_2
P.I. STATION = 15+09.02
DELTA = 25° 24′ 09.15" (RT)
DEGREE = 5° 27′ 24.27"
TANGENT = 236.65′
LENGTH = 465.52′
RADIUS = 1,050.00′
P.C. STATION = 12+72.37
P.T. STATION = 17+37.90

RSBEXFANNETT

CURVE RSBEXFANNETT_1
P.I. STATION = 13+03.97
DELTA = 13° 51′ 53.32" (RT)
DEGREE = 2° 17′ 30.59"
TANGENT = 303.96′
LENGTH = 604.96′
RADIUS = 2,500.00′
P.C. STATION = 10+00.00
P.T. STATION = 16+04.97

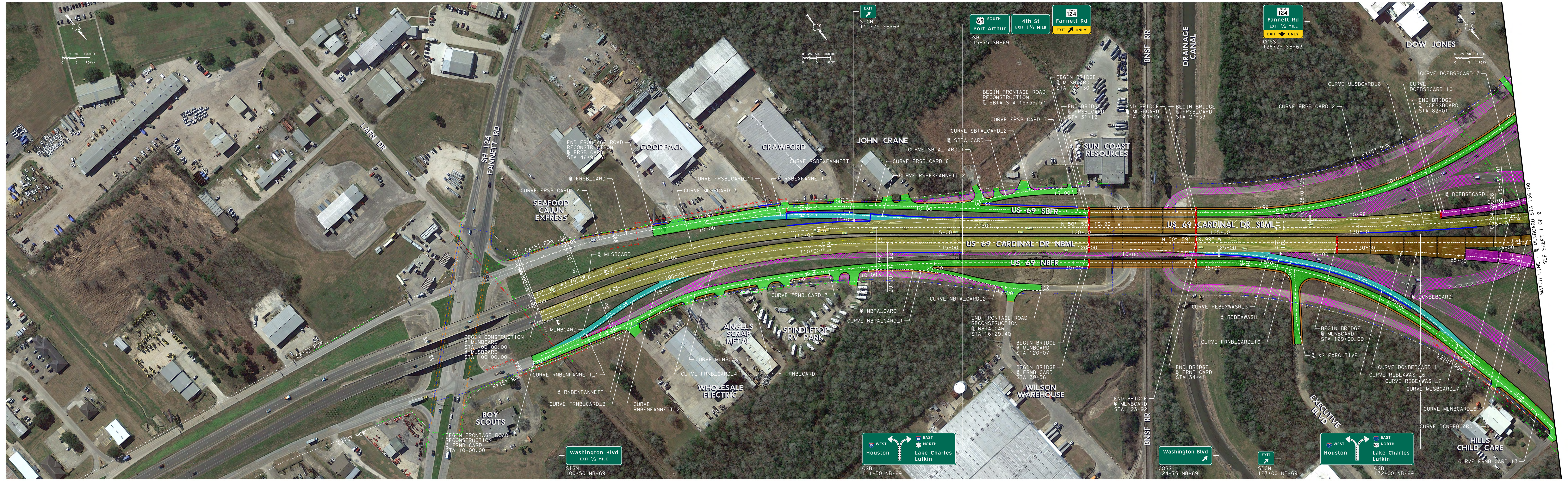
CURVE RSBEXFANNETT_2
P.I. STATION = 18+40.90
DELTA = 4° 10′ 13.48" (LT)
DEGREE = 0° 53′ 03.10"
TANGENT = 235.93′
LENGTH = 471.66′
RADIUS = 6,480.00′
P.C. STATION = 16+04.97
P.T. STATION = 20+76.63

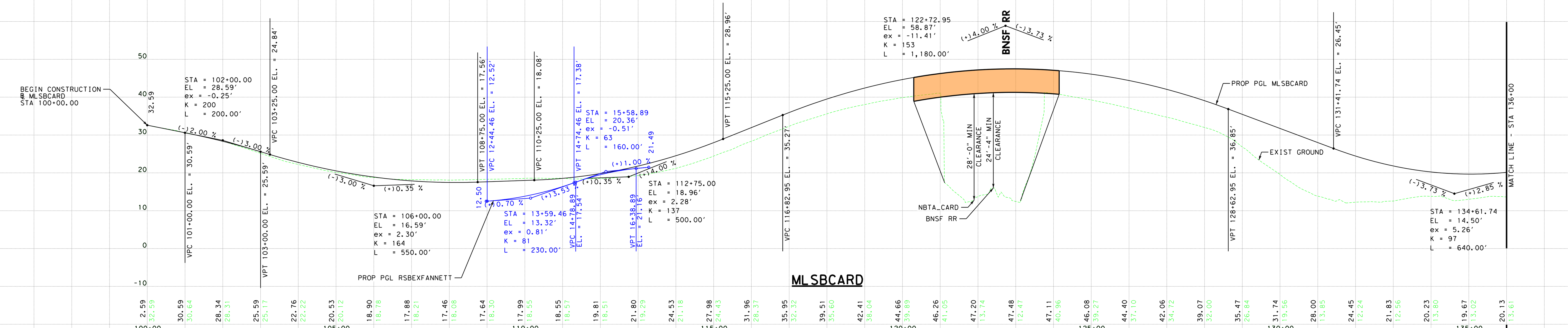
REBEXWASH

CURVE REBEXWASH_3
P.I. STATION = 14+38.45
DELTA = 8° 17′ 27.44" (RT)
DEGREE = 4° 14′ 38.87"
TANGENT = 97.84′
LENGTH = 195.35′
RADIUS = 1,350.00′
P.C. STATION = 13+40.60
P.T. STATION = 15+35.95

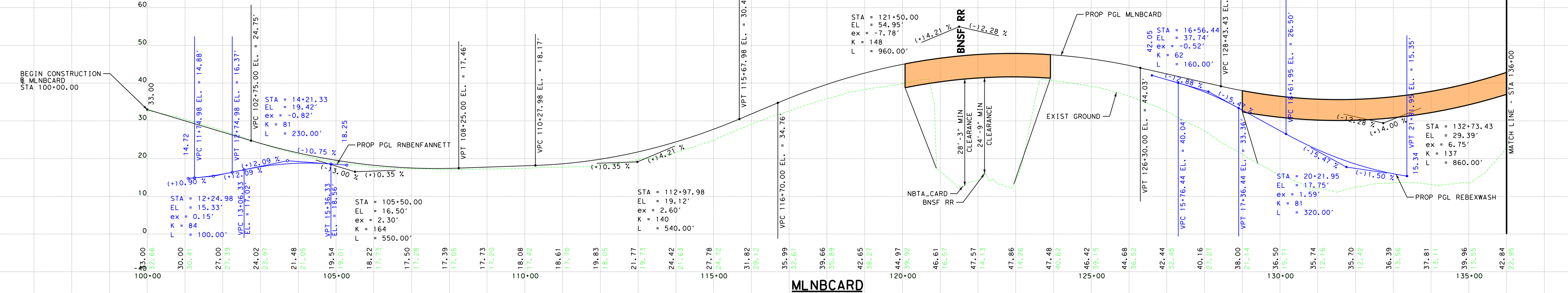
CURVE REBEXWASH_6
P.I. STATION = 19+53.44
DELTA = 33° 36′ 45.42" (RT)
DEGREE = 5° 27′ 24.27"
TANGENT = 317.13′
LENGTH = 615.98′
RADIUS = 1,050.00′
P.C. STATION = 16+36.30
P.T. STATION = 22+52.28

CURVE REBEXWASH_7
P.I. STATION = 23+09.83
DELTA = 6° 16′ 25.92" (LT)
DEGREE = 5° 27′ 24.27"
TANGENT = 57.54′
LENGTH = 114.97′
RADIUS = 1,050.00′
P.C. STATION = 22+52.28
P.T. STATION = 23+67.26





MLSBCARD



MLNBCARD

ROLL 2 OF 9
TEXAS DEPARTMENT OF TRANSPORTATION
BEAUMONT DISTRICT
DONALD L. SMITH, P.E.
DISTRICT ENGINEER
DESIGN SCHEMATIC
I-10 FROM CR 131 (WALDEN RD), EAST TO US 90
I-10 FROM HOLLYWOOD OVERPASS, EAST TO 7TH STREET
JEFFERSON COUNTY
OCTOBER 2019
KEY MAP
LEGEND
JACOBS
PRELIMINARY SUBJECT TO CHANGE

ROLL 3 OF 9

TEXAS DEPARTMENT OF TRANSPORTATION
BEAUMONT DISTRICT

DONALD L. SMITH, P.E.
DISTRICT ENGINEER

DESIGN SCHEMATIC

I-10 FROM CR 131 (WALDEN RD), EAST TO US 90

CSJ: 0739-02-140
NET LENGTH OF PROJECT = 2.455 MI

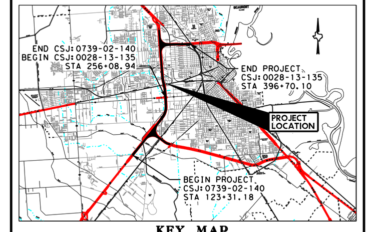
I-10 FROM HOLLYWOOD OVERPASS, EAST TO 7TH STREET

CSJ: 0028-13-135
NET LENGTH OF PROJECT = 2.456 MI

JEFFERSON COUNTY

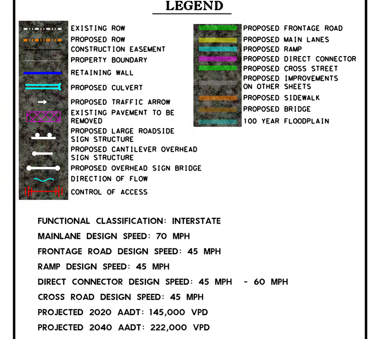
CONSTRUCTION OF: WIDENING INTERSTATE 10 FROM 4 TO 6 MAINLANES AND RECONSTRUCTING EASTEX FREEWAY AND CARDINAL DRIVE INTERCHANGES.

OCTOBER 2019

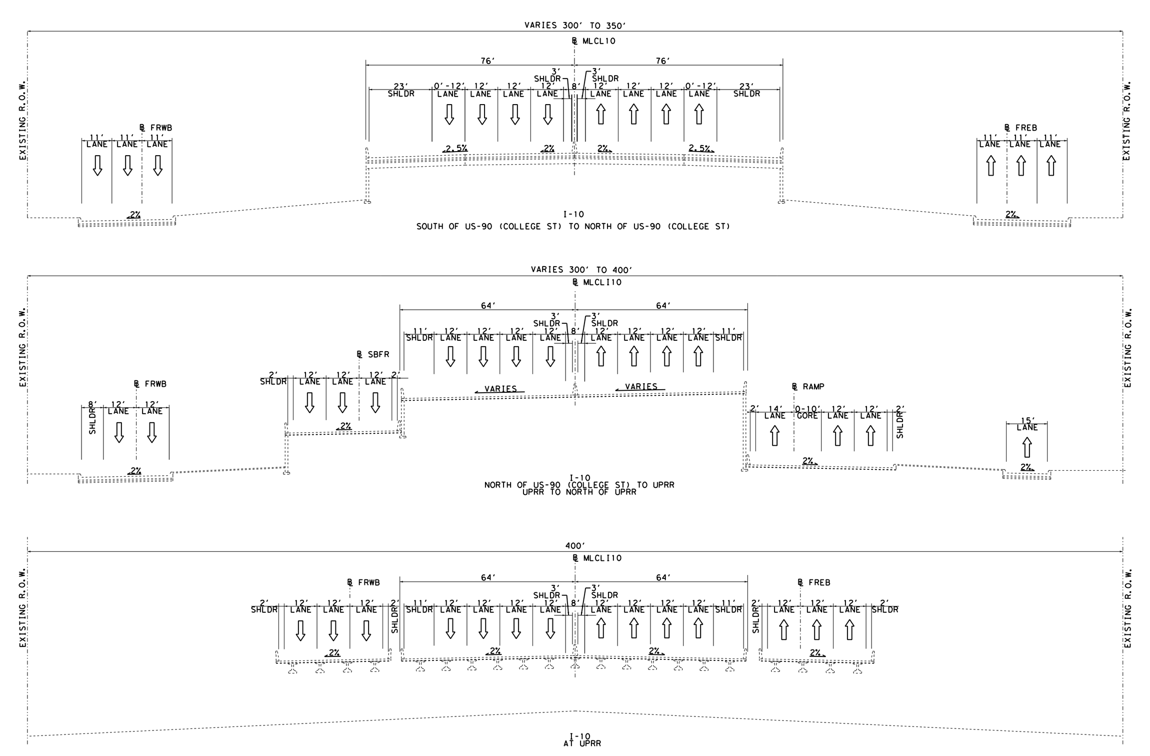


KEY MAP

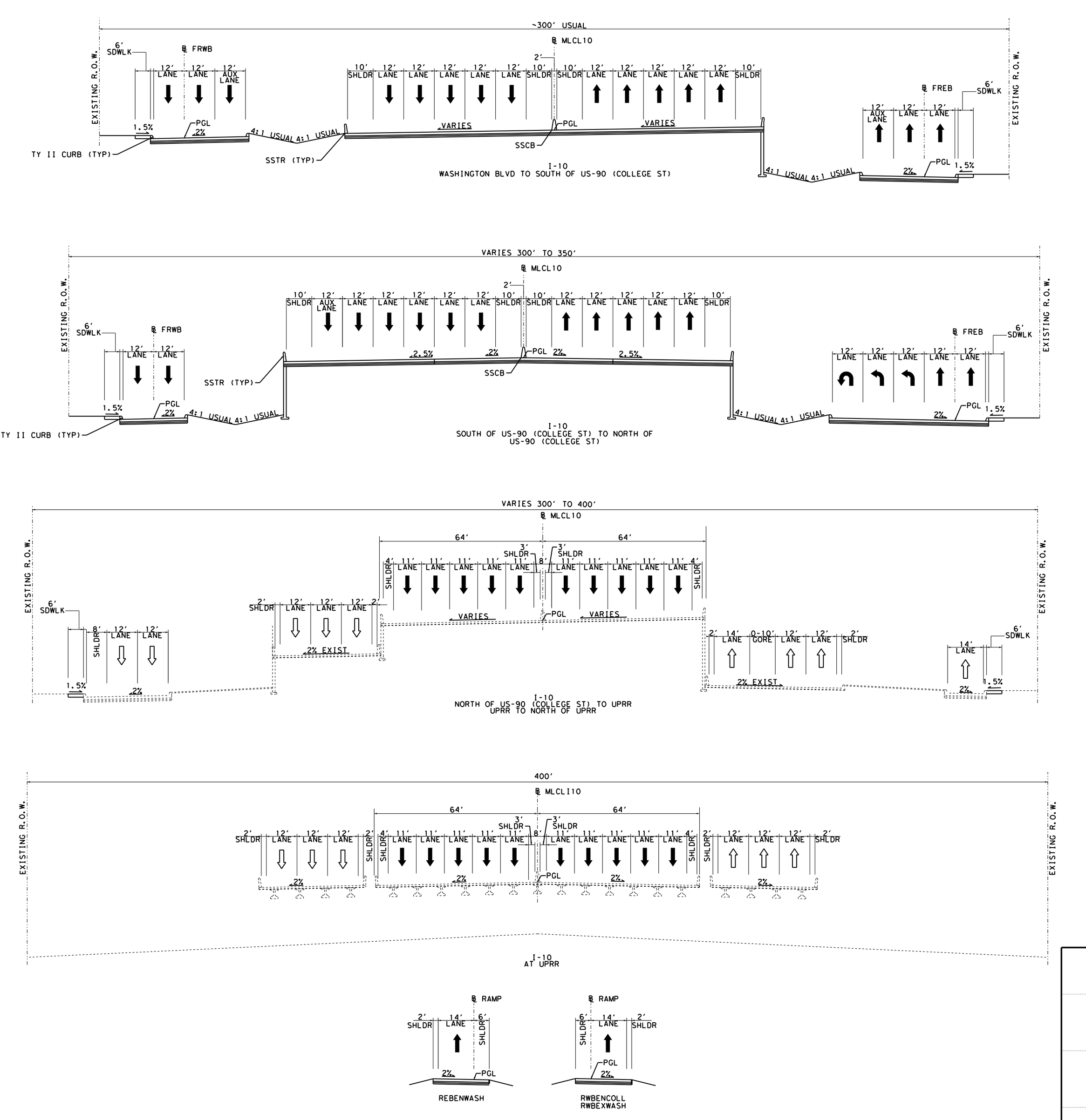
LEGEND



EXISTING TYPICAL SECTIONS



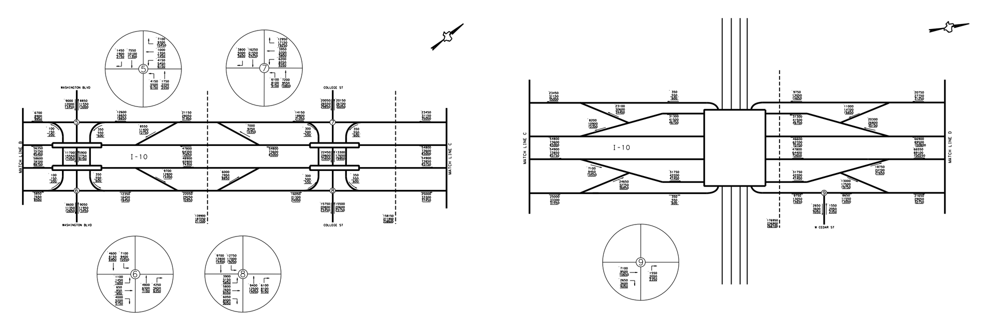
PROPOSED TYPICAL SECTIONS



SUPERELEVATION DATA

SUPERELEVATION TRANSITION TABLE (MLCL10)				
ALIGNMENT	BEGIN STATION	BEGIN CROSS SLOPE	END STATION	END CROSS SLOPE
MLCL10 (RIGHT)	241+50.00	4.56%	250+21.00	-2.00%
MLCL10 (LEFT)	241+50.00	4.56%	244+90.00	2.00%
MLCL10 (LEFT)	296+87.00	-2.00% (MATCH EXISTING)	301+57.00	2.00%

TRAFFIC VOLUME DIAGRAM



CURVE DATA

MLCL10

CURVE MLCL10_3
P.I. STATION = 228+58.25
DELTA = 42° 18′ 23.14" (LT)
DEGREE = 1° 29′ 59.60"
TANGENT = 1,478.09′
LENGTH = 2,820.64′
RADIUS = 3,820.00′
P.C. STATION = 213+80.16
P.T. STATION = 242+00.79

CURVE MLCL10_6
P.I. STATION = 271+15.17
DELTA = 8° 21′ 34.57" (LT)
DEGREE = 0° 45′ 00.00"
TANGENT = 558.29′
LENGTH = 1,114.61′
RADIUS = 7,639.44′
P.C. STATION = 265+56.88
P.T. STATION = 276+71.49

CURVE MLCL10_9
P.I. STATION = 291+55.78
DELTA = 8° 06′ 28.58" (RT)
DEGREE = 0° 45′ 00.00"
TANGENT = 541.43′
LENGTH = 1,081.06′
RADIUS = 7,639.44′
P.C. STATION = 286+14.34
P.T. STATION = 296+95.40

FREB

CURVE FREB_28
P.I. STATION = 3112+81.25
DELTA = 40° 49′ 06.47" (LT)
DEGREE = 1° 28′ 08.84"
TANGENT = 1,451.11′
LENGTH = 2,778.42′
RADIUS = 3,900.00′
P.C. STATION = 3098+30.14
P.T. STATION = 3126+08.56

CURVE FREB_31
P.I. STATION = 3133+51.72
DELTA = 4° 35′ 19.82" (RT)
DEGREE = 2° 30.59"
TANGENT = 100.16′
LENGTH = 200.22′
RADIUS = 2,500.00′
P.C. STATION = 3132+51.56
P.T. STATION = 3134+51.78

CURVE FREB_34
P.I. STATION = 3136+80.06
DELTA = 4° 44′ 59.14" (LT)
DEGREE = 2° 39′ 53.71"
TANGENT = 89.16′
LENGTH = 178.23′
RADIUS = 2,150.00′
P.C. STATION = 3135+90.89
P.T. STATION = 3137+69.13

CURVE FREB_37
P.I. STATION = 3143+89.25
DELTA = 6° 05′ 35.00" (LT)
DEGREE = 5° 27′ 24.27"
TANGENT = 55.88′
LENGTH = 111.66′
RADIUS = 1,050.00′
P.C. STATION = 3143+33.37
P.T. STATION = 3144+45.03

CURVE FREB_40
P.I. STATION = 3146+57.46
DELTA = 5° 59′ 32.97" (RT)
DEGREE = 7° 09′ 43.10"
TANGENT = 41.87′
LENGTH = 83.67′
RADIUS = 800.00′
P.C. STATION = 3146+15.58
P.T. STATION = 3146+99.25

CURVE FREB_43
P.I. STATION = 3151+67.07
DELTA = 5° 13′ 19.15" (LT)
DEGREE = 3° 08′ 53.23"
TANGENT = 82.99′
LENGTH = 165.87′
RADIUS = 1,820.00′
P.C. STATION = 3150+84.08
P.T. STATION = 3152+49.95

CURVE FREB_46
P.I. STATION = 3160+13.83
DELTA = 2° 56′ 31.80" (LT)
DEGREE = 0° 50′ 11.17"
TANGENT = 175.91′
LENGTH = 351.75′
RADIUS = 6,850.00′
P.C. STATION = 3158+37.92
P.T. STATION = 3161+89.67

CURVE FREB_49
P.I. STATION = 3173+58.44
DELTA = 12° 39′ 55.48" (RT)
DEGREE = 2° 01′ 54.35"
TANGENT = 312.96′
LENGTH = 623.36′
RADIUS = 2,820.00′
P.C. STATION = 3170+45.48
P.T. STATION = 3176+68.85

CURVE FREB_52
P.I. STATION = 3178+04.40
DELTA = 4° 35′ 39.17" (LT)
DEGREE = 4° 05′ 33.20"
TANGENT = 56.15′
LENGTH = 12.25′
RADIUS = 1,400.00′
P.C. STATION = 3177+48.24
P.T. STATION = 3178+60.50

FRWB

CURVE FRWB_32
P.I. STATION = 2097+27.29
DELTA = 15° 00′ 01.44" (LT)
DEGREE = 1° 57′ 43.86"
TANGENT = 384.43′
LENGTH = 764.47′
RADIUS = 2,920.00′
P.C. STATION = 2093+42.86
P.T. STATION = 2101+07.33

CURVE FRWB_35
P.I. STATION = 2112+94.47
DELTA = 34° 32′ 05.11" (LT)
DEGREE = 1° 33′ 40.29"
TANGENT = 1,140.78′
LENGTH = 2,212.07′
RADIUS = 3,670.00′
P.C. STATION = 2101+53.68
P.T. STATION = 2123+65.76

CURVE FRWB_38
P.I. STATION = 2130+87.17
DELTA = 5° 01′ 50.82" (LT)
DEGREE = 1° 31′ 55.10"
TANGENT = 164.29′
LENGTH = 328.38′
RADIUS = 3,740.00′
P.C. STATION = 2129+22.87
P.T. STATION = 2132+51.26

CURVE FRWB_41
P.I. STATION = 2134+11.50
DELTA = 4° 43′ 27.00" (RT)
DEGREE = 3° 08′ 22.18"
TANGENT = 75.28′
LENGTH = 150.47′
RADIUS = 1,825.00′
P.C. STATION = 2133+36.21
P.T. STATION = 2134+86.69

CURVE FRWB_44
P.I. STATION = 2141+62.85
DELTA = 6° 23′ 01.42" (RT)
DEGREE = 10° 48′ 37.89"
TANGENT = 29.55′
LENGTH = 59.05′
RADIUS = 530.00′
P.C. STATION = 2141+33.30
P.T. STATION = 2141+92.35

CURVE FRWB_47
P.I. STATION = 2144+02.31
DELTA = 5° 40′ 07.21" (LT)
DEGREE = 5° 43′ 46.48"
TANGENT = 49.50′
LENGTH = 98.93′
RADIUS = 1,000.00′
P.C. STATION = 2143+52.80
P.T. STATION = 2144+51.74

CURVE FRWB_50
P.I. STATION = 2150+77.26
DELTA = 2° 00′ 22.26" (LT)
DEGREE = 1° 30′ 28.02"
TANGENT = 66.53′
LENGTH = 133.05′
RADIUS = 8,300.00′
P.C. STATION = 2150+10.73
P.T. STATION = 2151+43.78

CURVE FRWB_53
P.I. STATION = 2154+38.97
DELTA = 6° 57′ 47.70" (LT)
DEGREE = 1° 30′ 28.02"
TANGENT = 231.19′
LENGTH = 461.82′
RADIUS = 3,800.00′
P.C. STATION = 2152+07.77
P.T. STATION = 2156+69.59

CURVE FRWB_56
P.I. STATION = 2169+27.53
DELTA = 2° 24′ 44.15" (RT)
DEGREE = 0° 40′ 26.64"
TANGENT = 178.95′
LENGTH = 357.86′
RADIUS = 8,500.00′
P.C. STATION = 2167+48.57
P.T. STATION = 2171+06.44

CURVE FRWB_59
P.I. STATION = 2173+20.32
DELTA = 3° 24′ 19.06" (LT)
DEGREE = 0° 57′ 17.75"
TANGENT = 178.35′
LENGTH = 356.60′
RADIUS = 6,000.00′
P.C. STATION = 2171+41.96
P.T. STATION = 2174+98.56

CURVE FRWB_62
P.I. STATION = 2178+55.94
DELTA = 9° 13′ 22.09" (RT)
DEGREE = 1° 50′ 11.05"
TANGENT = 251.65′
LENGTH = 502.22′
RADIUS = 3,120.00′
P.C. STATION = 2176+04.28
P.T. STATION = 2181+06.50

TANS_COLL

CURVE TANS_COLL_1
P.I. STATION = 10+88.84
DELTA = 89° 53′ 54.40" (LT)
DEGREE = 64° 22′ 38.21"
TANGENT = 88.842′
LENGTH = 139.64′
RADIUS = 89.00′
P.C. STATION = 10+00.00
P.T. STATION = 11+39.64

CURVE TANS_COLL_4
P.I. STATION = 13+13.64
DELTA = 90° 09′ 02.07" (LT)
DEGREE = 64° 22′ 38.21"
TANGENT = 89.23′
LENGTH = 140.03′
RADIUS = 89.00′
P.C. STATION = 12+24.41
P.T. STATION = 13+64.44

TASN_COLL

CURVE TASN_COLL_1
P.I. STATION = 10+88.77
DELTA = 89° 50′ 57.93" (LT)
DEGREE = 64° 22′ 38.21"
TANGENT = 88.76′
LENGTH = 139.565′
RADIUS = 89.00′
P.C. STATION = 10+00.00
P.T. STATION = 11+39.57

CURVE TASN_COLL_4
P.I. STATION = 13+13.76
DELTA = 90° 06′ 05.60" (LT)
DEGREE = 64° 22′ 38.21"
TANGENT = 89.15′
LENGTH = 139.95′
RADIUS = 89.00′
P.C. STATION = 12+24.60
P.T. STATION = 13+64.56

REBENWASH

CURVE REBENWASH_1
P.I. STATION = 10+73.14
DELTA = 7° 58′ 08.29" (LT)
DEGREE = 5° 27′ 24.27"
TANGENT = 73.13′
LENGTH = 146.03′
RADIUS = 1,050.00′
P.C. STATION = 10+00.00
P.T. STATION = 11+46.04

CURVE REBENWASH_2
P.I. STATION = 11+88.63
DELTA = 4° 38′ 44.11" (RT)
DEGREE = 5° 27′ 24.27"
TANGENT = 42.59′
LENGTH = 85.13′
RADIUS = 1,050.00′
P.C. STATION = 11+46.04
P.T. STATION = 12+31.17

CURVE REBENWASH_3
P.I. STATION = 13+73.42
DELTA = 4° 09′ 15.00" (LT)
DEGREE = 1° 27′ 39.17"
TANGENT = 142.24′
LENGTH = 284.36′
RADIUS = 3,922.00′
P.C. STATION = 12+31.17
P.T. STATION = 15+15.53

CURVE REBENWASH_4
P.I. STATION = 16+06.52
DELTA = 7° 03′ 35.53" (LT)
DEGREE = 3° 53′ 04.05"
TANGENT = 90.98′
LENGTH = 181.74′
RADIUS = 1,475.00′
P.C. STATION = 15+15.53
P.T. STATION = 16+97.28

RWBENCOLL

CURVE RWBENCOLL_1
P.I. STATION = 14+25.41
DELTA = 12° 58′ 42.57" (LT)
DEGREE = 1° 31′ 55.10"
TANGENT = 425.40′
LENGTH = 847.17′
RADIUS = 3,740.00′
P.C. STATION = 10+00.00
P.T. STATION = 18+47.18

CURVE RWBENCOLL_2
P.I. STATION = 20+38.54
DELTA = 10° 55′ 51.46" (LT)
DEGREE = 2° 51′ 53.24"
TANGENT = 191.36′
LENGTH = 381.56′
RADIUS = 2,000.00′
P.C. STATION = 18+47.18
P.T. STATION = 22+28.74

REBEXCOLL

CURVE REBEXCOLL_3
P.I.STATION = 16+26.45
DELTA = 1° 12′ 01.28" (RT)
DEGREE = 1° 00′ 18.68"
TANGENT = 59.71′
LENGTH = 119.41′
RADIUS = 5,700.00′
P.C. STATION = 15+66.74
P.T. STATION = 16+86.16

CURVE REBEXCOLL_4
P.I. STATION = 17+89.84
DELTA = 8° 02′ 31.80" (LT)
DEGREE = 3° 53′ 04.05"
TANGENT = 103.68′
LENGTH = 207.03′
RADIUS = 1,475.00′
P.C. STATION = 16+86.16
P.T. STATION = 18+93.19

CURVE REBEXCOLL_5
P.I. STATION = 20+34.42
DELTA = 4° 07′ 28.41" (LT)
DEGREE = 1° 27′ 39.17"
TANGENT = 141.22′
LENGTH = 282.33′
RADIUS = 3,922.00′
P.C. STATION = 18+93.19
P.T. STATION = 21+75.52

CURVE REBEXCOLL_6
P.I. STATION = 22+16.79
DELTA = 4° 30′ 05.02" (RT)
DEGREE = 5° 27′ 24.27"
TANGENT = 41.26′
LENGTH = 82.49′
RADIUS = 1,050.00′
P.C. STATION = 21+75.52
P.T. STATION = 22+58.02

CURVE REBEXCOLL_7
P.I. STATION = 3+27.81
DELTA = 7° 36′ 20.02" (LT)
DEGREE = 5° 27′ 24.27"
TANGENT = 69.79′
LENGTH = 139.37′
RADIUS = 1,050.00′
P.C. STATION = 22+58.02
P.T. STATION = 23+97.40

RWBEXWASH

CURVE RWBEXWASH_1
P.I. STATION = 10+80.52
DELTA = 1° 50′ 42.42" (RT)
DEGREE = 1° 08′ 45.30"
TANGENT = 80.51′
LENGTH = 161.01′
RADIUS = 5,000.00′
P.C. STATION = 10+00.00
P.T. STATION = 11+61.02

CURVE RWBEXWASH_4
P.I. STATION = 14+21.82
DELTA = 5°00′ 00.00" (LT)
DEGREE = 1°35′ 29.58"
TANGENT = 157.17′
LENGTH = 314.15′
RADIUS = 3,600.00′
P.C. STATION = 12+64.64
P.T. STATION = 15+78.79

AERIAL IMAGERY DATE: 12/30/2016
TOPOGRAPHICAL DATA DATE: 02/14/2018

SCHEMATIC PREPARED BY:
JACOBS
TBPE FIRM NO. F-2966

PRELIMINARY SUBJECT TO CHANGE

THESE PRELIMINARY DOCUMENTS ARE TO BE RELEASED FOR INFORMATION PURPOSES AND ARE NOT INTENDED FOR CONSTRUCTION. THEY WERE PREPARED FOR THE TEXAS DEPARTMENT OF TRANSPORTATION UNDER THE SUPERVISION OF:
ROBERT G. PARRENT, P.E. 10/31/2019
SERIAL NO. 85545

Texas Department of Transportation
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BEAUMONT DISTRICT
DATE SUBMITTED:
DATE REVISED:
DATE APPROVED:

ROLL 3 OF 9
TEXAS DEPARTMENT OF TRANSPORTATION
BEAUMONT DISTRICT
DONALD L. SMITH, P.E.
DISTRICT ENGINEER
DESIGN SCHEMATIC
I-10 FROM CR 131 (WALDEN RD), EAST TO US 90
I-10 FROM HOLLYWOOD OVERPASS, EAST TO 7TH STREET
JEFFERSON COUNTY
OCTOBER 2019
KEY MAP
LEGEND
JACOBS
PRELIMINARY SUBJECT TO CHANGE

TEXAS DEPARTMENT OF TRANSPORTATION
BEAUMONT DISTRICT

DONALD L. SMITH, P.E.
DISTRICT ENGINEER

DESIGN SCHEMATIC

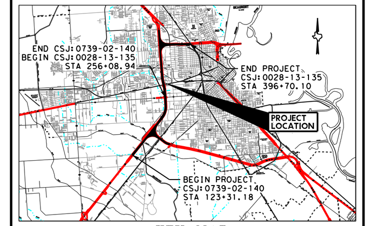
I-10 FROM CR 131 (WALDEN RD), EAST TO US 90
CSJ: 0739-02-140
NET LENGTH OF PROJECT = 2.455 MI

I-10 FROM HOLLYWOOD OVERPASS, EAST TO 7TH STREET
CSJ: 0028-13-135
NET LENGTH OF PROJECT = 2.456 MI

JEFFERSON COUNTY

CONSTRUCTION OF: WIDENING INTERSTATE 10 FROM 4 TO 6 MAINLANES AND RECONSTRUCTING EASTEX FREEWAY AND CARDINAL DRIVE INTERCHANGES.

OCTOBER 2019



KEY MAP
N.T.S

LEGEND

EXISTING ROW	PROPOSED FRONTAGE ROAD
PROPOSED ROW	PROPOSED MAIN LANES
CONSTRUCTION EASEMENT	PROPOSED RAMP
PROPERTY BOUNDARY	PROPOSED DIRECT CONNECTOR
RETAINING WALL	PROPOSED CROSS STREET
PROPOSED CULVERT	PROPOSED IMPROVEMENTS ON OTHER SHEETS
PROPOSED TRAFFIC ARROW	PROPOSED SIDEWALK
EXISTING PAVEMENT TO BE REMOVED	PROPOSED BRIDGE
PROPOSED LARGE ROADSIDE SIGN STRUCTURE	100 YEAR FLOODPLAIN
PROPOSED CANTILEVER OVERHEAD SIGN STRUCTURE	
PROPOSED OVERHEAD SIGN BRIDGE	
DIRECTION OF FLOW	
CONTROL OF ACCESS	

FUNCTIONAL CLASSIFICATION: INTERSTATE
MAINLANE DESIGN SPEED: 70 MPH
FRONTAGE ROAD DESIGN SPEED: 45 MPH
RAMP DESIGN SPEED: 45 MPH
DIRECT CONNECTOR DESIGN SPEED: 45 MPH - 60 MPH
CROSS ROAD DESIGN SPEED: 45 MPH
PROJECTED 2020 AADT: 145,000 VPD
PROJECTED 2040 AADT: 222,000 VPD

Texas Department of Transportation
10 69 Interchanges

AERIAL IMAGERY DATE: 12/30/2016
TOPOGRAPHICAL DATA DATE: 02/14/2018

SCHEMATIC PREPARED BY:
JACOBS
TBPE FIRM NO. F-2966

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Texas Department of Transportation
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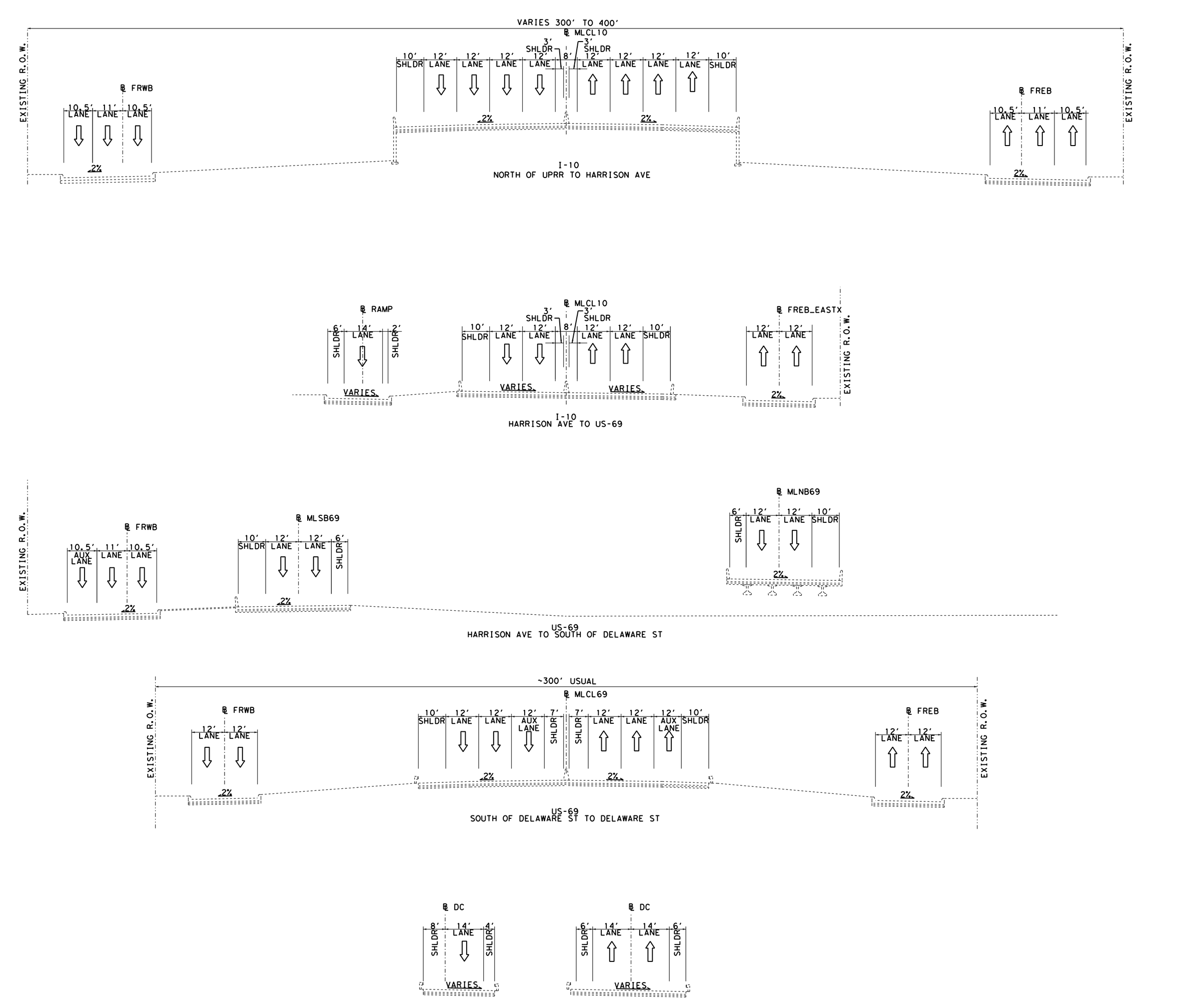
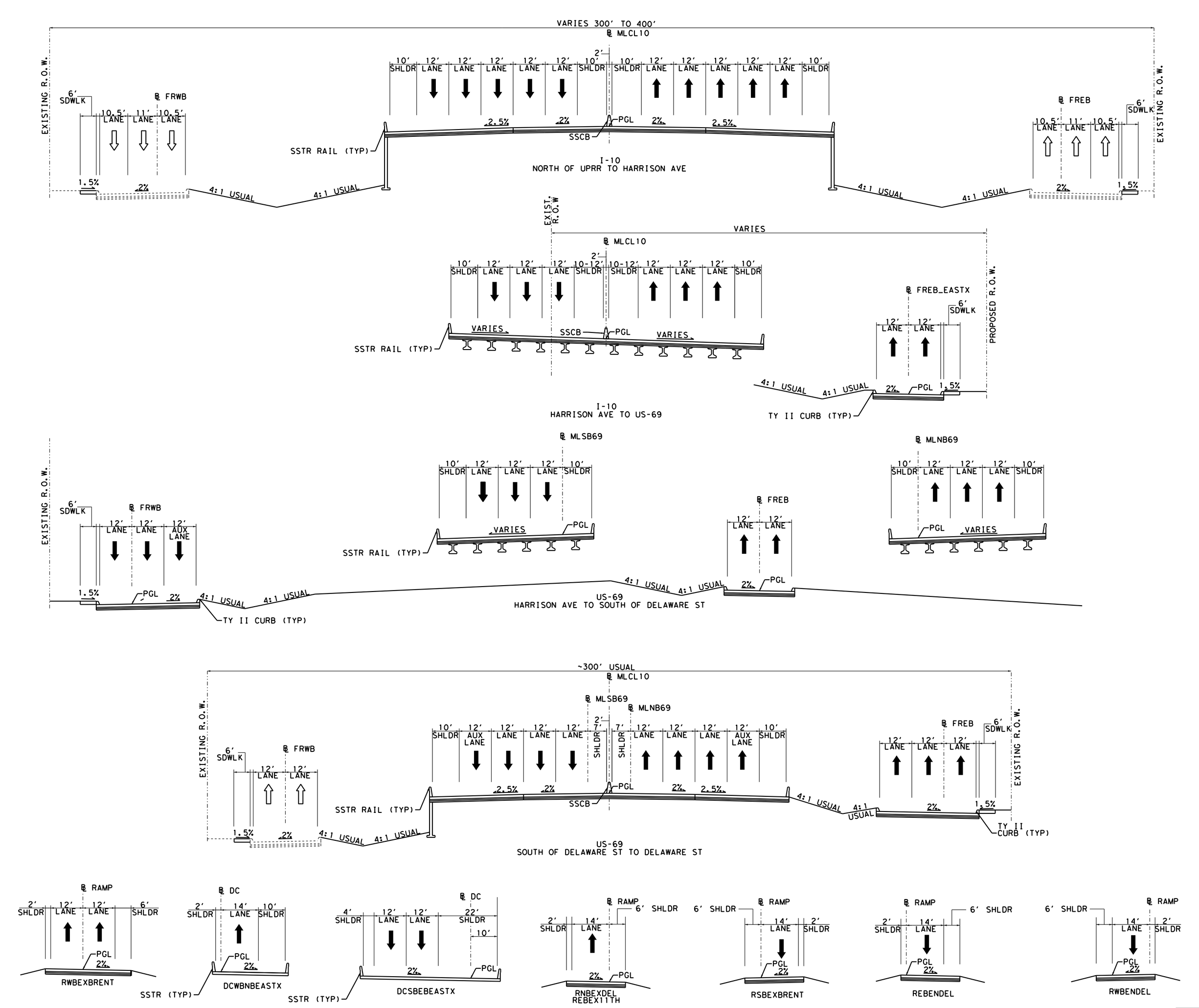
BEAUMONT DISTRICT
DATE SUBMITTED:
DATE REVISED:
DATE APPROVED:

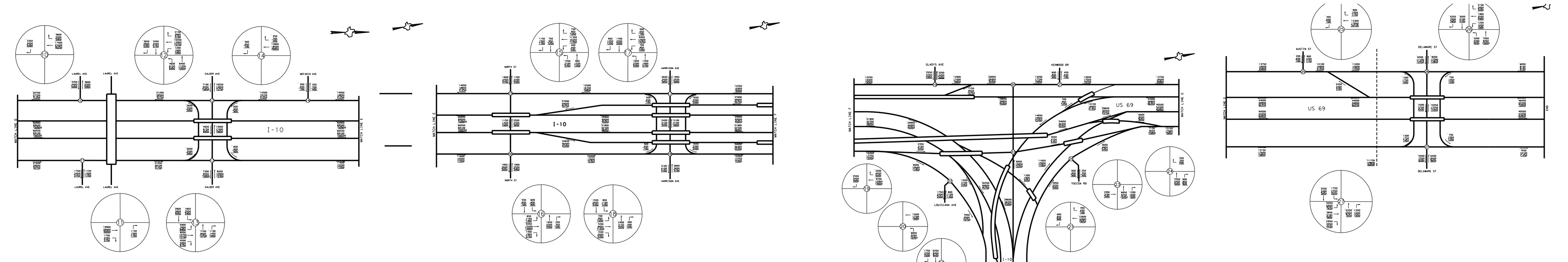
EXISTING TYPICAL SECTIONS



PROPOSED TYPICAL SECTIONS



TRAFFIC VOLUME DIAGRAM



SUPERELEVATION DATA

SUPERELEVATION TRANSITION TABLE (MLCL10)				
ALIGNMENT	BEGIN STATION	BEGIN CROSS SLOPE	END STATION	END CROSS SLOPE
MLCL10 (LEFT)	296+87.00	-2.00%	301+57.00	2.00%
MLCL10 (LEFT)	331+01.00	2.00%	337+01.00	-5.97%
MLCL10 (RIGHT)	334+01.00	-2.00%	337+01.00	-5.97%

SUPERELEVATION TRANSITION TABLE (MLNB69)				
ALIGNMENT	BEGIN STATION	BEGIN CROSS SLOPE	END STATION	END CROSS SLOPE
MLNB69	705+93.00	-5.97%	707+31.00	-2.00%
MLNB69	712+53.00	-2.00%	716+13.00	4.71%
MLNB69	727+19.00	4.71%	730+79.00	-2.58%
MLNB69	750+49.00	-2.58%	752+29.00	-2.00%

SUPERELEVATION TRANSITION TABLE (MLSB69)				
ALIGNMENT	BEGIN STATION	BEGIN CROSS SLOPE	END STATION	END CROSS SLOPE
MLSB69	606+65.00	-5.97%	612+38.00	4.71%
MLSB69	624+14.00	4.71%	625+59.00	-2.62%
MLSB69	642+02.00	-2.62%	644+49.00	2.00%

SUPERELEVATION TRANSITION TABLE (DC EASTX)				
ALIGNMENT	BEGIN STATION	BEGIN CROSS SLOPE	END STATION	END CROSS SLOPE
DCWBNBEASTX	14+60.00	5.97%	17+30.00	-5.97%
DCWBNBEASTX	35+43.00	-5.97%	36+61.00	-2.00%
DCWBNBEASTX	37+60.00	-2.00%	39+25.27	-2.60%
DCSBEBEASTX	16+90.00	5.97%	19+91.00	-5.80%
DCSBEBEASTX	42+79.00	-5.80%	44+03.62	-2.62%

CURVE DATA

CURVE	P.I. STATION	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	P.C. STATION	P.T. STATION
MLCL10								
MLCL10_12	359+36.66	94° 51' 39.18" (RT)	2° 44' 05.58"	2,280.73'	3,468.55'	2,095.00'	336+55.94	371+24.49
MLNB69								
MLNB69_1	703+13.56	11° 56' 01.58" (RT)	1° 54' 35.49"	313.55'	624.85'	3,000.00'	700+00.00	706+24.85
MLNB69_4	721+77.27	26° 45' 04.49" (LT)	2° 12' 13.26"	618.23'	1,213.93'	2,600.00'	715+59.03	727+72.96
MLNB69_7	742+20.08	15° 24' 31.58" (RT)	0° 57' 17.75"	811.69'	1,613.60'	6,000.00'	734+08.38	750+21.98
MLSB69								
MLSB69_1	603+53.08	13° 25' 29.63" (RT)	1° 54' 35.49"	353.07'	702.92'	3,000.00'	600+00.00	607+02.93
MLSB69_4	618+07.82	28° 14' 32.54" (LT)	2° 12' 13.26"	654.09'	1,281.59'	2,600.00'	611+53.72	624+35.32
MLSB69_7	634+50.57	15° 24' 16.22" (RT)	0° 58' 16.01"	797.94'	1,586.27'	5,900.00'	626+52.62	642+38.89
FREB								
FREB_55	3193+47.20	2° 58' 39.00" (LT)	1° 54' 35.49"	77.96'	155.90'	3,000.00'	3192+69.23	3194+25.13
FREB_58	3199+19.10	3° 02' 15.81" (RT)	2° 02' 46.60"	74.24'	148.45'	2,800.00'	3198+44.86	3199+93.31
FREB_61	3206+74.56	2° 44' 18.70" (LT)	1° 54' 35.49"	71.70'	143.38'	3,000.00'	3206+02.85	3207+46.24
FREB_64	3211+08.56	2° 14' 11.66" (RT)	1° 54' 35.49"	58.56'	117.10'	3,000.00'	3210+50.00	3211+67.10
FREB_67	3228+60.48	15° 27' 21.53" (RT)	1° 32' 54.72"	502.10'	998.10'	3,700.00'	3223+58.38	3233+56.48
FREB_68	3238+60.86	30° 53' 55.38" (LT)	3° 08' 22.18"	504.38'	984.19'	1,825.00'	3233+56.48	3243+40.68
FREB_69	3247+36.65	12° 13' 00.85" (RT)	1° 32' 54.72"	395.96'	788.93'	3,700.00'	3243+40.68	3251+29.61
FREB_72	3265+41.69	4° 20' 18.51" (RT)	1° 02' 30.27"	208.33'	416.46'	5,500.00'	3263+33.35	3267+49.82
FRWB								
FRWB_65	2191+07.18	1° 57' 25.51" (RT)	1° 54' 35.49"	51.24'	102.47'	3,000.00'	2190+55.94	2191+58.41
FRWB_68	2197+19.07	2° 09' 08.23" (LT)	1° 54' 35.49"	56.35'	112.69'	3,000.00'	2196+62.72	2197+75.41
FRWB_71	2204+91.15	4° 03' 33.65" (RT)	1° 25' 56.62"	141.75'	283.39'	4,000.00'	2203+49.39	2206+32.79
FRWB_74	2208+56.61	3° 55' 58.28" (LT)	5° 43' 46.48"	34.33'	68.64'	1,000.00'	2208+22.28	2208+90.92
FRWB_77	2225+64.77	0° 59' 13.68" (RT)	1° 54' 35.49"	25.84'	51.68'	3,000.00'	2225+38.93	2225+90.61
FRWB_80	2230+98.18	1° 03' 05.10" (LT)	1° 54' 35.49"	27.52'	55.05'	3,000.00'	2230+70.66	2231+25.71
FRWB_83	2245+87.27	11° 17' 30.71" (LT)	4° 58' 56.07"	113.68'	226.64'	1,150.00'	2244+73.58	2247+00.22
FRWB_86	2249+06.46	8° 48' 50.97" (RT)	5° 43' 46.48"	77.07'	153.83'	1,000.00'	2248+29.39	2249+83.22
FRWB_89	2262+47.99	3° 01' 00.70" (RT)	0° 56' 21.39"	160.63'	321.19'	6,100.00'	2260+87.36	2264+08.55
FREB_EASTX								
FREB_EASTX_1	11+64.95	12° 25' 09.55" (RT)	3° 46' 45.86"	164.94'	328.60'	1,516.00'	10+00.00	13+28.61
FREB_EASTX_4	20+50.39	15° 54' 18.97" (RT)	4° 54' 49.95"	162.88'	323.68'	1,166.00'	18+87.50	22+11.18
FREB_EASTX_5	32+22.83	61° 30' 45.90" (RT)	3° 22' 13.22"	1,011.64'	1,825.12'	1,700.00'	22+11.18	40+36.30
FRWB_EASTX								
FRWB_EASTX_1	22+50.43	86° 07' 28.23" (LT)	4° 16' 55.90"	1,250.42'	2,011.22'	1,338.00'	10+00.00	30+11.22
DCSBEBEASTX								
DCSBEBEASTX_7	36+19.65	104° 46' 51.38" (RT)	4° 20' 26.12"	1,713.46'	2,413.97'	1,320.00'	19+06.18	43+20.16
DCWBNBEASTX								
DCWBNBEASTX_6	29+63.12	98° 07' 36.90" (RT)	5° 12' 31.35"	1,268.23'	1,883.90'	1,100.00'	16+94.88	35+78.79
DCWBNBEASTX_9	48+09.31	5° 47' 32.45" (RT)	0° 57' 10.89"	304.15'	607.78'	6,012.00'	45+05.16	51+12.94
XS_GLADYS								
XS_GLADYS_3	11+67.86	12° 06' 32.42" (LT)	5° 27' 24.27"	111.36'	221.90'	1,050.00'	10+56.49	12+78.40
TANS_LAUREL								
TANS_LAUREL_1	10+89.76	90° 29' 23.27" (LT)	64° 22' 38.21"	89.76'	140.56'	89.00'	10+00.00	11+40.56
TANS_LAUREL_4	13+59.90	89° 23' 25.09" (LT)	64° 22' 38.21"	88.05'	138.85'	89.00'	12+71.85	14+10.70
REBENDEL								
REBENDEL_3	15+36.13	41° 57' 57.43" (RT)	5° 30' 33.15"	398.86'	761.74'	1,040.00'	11+37.27	18+99.01
REBEX11TH								
REBEX11TH_1	11+91.72	16° 46' 43.74" (RT)	4° 24' 26.52"	191.72'	380.69'	1,300.00'	10+00.00	13+80.70
REBEX11TH_4	17+56.51	14° 03' 24.17" (RT)	5° 12' 31.35"	135.61'	269.86'	1,100.00'	16+20.90	18+90.77
RSBEXBRENT								
RSBEXBRENT_1	14+33.70	7° 39' 29.38" (RT)	0° 53' 03.10"	433.70'	866.11'	6,480.00'	10+00.00	18+66.12
RSBEXBRENT_2	20+51.49	4° 32' 11.44" (LT)	1° 13' 27.37"	185.37'	370.54'	4,680.00'	18+66.12	22+36.67
RNBEXDEL								
RNBEXDEL_1	11+63.43	4° 00' 00.00" (RT)	1° 13' 27.37"	163.42'	326.72'	4,680.00'	10+00.00	13+26.73
RNBEXDEL_4	15+35.24	3° 00' 54.37" (LT)	0° 53' 03.10"	170.53'	341.00'	6,480.00'	13+64.70	17+05.70
RNBEXDEL_5	19+55.96	4° 49' 42.01" (RT)	0° 57' 54.81"	250.26'	500.22'	5,936.00'	17+05.70	22+05.93
RNBEXDEL_6	25+52.37	10° 33' 22.98" (RT)	1° 31' 40.39"	346.43'	690.91'	3,750.00'	22+05.93	28+96.84
RNBEXDEL_7	29+92.07	2° 43' 39.20" (LT)	1° 25' 56.62"	95.22'	190.41'	4,000.00'	28+96.84	30+87.26
RWBEXBRENT								
RWBEXBRENT_1	13+10.81	32° 58' 41.41" (RT)	5° 27' 24.27"	310.80'	604.35'	1,050.00'	10+00.00	16+04.36
RWBEXBRENT_2	18+09.69	22° 07' 45.42" (LT)	5° 27' 24.27"	205.32'	405.54'	1,050.00'	16+04.36	20+09.90
RWBEXBRENT_5	23+99.86	87° 37' 21.87" (LT)	130° 13' 03.65"	42.21'	67.28'	44.00'	23+57.65	24+24.94
RWBENDEL								
RWBENDEL_1	10+48.65	1° 50' 33.60" (RT)	1° 53' 38.67"	48.64'	97.28'	3,025.00'	10+00.00	10+97.29
RWBENDEL_4	20+48.64	30° 11' 40.30" (LT)	3° 34' 51.55"	431.63'	843.19'	1,600.00'	16+17.01	24+60.20
RWBENDEL_5	28+71.36	7° 15' 40.33" (RT)	0° 53' 03.10"	411.16'	821.22'	6,480.00'	24+60.20	32+81.42

ROLL 4 OF 9
TEXAS DEPARTMENT OF TRANSPORTATION
BEAUMONT DISTRICT
DONALD L. SMITH, P.E.
DISTRICT ENGINEER
DESIGN SCHEMATIC
JACOBS
PRELIMINARY SUBJECT TO CHANGE

TEXAS DEPARTMENT OF TRANSPORTATION
BEAUMONT DISTRICT
DONALD L. SMITH, P.E.
DISTRICT ENGINEER

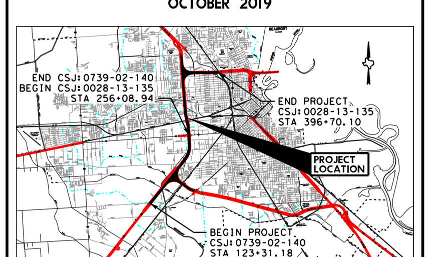
DESIGN SCHEMATIC
I-10 FROM CR 131 (WALDEN RD), EAST TO US 90
CSJ: 0739-02-140
NET LENGTH OF PROJECT = 2.455 MI
ROADWAY = X.XXX MI
BRIDGE = X.XXX MI

I-10 FROM HOLLYWOOD OVERPASS, EAST TO 7TH STREET
CSJ: 0028-13-135
NET LENGTH OF PROJECT = 2.456 MI
ROADWAY = X.XXX MI
BRIDGE = X.XXX MI

JEFFERSON COUNTY

CONSTRUCTION OF: WIDENING INTERSTATE 10 FROM 4 TO 6 MAINLANES AND RECONSTRUCTING EASTEX FREEWAY AND CARDINAL DRIVE INTERCHANGES.

OCTOBER 2019



KEY MAP
N.T.S

LEGEND

EXISTING ROW
PROPOSED ROW
CONSTRUCTION EASEMENT
PROPERTY BOUNDARY
RETAINING WALL
PROPOSED CULVERT
PROPOSED TRAFFIC ARROW
EXISTING PAVEMENT TO BE REMOVED
PROPOSED LARGE ROADSIDE SIGN STRUCTURE
PROPOSED CANTILEVER OVERHEAD SIGN STRUCTURE
PROPOSED OVERHEAD SIGN BRIDGE
DIRECTION OF FLOW
CONTROL OF ACCESS
PROPOSED FRONTAGE ROAD
PROPOSED MAIN LANES
PROPOSED RAMP
PROPOSED DIRECT CONNECTOR
PROPOSED CROSS STREET
PROPOSED IMPROVEMENTS ON OTHER SHEETS
PROPOSED SIDEWALK
PROPOSED BRIDGE
100 YEAR FLOODPLAIN

FUNCTIONAL CLASSIFICATION: INTERSTATE
MAINLANE DESIGN SPEED: 70 MPH
FRONTAGE ROAD DESIGN SPEED: 45 MPH
RAMP DESIGN SPEED: 45 MPH
DIRECT CONNECTOR DESIGN SPEED: 45 MPH - 60 MPH
CROSS ROAD DESIGN SPEED: 45 MPH
PROJECTED 2020 AADT: 145,000 VPD
PROJECTED 2040 AADT: 222,000 VPD

AERIAL IMAGERY DATE: 12/30/2016
TOPOGRAPHICAL DATA DATE: 02/14/2018

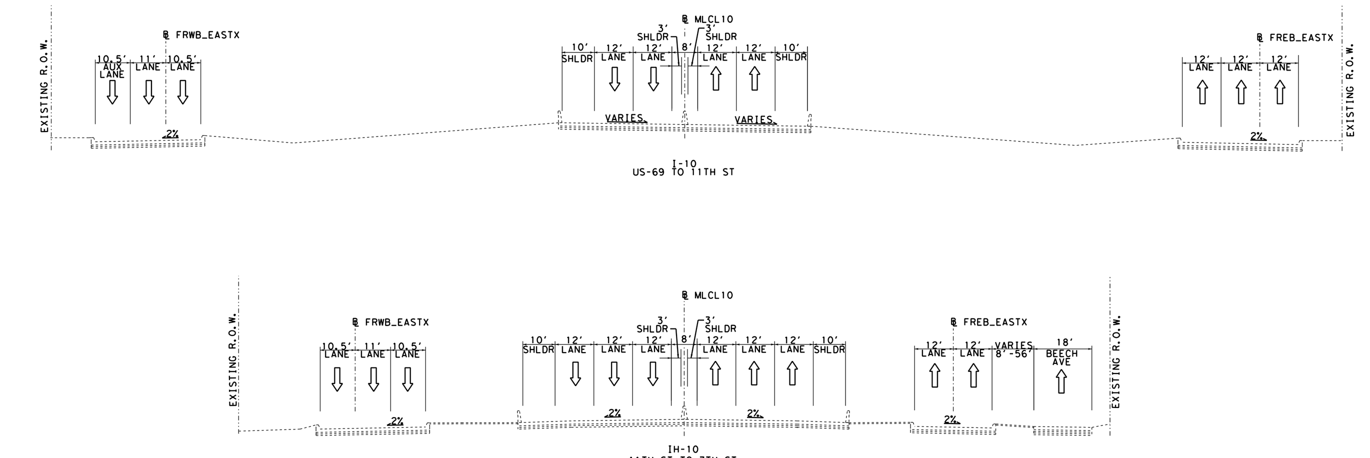
SCHEMATIC PREPARED BY:
JACOBS
TBPE FIRM NO. F-2966

PRELIMINARY SUBJECT TO CHANGE

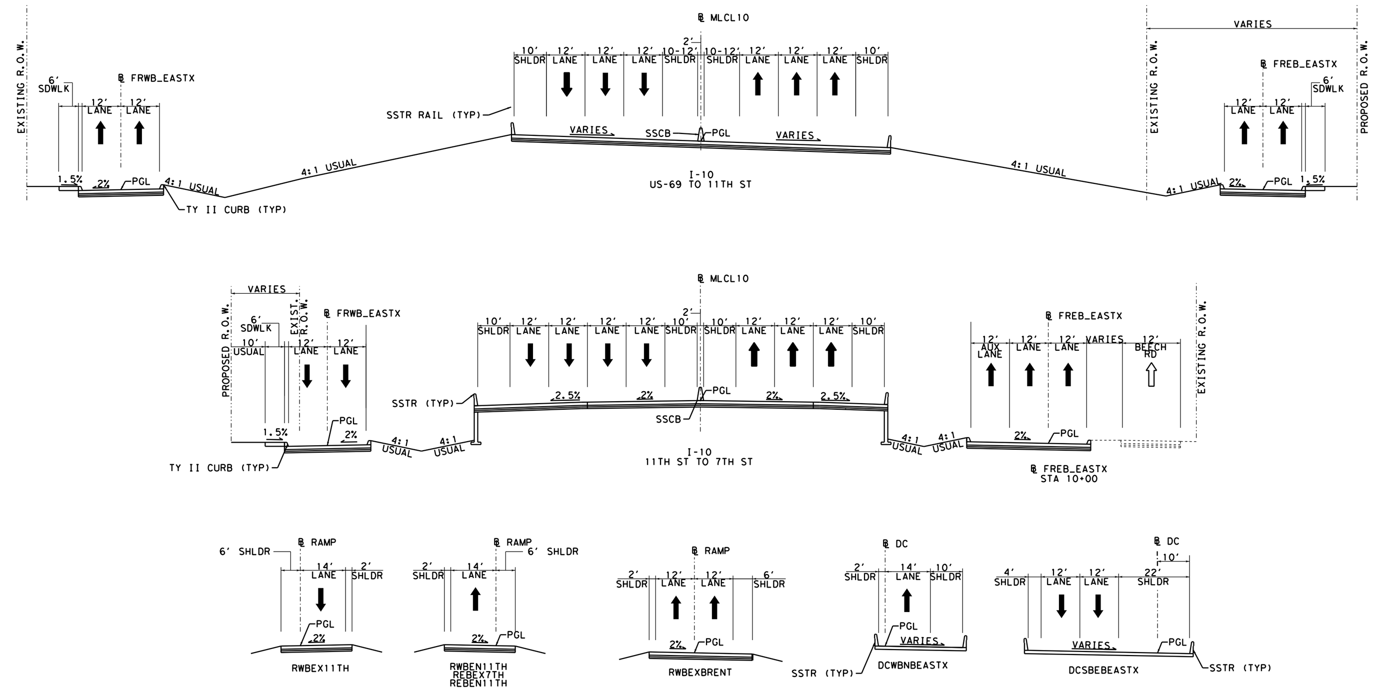
THESE PRELIMINARY DOCUMENTS ARE TO BE RELEASED FOR INFORMATION PURPOSES AND ARE NOT INTENDED FOR CONSTRUCTION. THEY WERE PREPARED FOR THE TEXAS DEPARTMENT OF TRANSPORTATION UNDER THE SUPERVISION OF:
ROBERT G. PARRENT, P.E. SERIAL NO. 85545 10/31/2019

Texas Department of Transportation © 2019 by TEXAS DEPARTMENT OF TRANSPORTATION, ALL RIGHTS RESERVED
BEAUMONT DISTRICT
DATE SUBMITTED:
DATE REVISED:
DATE APPROVED:

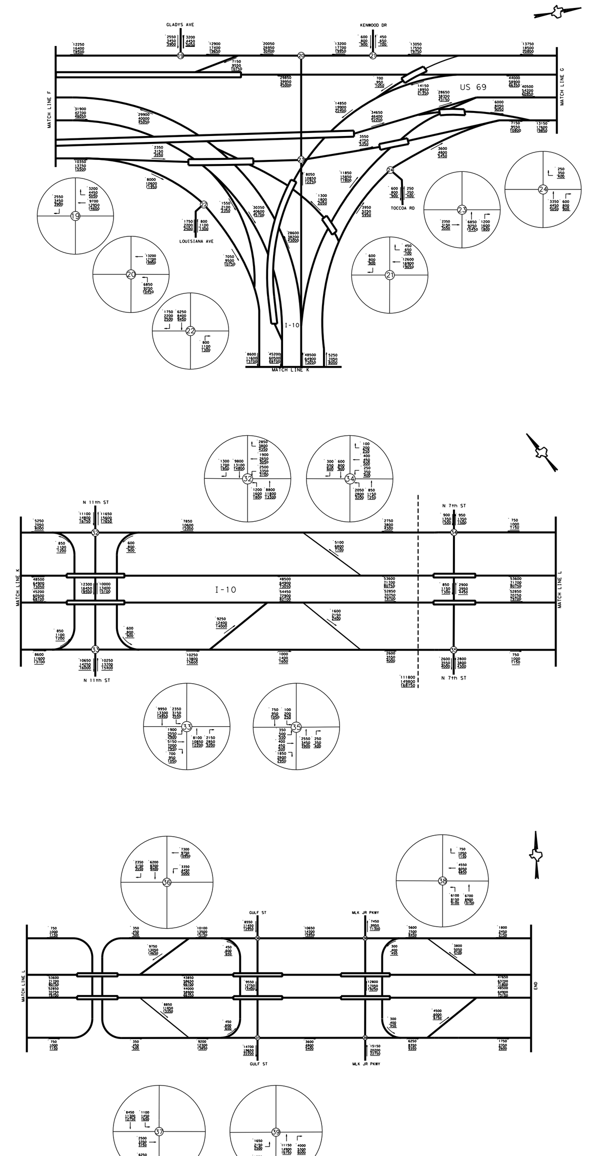
EXISTING TYPICAL SECTIONS



PROPOSED TYPICAL SECTIONS

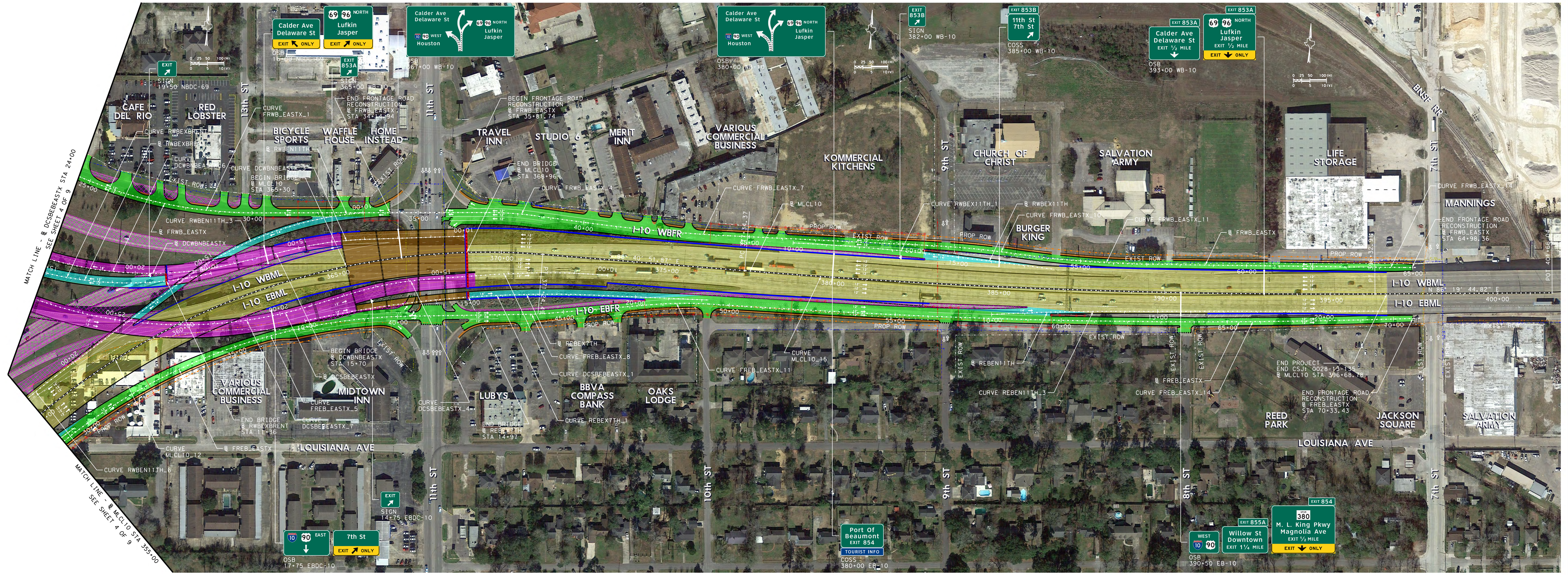


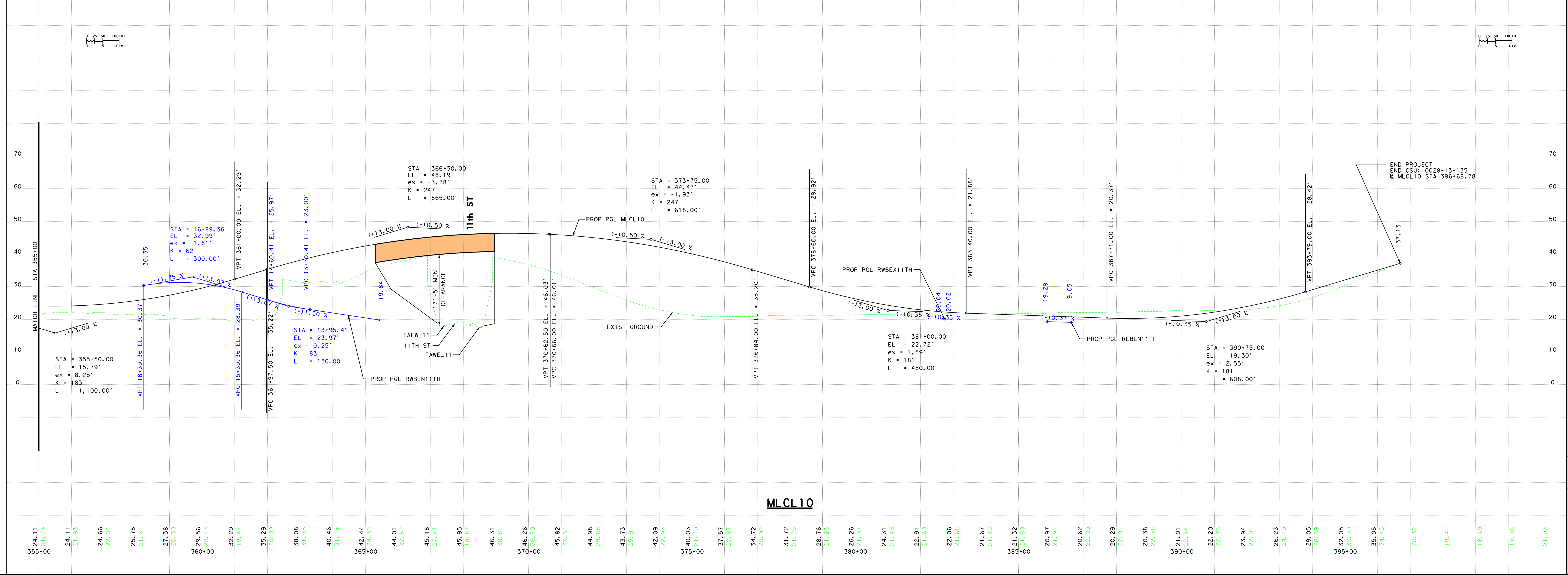
TRAFFIC VOLUME DIAGRAM



SUPERELEVATION DATA

SUPERELEVATION TRANSITION TABLE (MLCL10)				
ALIGNMENT	BEGIN STATION	BEGIN CROSS SLOPE	END STATION	END CROSS SLOPE
MLCL10 (RIGHT)	370+80.00	-5.97%	373+78.00	-2.00%
MLCL10 (LEFT)	370+80.00	-5.97%	376+79.00	2.00%





CURVE DATA

MLCL10

CURVE MLCL10_12
P.I. STATION = 359+36.66
DELTA = 94° 51' 39.18" (RT)
DEGREE = 2° 44' 05.58"
TANGENT = 2,280.73'
LENGTH = 3,468.55'
RADIUS = 2,095.00'
P.C. STATION = 336+55.94
P.T. STATION = 371+24.49

CURVE MLCL10_15
P.I. STATION = 386+84.24
DELTA = 4° 59' 23.31" (LT)
DEGREE = 0° 15' 46.17"
TANGENT = 949.86'
LENGTH = 1,898.53'
RADIUS = 21,800.00'
P.C. STATION = 377+34.37
P.T. STATION = 396+32.91

FREB_EASTX

CURVE FREB_EASTX_5
P.I. STATION = 32+22.83
DELTA = 61° 30' 45.90" (RT)
DEGREE = 3° 22' 13.22"
TANGENT = 1,011.64'
LENGTH = 1,825.12'
RADIUS = 1,700.00'
P.C. STATION = 22+11.18
P.T. STATION = 40+36.30

CURVE FREB_EASTX_8
P.I. STATION = 44+24.42
DELTA = 3° 54' 19.15" (LT)
DEGREE = 4° 46' 28.73"
TANGENT = 40.91'
LENGTH = 81.79'
RADIUS = 1,200.00'
P.C. STATION = 43+83.51
P.T. STATION = 44+65.30

CURVE FREB_EASTX_11
P.I. STATION = 48+50.34
DELTA = 8° 16' 16.43" (RT)
DEGREE = 4° 46' 28.73"
TANGENT = 86.76'
LENGTH = 173.23'
RADIUS = 1,200.00'
P.C. STATION = 47+63.58
P.T. STATION = 49+36.81

CURVE FREB_EASTX_14
P.I. STATION = 61+50.22
DELTA = 5° 21' 09.33" (LT)
DEGREE = 0° 17' 11.32"
TANGENT = 934.88'
LENGTH = 1,868.40'
RADIUS = 20,000.00'
P.C. STATION = 52+15.33
P.T. STATION = 70+83.74

FRWB_EASTX

CURVE FRWB_EASTX_1
P.I. STATION = 22+50.43
DELTA = 86° 07' 28.23" (LT)
DEGREE = 4° 16' 55.90"
TANGENT = 1,250.42'
LENGTH = 2,011.22'
RADIUS = 1,338.00'
P.C. STATION = 10+00.00
P.T. STATION = 30+11.22

CURVE FRWB_EASTX_4
P.I. STATION = 37+79.60
DELTA = 7° 46' 45.73" (RT)
DEGREE = 4° 43' 46.48"
TANGENT = 67.99'
LENGTH = 135.77'
RADIUS = 1,000.00'
P.C. STATION = 37+11.61
P.T. STATION = 38+47.38

CURVE FRWB_EASTX_7
P.I. STATION = 42+25.21
DELTA = 4° 55' 25.44" (LT)
DEGREE = 1° 08' 45.30"
TANGENT = 214.97'
LENGTH = 429.67'
RADIUS = 5,000.00'
P.C. STATION = 40+10.24
P.T. STATION = 44+39.92

CURVE FRWB_EASTX_10
P.I. STATION = 51+74.39
DELTA = 5° 22' 49.71" (RT)
DEGREE = 1° 54' 35.49"
TANGENT = 140.96'
LENGTH = 281.72'
RADIUS = 3,000.00'
P.C. STATION = 50+33.43
P.T. STATION = 53+15.15

CURVE FRWB_EASTX_11
P.I. STATION = 55+08.54
DELTA = 7° 22' 36.31" (LT)
DEGREE = 1° 54' 35.49"
TANGENT = 193.39'
LENGTH = 386.24'
RADIUS = 3,000.00'
P.C. STATION = 53+15.15
P.T. STATION = 57+01.39

CURVE FRWB_EASTX_14
P.I. STATION = 64+23.52
DELTA = 0° 35' 21.51" (LT)
DEGREE = 0° 34' 22.65"
TANGENT = 51.42'
LENGTH = 102.85'
RADIUS = 10,000.00'
P.C. STATION = 63+72.10
P.T. STATION = 64+74.95

DCSBEBEASTX

CURVE DCSBEBEASTX_1
P.I. STATION = 11+75.84
DELTA = 8° 37' 53.50" (LT)
DEGREE = 2° 27' 32.57"
TANGENT = 175.83'
LENGTH = 351.01'
RADIUS = 2,330.00'
P.C. STATION = 10+00.00
P.T. STATION = 13+51.01

CURVE DCSBEBEASTX_4
P.I. STATION = 16+56.13
DELTA = 12° 49' 01.55" (LT)
DEGREE = 5° 24' 18.94"
TANGENT = 119.05'
LENGTH = 237.12'
RADIUS = 1,060.00'
P.C. STATION = 15+37.07
P.T. STATION = 17+74.19

CURVE DCSBEBEASTX_7
P.I. STATION = 36+19.65
DELTA = 104° 46' 51.38" (RT)
DEGREE = 4° 20' 26.12"
TANGENT = 1,713.46'
LENGTH = 2,413.97'
RADIUS = 1,320.00'
P.C. STATION = 19+06.18
P.T. STATION = 43+20.16

DCWBNBEASTX

CURVE DCWBNBEASTX_3
P.I. STATION = 14+05.37
DELTA = 11° 23' 05.82" (LT)
DEGREE = 5° 13' 56.97"
TANGENT = 109.15'
LENGTH = 217.58'
RADIUS = 1,095.00'
P.C. STATION = 12+96.22
P.T. STATION = 15+13.80

CURVE DCWBNBEASTX_6
P.I. STATION = 29+63.12
DELTA = 98° 07' 36.90" (RT)
DEGREE = 5° 12' 31.35"
TANGENT = 1,268.23'
LENGTH = 1,883.90'
RADIUS = 1,100.00'
P.C. STATION = 16+94.88
P.T. STATION = 35+78.79

REBEN11TH

CURVE REBEN11TH_3
P.I. STATION = 11+88.84
DELTA = 2° 43' 26.71" (RT)
DEGREE = 0° 53' 03.10"
TANGENT = 154.07'
LENGTH = 308.08'
RADIUS = 6,480.00'
P.C. STATION = 10+34.76
P.T. STATION = 13+42.85

REBEX7TH

CURVE REBEX7TH_1
P.I. STATION = 14+46.11
DELTA = 14° 51' 48.51" (RT)
DEGREE = 1° 40' 31.13"
TANGENT = 446.10'
LENGTH = 887.20'
RADIUS = 3,420.00'
P.C. STATION = 10+00.00
P.T. STATION = 18+87.20

RWBEN11TH

CURVE RWBEN11TH_3
P.I. STATION = 13+09.69
DELTA = 31° 54' 05.31" (LT)
DEGREE = 5° 27' 24.27"
TANGENT = 300.10'
LENGTH = 584.62'
RADIUS = 1,050.00'
P.C. STATION = 10+09.58
P.T. STATION = 15+94.21

CURVE RWBEN11TH_6
P.I. STATION = 22+78.47
DELTA = 11° 17' 34.00" (LT)
DEGREE = 2° 39' 27.01"
TANGENT = 213.16'
LENGTH = 424.93'
RADIUS = 2,156.00'
P.C. STATION = 20+65.31
P.T. STATION = 24+90.25

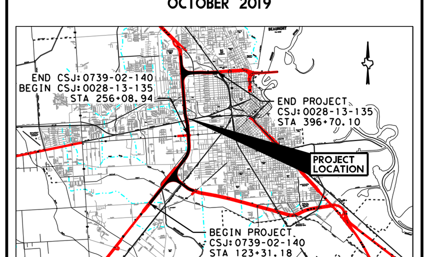
RWBEXBRENT

CURVE RWBEXBRENT_1
P.I. STATION = 13+10.81
DELTA = 32° 58' 41.41" (RT)
DEGREE = 5° 27' 24.27"
TANGENT = 310.80'
LENGTH = 604.35'
RADIUS = 1,050.00'
P.C. STATION = 10+00.00
P.T. STATION = 16+04.36

RWBEX11TH

CURVE RWBEX11TH_1
P.I. STATION = 12+48.34
DELTA = 4° 23' 22.04" (RT)
DEGREE = 0° 53' 03.10"
TANGENT = 248.33'
LENGTH = 496.43'
RADIUS = 6,480.00'
P.C. STATION = 10+00.00
P.T. STATION = 14+96.44

TEXAS DEPARTMENT OF TRANSPORTATION
BEAUMONT DISTRICT
DONALD L. SMITH, P.E.
DISTRICT ENGINEER
DESIGN SCHEMATIC
I-10 FROM CR 131 (WALDEN RD), EAST TO US 90
I-10 FROM HOLLYWOOD OVERPASS, EAST TO 7TH STREET
JEFFERSON COUNTY
OCTOBER 2019
PRELIMINARY SUBJECT TO CHANGE



ROLL 6 OF 9

TEXAS DEPARTMENT OF TRANSPORTATION
BEAUMONT DISTRICT

DONALD L. SMITH, P.E.
DISTRICT ENGINEER

DESIGN SCHEMATIC

I-10 FROM CR 131 (WALDEN RD), EAST TO US 90

CSJ: 0739-02-140
NET LENGTH OF PROJECT = 2.455 MI
ROADWAY = X.XXX MI
BRIDGE = X.XXX MI

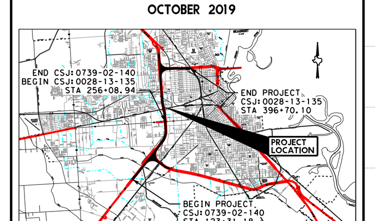
I-10 FROM HOLLYWOOD OVERPASS, EAST TO 7TH STREET

CSJ: 0028-13-135
NET LENGTH OF PROJECT = 2.456 MI
ROADWAY = X.XXX MI
BRIDGE = X.XXX MI

JEFFERSON COUNTY

CONSTRUCTION OF: WIDENING INTERSTATE 10 FROM 4 TO 6 MAINLANES AND RECONSTRUCTING EASTEX FREEWAY AND CARDINAL DRIVE INTERCHANGES.

OCTOBER 2019



KEY MAP
N.T.S

LEGEND

- EXISTING ROW
- PROPOSED ROW
- CONSTRUCTION EASEMENT
- PROPERTY BOUNDARY
- RETAINING WALL
- PROPOSED CULVERT
- PROPOSED TRAFFIC ARROW
- EXISTING PAVEMENT TO BE REMOVED
- PROPOSED LARGE ROADSIDE SIGN STRUCTURE
- PROPOSED CANTILEVER OVERHEAD SIGN STRUCTURE
- PROPOSED OVERHEAD SIGN BRIDGE
- DIRECTION OF FLOW
- CONTROL OF ACCESS
- PROPOSED FRONTAGE ROAD
- PROPOSED MAIN LANES
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- PROPOSED CROSS STREET
- PROPOSED IMPROVEMENTS ON OTHER SHEETS
- PROPOSED SIDEWALK
- PROPOSED BRIDGE
- 100 YEAR FLOODPLAIN

FUNCTIONAL CLASSIFICATION: INTERSTATE
MAINLANE DESIGN SPEED: 70 MPH
FRONTAGE ROAD DESIGN SPEED: 45 MPH
RAMP DESIGN SPEED: 45 MPH
DIRECT CONNECTOR DESIGN SPEED: 45 MPH - 60 MPH
CROSS ROAD DESIGN SPEED: 45 MPH
PROJECTED 2020 AADT: 145,000 VPD
PROJECTED 2040 AADT: 222,000 VPD

AERIAL IMAGERY DATE: 12/30/2016
TOPOGRAPHICAL DATA DATE: 02/14/2018

SCHEMATIC PREPARED BY:

JACOBS
TBPE FIRM NO. F-2966

PRELIMINARY SUBJECT TO CHANGE

THESE PRELIMINARY DOCUMENTS ARE TO BE RELEASED FOR INFORMATION PURPOSES AND ARE NOT INTENDED FOR CONSTRUCTION. THEY WERE PREPARED FOR THE TEXAS DEPARTMENT OF TRANSPORTATION UNDER THE SUPERVISION OF:

ROBERT G. PARRENT, P.E. 10/31/2019
SERIAL NO. 85545

Texas Department of Transportation
BEAUMONT DISTRICT
DATE SUBMITTED:
DATE REVISED:
DATE APPROVED:

ROLL 6 OF 9

ROLL 7 OF 9

TEXAS DEPARTMENT OF TRANSPORTATION
BEAUMONT DISTRICT
JEFFERSON COUNTY
DISTRICT ENGINEER

BRIDGE SCHEMATIC
I-10 FROM CR 127 NORTH TO EAST
CR 127 NORTH
(FM 365)
NET LENGTH OF PROJECT = 3.05 MI
NET LENGTH OF BRIDGE = 0.00 MI

I-10 FROM HOLLYWOOD/CAPITAL EAST TO 7TH STREET
(FM 365 TO 7TH STREET)
NET LENGTH OF PROJECT = 3.05 MI
NET LENGTH OF BRIDGE = 0.00 MI

JEFFERSON COUNTY

CONSTRUCTION OF GENERAL PURPOSE LANES IN A 10 MILE/MILES
NEW CONSTRUCTION OF FRONTAGE ROAD IN A 10 MILE/MILES

OCTOBER 2019

KEY MAP

LEGEND

- EXISTING TOP
- EXISTING TOE
- EXISTING RIGHT-OF-WAY
- EXISTING CONTOURS
- EXISTING BRIDGE
- EXISTING ROAD
- PROPOSED TRAFFIC LANES
- PROPOSED TOP OF CUT
- PROPOSED TOP OF FILL
- PROPOSED LANE CONNECTOR
- PROPOSED TOP OF PAVEMENT
- PROPOSED TOP OF BRIDGE
- PROPOSED TOP OF BRIDGE RAIL
- PROPOSED RIGHT-OF-WAY
- PROPOSED TRAFFIC BARRIER
- PROPOSED TRAFFIC BARRIER ON BRIDGE
- PROPOSED TRAFFIC BARRIER ON OVER-CHANNEL
- PROPOSED GUARDRAIL
- PROPOSED GUARDRAIL ON BRIDGE
- PROPOSED ANTIFREEZE
- PROPOSED ANTIFREEZE ON BRIDGE
- PROPOSED ANTIFREEZE ON OVER-CHANNEL

GENERAL NOTES:

- ALL DIMENSIONS ARE HORIZONTAL UNLESS OTHERWISE INDICATED
- PROPOSED ROAD DESIGN SPEED: 70 MPH
- PROPOSED ROAD DESIGN SPEED: 40 MPH
- DESIGN VEHICLE: WB-67
- SHORT CONNECTOR DESIGN SPEED: 40 MPH - 55 MPH
- CROSS ROAD DESIGN SPEED: 40 MPH
- PROPOSED ROAD SURFACE: CONCRETE
- PROJECTED ROAD SURF. SATURN: PCR

ORIGINAL PROJECT DATE: 10-30-2015
CURRENT PROJECT DATE: 10-30-2019

CURRENT PROJECT BY:

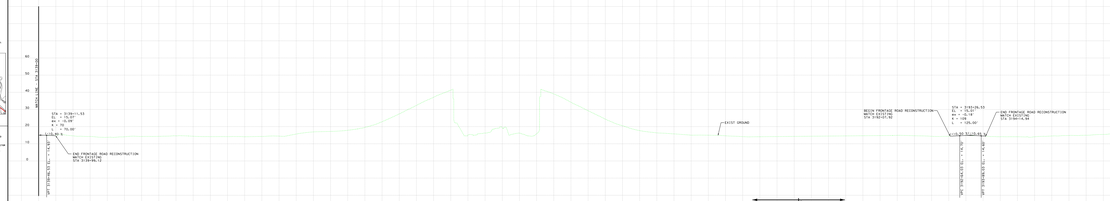
JACOBS
AUSTIN, TX 78746

PRELIMINARY SUBJECT TO CHANGE

PRELIMINARY NOT FOR CONSTRUCTION OR RECORDING PURPOSES
DATE: 10/30/2019
NAME: R. BRIAN SCOTT
P.E. NO. 124127

TEXAS DEPARTMENT OF TRANSPORTATION
BEAUMONT DISTRICT

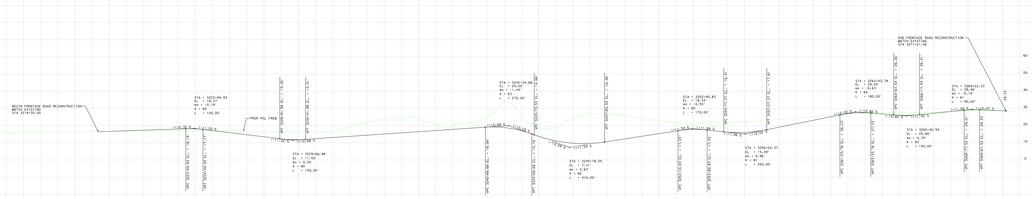
FRE0
PLAN VIEW - ROLL 3 OF 9



FRE0
PLAN VIEW - ROLL 3 OF 9

FRE0
PLAN VIEW - ROLL 4 OF 9

FRE0
PLAN VIEW - ROLL 4 OF 9

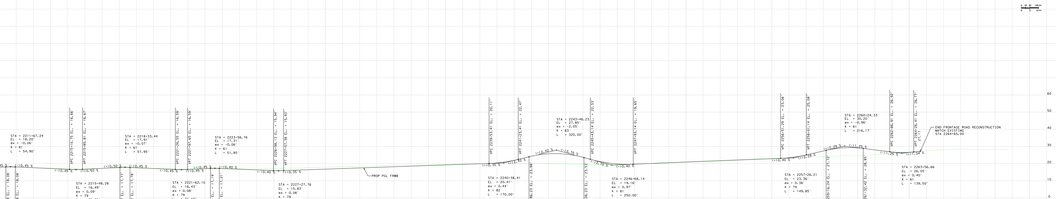


FRW0
PLAN VIEW - ROLL 3 OF 9

FRW0
PLAN VIEW - ROLL 3 OF 9

FRW0
PLAN VIEW - ROLL 4 OF 9

FRW0
PLAN VIEW - ROLL 4 OF 9



ROLL 7 OF 9

TEXAS DEPARTMENT OF TRANSPORTATION
BEAUMONT DISTRICT
JEFFERSON COUNTY
DISTRICT ENGINEER

BRIDGE SCHEMATIC
I-10 FROM CR 127 NORTH TO EAST
CR 127 NORTH
(FM 365)
NET LENGTH OF PROJECT = 3.05 MI
NET LENGTH OF BRIDGE = 0.00 MI
I-10 FROM HOLLYWOOD/CAPITAL EAST TO 7TH STREET
(FM 365 TO 7TH STREET)
NET LENGTH OF PROJECT = 3.05 MI
NET LENGTH OF BRIDGE = 0.00 MI
JEFFERSON COUNTY
CONSTRUCTION OF GENERAL PURPOSE LANES IN A 10 MILE/MILES
NEW CONSTRUCTION OF FRONTAGE ROAD IN A 10 MILE/MILES
OCTOBER 2019

KEY MAP
LEGEND
GENERAL NOTES:
ORIGINAL PROJECT DATE: 10-30-2015
CURRENT PROJECT DATE: 10-30-2019
CURRENT PROJECT BY:
JACOBS
AUSTIN, TX 78746
PRELIMINARY SUBJECT TO CHANGE
PRELIMINARY NOT FOR CONSTRUCTION OR RECORDING PURPOSES
DATE: 10/30/2019
NAME: R. BRIAN SCOTT
P.E. NO. 124127
TEXAS DEPARTMENT OF TRANSPORTATION
BEAUMONT DISTRICT
FRE0
PLAN VIEW - ROLL 4 OF 9
FRW0
PLAN VIEW - ROLL 4 OF 9
ROLL 7 OF 9

ROLL 8 OF 9

TEXAS DEPARTMENT OF TRANSPORTATION
BEAUMONT DISTRICT
IH 10 FROM CR 127 TO SH 73
DOUGLAS E. BRUTSCHE
CONTRACT NO. 16-0000

DESIGN SCHEMATIC:
I-10 FROM CR 127 (WALDEN RD.) EAST TO SH 90
BEGIN LATITUDE: 29.8900 N
BEGIN LONGITUDE: 94.2400 W
BEGIN PROJECT: 0.000
END LATITUDE: 29.8900 N
END LONGITUDE: 94.2400 W
END PROJECT: 0.000

I-10 FROM HOLLYWOOD OVERPASS. EAST TO 7TH STREET
BEGIN LATITUDE: 30.0000 N
BEGIN LONGITUDE: 94.2400 W
BEGIN PROJECT: 0.000
END LATITUDE: 30.0000 N
END LONGITUDE: 94.2400 W
END PROJECT: 0.000

JEFFERSON COUNTY
CONSTRUCTION IN CONTRACT PROJECT NO. 16-0000 (IH 10 WIDENING)
AND RECONSTRUCTION OF EXISTING FRONTAGE ROAD LANES (WITH ASPHALT OVERLAYS)

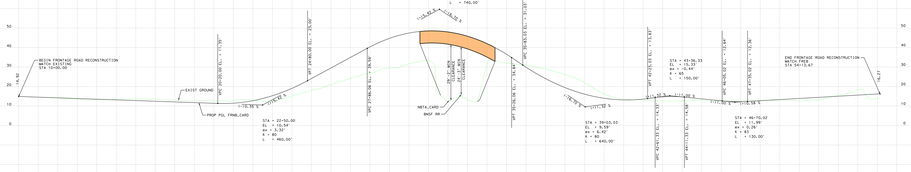
OCTOBER 2019

KEY MAP

LEGEND

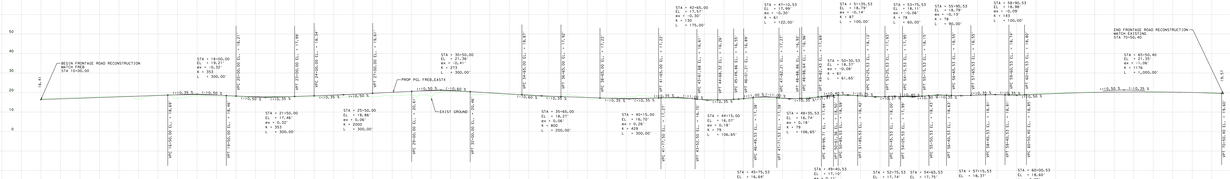
- EXISTING ROW
- PROPOSED ROW
- PROPOSED EASEMENT
- PERMANENT EASEMENT
- TEMPORARY EASEMENT
- PROPOSED CULVERT
- PROPOSED TRAFFIC LANES
- PROPOSED SHOULDERS
- PROPOSED LANE MARKING
- PROPOSED CURB
- PROPOSED CURB RAMP DETECTABLE WARNING SURFACE
- PROPOSED REINFORCED CONCRETE PAVEMENT
- CENTERLINE OF ROADWAY
- PROPOSED FRONTAGE ROAD
- PROPOSED RAMP
- PROPOSED DIRECT CONNECTOR
- PROPOSED DIRECT CONNECTOR RAMP
- PROPOSED CONCRETE PAVEMENT
- PROPOSED SIDEWALK
- PROPOSED CURB RAMP
- 100 YEAR FLOODPLAIN

FUNCTIONAL CLASSIFICATION: INTERSTATE
MAINLANE DESIGN SPEED: 70 MPH
FRONTAGE ROAD DESIGN SPEED: 35 MPH
RAMP DESIGN SPEED: 40 MPH
DIRECT CONNECTOR DESIGN SPEED: 40 MPH - 60 MPH
CROSS ROAD DESIGN SPEED: 40 MPH
PROJECTED AADT: 165,000 VPD
PROJECTED 20YR AADT: 205,000 VPD



FRNB_CARD
PLAN VIEW - ROLL 2 OF 9

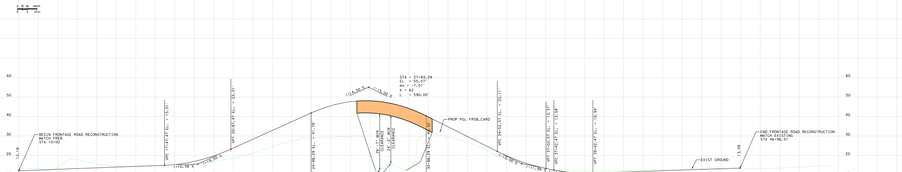
FRNB_CARD
PLAN VIEW - ROLL 1 OF 9



FREB_EASTX
PLAN VIEW - ROLL 4 OF 9

FREB_EASTX
PLAN VIEW - ROLL 5 OF 9

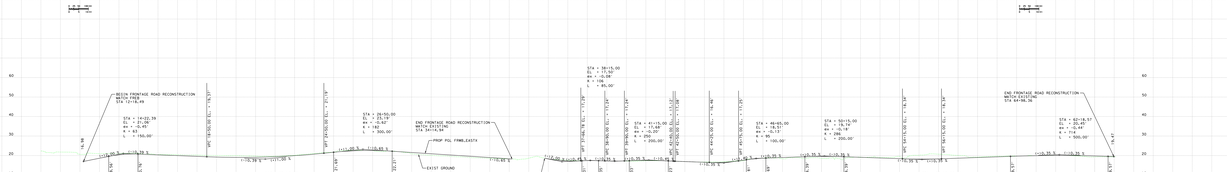
FREB_EASTX
PLAN VIEW - ROLL 5 OF 9



FRSB_CARD
PLAN VIEW - ROLL 2 OF 9

FRSB_CARD
PLAN VIEW - ROLL 1 OF 9

FRSB_CARD
PLAN VIEW - ROLL 2 OF 9



FRWB_EASTX
PLAN VIEW - ROLL 4 OF 9

FRWB_EASTX
PLAN VIEW - ROLL 5 OF 9

FRWB_EASTX
PLAN VIEW - ROLL 5 OF 9

ROLL 9 OF 9

AERIAL IMAGERY DATE: 12/30/2016
COORDINATE SYSTEM: NAD 83 SPCS SOUTH ZONE
ELEVATIONS: NAVD 88 (GEOID 12A)
DYNAMIC PROFILE DATUM: NAVD 88 (GEOID 12A)

JACOBS
3200 S IH 35, AUSTIN, TEXAS 78704

PRELIMINARY SUBJECT TO CHANGE

PRELIMINARY NOT FOR CONSTRUCTION, BIDDING OR RECORDING	TEXAS DEPARTMENT OF TRANSPORTATION
ENGINEER:	
DATE:	
PE NO. 00000	DESIGNED:
	REVIEWED:
	DRAWN:
	REVISIONS:

TEXAS DEPARTMENT OF TRANSPORTATION
BEAUMONT DISTRICT
IH 10 FROM CR 127 TO SH 73
DOUGLAS E. BRUTSCHE
CONTRACT NO. 16-0000
DESIGN SCHEMATIC:
I-10 FROM CR 127 (WALDEN RD.) EAST TO SH 90
BEGIN LATITUDE: 29.8900 N
BEGIN LONGITUDE: 94.2400 W
BEGIN PROJECT: 0.000
END LATITUDE: 29.8900 N
END LONGITUDE: 94.2400 W
END PROJECT: 0.000
I-10 FROM HOLLYWOOD OVERPASS. EAST TO 7TH STREET
BEGIN LATITUDE: 30.0000 N
BEGIN LONGITUDE: 94.2400 W
BEGIN PROJECT: 0.000
END LATITUDE: 30.0000 N
END LONGITUDE: 94.2400 W
END PROJECT: 0.000
JEFFERSON COUNTY
CONSTRUCTION IN CONTRACT PROJECT NO. 16-0000 (IH 10 WIDENING)
AND RECONSTRUCTION OF EXISTING FRONTAGE ROAD LANES (WITH ASPHALT OVERLAYS)
OCTOBER 2019
KEY MAP
LEGEND
FUNCTIONAL CLASSIFICATION: INTERSTATE
MAINLANE DESIGN SPEED: 70 MPH
FRONTAGE ROAD DESIGN SPEED: 35 MPH
RAMP DESIGN SPEED: 40 MPH
DIRECT CONNECTOR DESIGN SPEED: 40 MPH - 60 MPH
CROSS ROAD DESIGN SPEED: 40 MPH
PROJECTED AADT: 165,000 VPD
PROJECTED 20YR AADT: 205,000 VPD
AERIAL IMAGERY DATE: 12/30/2016
COORDINATE SYSTEM: NAD 83 SPCS SOUTH ZONE
ELEVATIONS: NAVD 88 (GEOID 12A)
DYNAMIC PROFILE DATUM: NAVD 88 (GEOID 12A)
JACOBS
3200 S IH 35, AUSTIN, TEXAS 78704
PRELIMINARY SUBJECT TO CHANGE
PRELIMINARY NOT FOR CONSTRUCTION, BIDDING OR RECORDING
ENGINEER:
DATE:
PE NO. 00000
DESIGNED:
REVIEWED:
DRAWN:
REVISIONS:
ROLL 8 OF 9
ROLL 9 OF 9

ROLL 9 OF 9

TEXAS DEPARTMENT OF TRANSPORTATION
BEAUMONT DISTRICT
JEFFERSON COUNTY
DISTRICT DIVISION

BRIDGE SCHEMATIC
I-10 FROM CR 101 TO 0.25 MI EAST OF CR 562
WT GAUGE AT PROJECT LATS 29 DEG 58 MIN 48 SEC
I-10 FROM HOLLYWOOD/CAPRISE, EAST TO 7TH STREET
WT GAUGE AT PROJECT LATS 29 DEG 58 MIN 48 SEC

JEFFERSON COUNTY
CONSTRUCTION ON RESURFACING PAVEMENT, BRIDGE & ITS WIDENING
RECONSTRUCTION OF RAMPS, BRIDGE REPAIR & ITS INSTALLATION

OCTOBER 2019

KEY MAP

LEGEND

CONSTRUCTION NOTES
REMOVING BRIDGE RAILING (1 SPAN)
PROVISIONS BRIDGE DECKING (BRIDGE) (4 SPAN)
BRIDGE DECKING (BRIDGE) (4 SPAN)
SURFACE CONNECTION BRIDGE DECKING (BRIDGE) (4 SPAN) (1 SPAN)
CROSS ROAD DECKING (BRIDGE) (4 SPAN)
PROVISIONS CROSS ROAD DECKING (BRIDGE)
PROVISIONS SURFACE SURFACE (BRIDGE) (4SPAN)

ORIGINAL PROJECT DATE: 10-30-2019
CURRENT REVISION DATE: 10-30-2019

CONTACT PROJECT ENGINEER:
JACOBS
CONTACT PHONE NO.: (713) 488-3000

PRELIMINARY SUBJECT TO CHANGE

DCMBNBEASTX
PLAN VIEW - ROLL 5 OF 9

DCMBNBEASTX
PLAN VIEW - ROLL 4 OF 9

DCNBECARD
PLAN VIEW - ROLL 2 OF 9

DCNBEBCARD
PLAN VIEW - ROLL 1 OF 9

REBENDEL
PLAN VIEW - ROLL 4 OF 9

SBTA_CARD
PLAN VIEW - ROLL 2 OF 9

TANS_COLL
PLAN VIEW - ROLL 3 OF 9

TASN_COLL
PLAN VIEW - ROLL 3 OF 9

TANS_LAUREL
PLAN VIEW - ROLL 4 OF 9

NBTA_CARD
PLAN VIEW - ROLL 2 OF 9

DCSBEBEASTX
PLAN VIEW - ROLL 5 OF 9

DCSBEBEASTX
PLAN VIEW - ROLL 4 OF 9

RMBEKBRENT
PLAN VIEW - ROLL 4 OF 9

REBEKTTH
PLAN VIEW - ROLL 5 OF 9

TANS_WASH
PLAN VIEW - ROLL 1 OF 9

TASN_EASTX
PLAN VIEW - ROLL 4 OF 9

XS_EXECUTIVE
PLAN VIEW - ROLL 2 OF 9

XS_LAUREL
PLAN VIEW - ROLL 4 OF 9

XS_GLADYS
PLAN VIEW - ROLL 4 OF 9

DCEBSBCARD
PLAN VIEW - ROLL 1 OF 9

DCEBSBCARD
PLAN VIEW - ROLL 2 OF 9

TAEW_HILL
PLAN VIEW - ROLL 1 OF 9

TASN_HILL
PLAN VIEW - ROLL 1 OF 9

TEXAS DEPARTMENT OF TRANSPORTATION
BEAUMONT DISTRICT
JEFFERSON COUNTY
DISTRICT DIVISION

BRIDGE SCHEMATIC
I-10 FROM CR 101 TO 0.25 MI EAST OF CR 562
WT GAUGE AT PROJECT LATS 29 DEG 58 MIN 48 SEC
I-10 FROM HOLLYWOOD/CAPRISE, EAST TO 7TH STREET
WT GAUGE AT PROJECT LATS 29 DEG 58 MIN 48 SEC

JEFFERSON COUNTY
CONSTRUCTION ON RESURFACING PAVEMENT, BRIDGE & ITS WIDENING
RECONSTRUCTION OF RAMPS, BRIDGE REPAIR & ITS INSTALLATION

OCTOBER 2019

KEY MAP

LEGEND

CONSTRUCTION NOTES
REMOVING BRIDGE RAILING (1 SPAN)
PROVISIONS BRIDGE DECKING (BRIDGE) (4 SPAN)
BRIDGE DECKING (BRIDGE) (4 SPAN)
SURFACE CONNECTION BRIDGE DECKING (BRIDGE) (4 SPAN) (1 SPAN)
CROSS ROAD DECKING (BRIDGE) (4 SPAN)
PROVISIONS CROSS ROAD DECKING (BRIDGE)
PROVISIONS SURFACE SURFACE (BRIDGE) (4SPAN)

ORIGINAL PROJECT DATE: 10-30-2019
CURRENT REVISION DATE: 10-30-2019

CONTACT PROJECT ENGINEER:
JACOBS
CONTACT PHONE NO.: (713) 488-3000

PRELIMINARY SUBJECT TO CHANGE

ROLL 9 OF 9

APPENDIX D:

TYPICAL SECTIONS

Note: per the TxDOT outline Appendix D references typical sections; however typical sections for this project are included as part of the Schematics in Appendix C

APPENDIX E:

PLAN AND PROGRAM EXCERPTS

JOHRTS MTP - 2045 Administrative Modification				
CSJ	**MPO Project ID**	**Hwy**	**Original Description**	**Revised Description**
0200-16-020	18035-F40N	US 69	Reconfigure interchange and add direct connectors	Reconfigure interchange from cloverleaf design to turbine design
0028-14-091	17002-F40N	IH-10	Widen Road – Add Lanes	Widen existing mainlanes from 4 to 6 lanes
0739-02-140	06006-F40N	IH-10	Widen Road – Add Lanes	Widen freeway from 4 to 6 main lanes and reconstruct interchange
0028-13-135	18034-F40N	IH-10	Widen Road – Add Lanes	Widen freeway from 4 to 6 main lanes and reconstruct interchange
0339-04-036	18001-F40N	SH 105	Widen to Four Lanes With Ctl	Widen from 2 to 4 lanes divided
0200-14-060	19071-F45N	US 69	Widen to six lanes	Widen from 4 to 6 main lanes
NA	19094-F45E	CS	Port Neches Riverfront Sidewalks	Construct Sidewalks

FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS

PHASE: C=CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0200-16-022	US 69			TxDOT	

LIMITS FROM: FM 365, SOUTH
LIMITS TO: 39TH ST
DESCRIPTION: 2" Mill And Overlay, Joint Seal
REMARKS: Finalizing for Construction

MTP FY: 2021
MPO PROJECT ID: 19033-F45E
FUNDING CATEGORY: 1

PROJECT HISTORY:

PRELIMINARY ENGINEERING: $4,642
ROW PURCHASE:
CONSTRUCTION ENGINEERING:
CONSTRUCTION COST:
CONTINGENCIES:
INDIRECT COSTS:
BOND FINANCING:
POTENTIAL CHANGE ORDER:
TOTAL PROJECT COST: $2,280,000

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	$1,824,000	$456,000		$0	$2,280,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0739-02-140	IH 10			TxDOT	

LIMITS FROM: CR 131 (WALDEN ROAD), EAST
LIMITS TO: HOLLYWOOD OVERPASS
DESCRIPTION: Widen Road - Add Lanes
REMARKS: Finalizing for Construction

MTP FY: 2021
MPO PROJECT ID: 06006-F40N
FUNDING CATEGORY: 2, 12

PROJECT HISTORY:

PRELIMINARY ENGINEERING: $315,636
ROW PURCHASE:
CONSTRUCTION ENGINEERING:
CONSTRUCTION COST: $200,000,000
CONTINGENCIES:
INDIRECT COSTS:
BOND FINANCING:
POTENTIAL CHANGE ORDER:
TOTAL PROJECT COST: $200,000,000

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
FUNDING BY SHARE:	$160,000,000	$40,000,000		$0	$200,000,000

FY 2020-2045 METROPOLITAN TRANSPORTATION PLAN
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED ROADWAY AND BICYCLE-PEDESTRIAN PROJECTS

PHASE: C=CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Hardin	0065-05-149	US 96			TxDOT	

LIMITS FROM: AT RAIDER LN
LIMITS TO: .
DESCRIPTION: Improve Traffic Signals
REMARKS: Finalizing for Construction

MTP FY: 2021
MPO PROJECT ID: 19024-F45E
FUNDING CATEGORY: 8

PROJECT HISTORY:

Authorized Funding by Category/Share:

		FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
PRELIMINARY ENGINEERING:						
ROW PURCHASE:						
CONSTRUCTION ENGINEERING:						
CONSTRUCTION COST:						
CONTINGENCIES:						
INDIRECT COSTS:						
BOND FINANCING:						
POTENTIAL CHANGE ORDER:						
TOTAL PROJECT COST:	$178,778	FUNDING BY SHARE:	$143,022	$35,756	$0	$178,778

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Beaumont	Jefferson	0028-13-135	IH 10			TxDOT	

LIMITS FROM: HOLLYWOOD OVERPASS, EAST
LIMITS TO: 7TH STREET
DESCRIPTION: Widen Road - Add Lanes
REMARKS:

MTP FY: 2021
MPO PROJECT ID: 18034-F40N
FUNDING CATEGORY:

PROJECT HISTORY:

Authorized Funding by Category/Share:

		FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
PRELIMINARY ENGINEERING:						
ROW PURCHASE:						
CONSTRUCTION ENGINEERING:						
CONSTRUCTION COST:	$300,000,000					
CONTINGENCIES:						
INDIRECT COSTS:						
BOND FINANCING:						
POTENTIAL CHANGE ORDER:						
TOTAL PROJECT COST:	$300,000,000	FUNDING BY SHARE:	$240,000,000	$60,000,000	$0	$300,000,000

0028-13-135, etc. STIP Entries

2019-2022 STIP — **08/2019 Revision: Administrative 02/05/2020**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
BEAUMONT	SETRPC	JEFFERSON	0028-13-135	2020	IH 10	C	BEAUMONT	$ 300,000,000

LIMITS FROM: HOLLYWOOD OVERPASS, EAST
LIMITS TO: 7TH STREET
PROJECT SPONSOR: TXDOT
REVISION DATE: 08/2019
PROJECT DESCR: WIDEN FREEWAY FROM 4 TO 6 MAIN LANES AND RECONSTRUCT INTERCHANGE
MPO PROJ NUM: 18034-F40N
FUNDING CAT(S): 12
REMARKS P7:
PROJECT HISTORY: AA-Project Description Clarification

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$	14,412,876
ROW PURCH:	$	0
CONST COST:	$	294,140,317
CONST ENG:	$	12,648,034
CONTING:	$	529,453
INDIRECT:	$	0
BOND FIN:	$	0
POT CHG ORD:	$	13,854,009
TOTAL COST:	$	335,584,689

COST OF APPROVED PHASES $ 300,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
12	$ 240,000,000	$ 60,000,000	$ 0	$ 0	$ 0	$ 300,000,000
TOTAL	$ 240,000,000	$ 60,000,000	$ 0	$ 0	$ 0	$ 300,000,000

2019-2022 STIP — **08/2019 Revision: Administrative 02/05/2020**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
BEAUMONT	SETRPC	JEFFERSON	0739-02-140	2020	IH 10	C	BEAUMONT	$ 200,000,000

LIMITS FROM: CR 131 (WALDEN RD), EAST
LIMITS TO: HOLLYWOOD OVERPASS
PROJECT SPONSOR: TXDOT
REVISION DATE: 08/2019
PROJECT DESCR: WIDEN FREEWAY FROM 4 TO 6 MAIN LANES AND RECONSTRUCT INTERCHANGE
MPO PROJ NUM: 06006-F40N
FUNDING CAT(S): 2U,12
REMARKS P7:
PROJECT HISTORY: AA - Project description clarification

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$	9,517,937
ROW PURCH:	$	0
CONST COST:	$	194,243,606
CONST ENG:	$	8,352,475
CONTING:	$	349,638
INDIRECT:	$	0
BOND FIN:	$	0
POT CHG ORD:	$	9,148,874
TOTAL COST:	$	221,612,530

COST OF APPROVED PHASES $ 200,000,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
2U	$ 124,000,000	$ 31,000,000	$ 0	$ 0	$ 0	$ 155,000,000
12	$ 36,000,000	$ 9,000,000	$ 0	$ 0	$ 0	$ 45,000,000
TOTAL	$ 160,000,000	$ 40,000,000	$ 0	$ 0	$ 0	$ 200,000,000

FY 2019-2022 TIP Amendment #1 Administrative Modification

CSJ	MPO Project ID	Hwy	Original Description	Revised Description
0200-16-020	18035-F40N	US 69	Reconfigure interchange and add direct connectors	Reconfigure interchange from cloverleaf design to turbine design
0739-02-140	06006-F40N	IH-10	Widen freeway to 6 main lanes and reconstruct interchange	Widen freeway from 4 to 6 main lanes and reconstruct interchange
0028-13-135	18034-F40N	IH-10	Widen freeway to 6 main lanes and reconstruct interchange	Widen freeway from 4 to 6 main lanes and reconstruct interchange

FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS
FY 2020

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	Jefferson	0200-16-020	US 69	C		TXDOT	$70,000,000

LIMITS FROM: At SH 73
REVISION DATE: 08/2019
LIMITS TO:
MPO PROJECT ID: 18035-F40N
DESCRIPTION: Reconfigure Interchange and add direct connectors
FUNDING CATEGORY: 4

REMARKS:

PROJECT HISTORY:

PRELIMINARY ENGINEERING:	$3,385,043						
ROW PURCHASE:	$0						
CONSTRUCTION ENGINEERING:	$3,378,134						
CONSTRUCTION COST:	$70,000,000	4					
CONTINGENCIES:	$780,632						
INDIRECT COSTS:	$0						
BOND FINANCING:	$0						
POTENTIAL CHANGE ORDER:	$2,873,832						
TOTAL PROJECT COST:	$79,500,143	FUNDING BY SHARE:					

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
4	$56,000,000	$14,000,000	$0	$0	$70,000,000
FUNDING BY SHARE:	$56,000,000	$14,000,000	$0	$0	$70,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	Jefferson	0028-13-135	IH 10	C		TXDOT	$300,000,000

LIMITS FROM: Hollywood Overpass, East
REVISION DATE: 08/2019
LIMITS TO: 7th Street
MPO PROJECT ID: 18034-F40N
DESCRIPTION: Widen freeway to 6 Main lanes and reconstruct Interchange
FUNDING CATEGORY: 12

REMARKS:

PROJECT HISTORY:

PRELIMINARY ENGINEERING:	$14,412,876						
ROW PURCHASE:	$0						
CONSTRUCTION ENGINEERING:	$12,648,034						
CONSTRUCTION COST:	$300,000,000	12					
CONTINGENCIES:	$529,453						
INDIRECT COSTS:	$0						
BOND FINANCING:	$0						
POTENTIAL CHANGE ORDER:	$13,854,009						
TOTAL PROJECT COST:	$335,584,688	FUNDING BY SHARE:					

Authorized Funding by Category/Share:

	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
12	$240,000,000	$60,000,000	$0	$0	$300,000,000
FUNDING BY SHARE:	$240,000,000	$60,000,000	$0	$0	$300,000,000

PHASE: C=CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM
BEAUMONT DISTRICT
SETRPC METROPOLITAN PLANNING ORGANIZATION
FEDERALLY FUNDED HIGHWAY PROJECTS
FY 2020

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	Jefferson	0739-02-140	IH 10	C	Beaumont	TxDOT	$200,000,000

LIMITS FROM:	CR 131 (Walden Rd), East	REVISION DATE:	08/2019
LIMITS TO:	Hollywood Overpass	MPO PROJECT ID:	06006-F40N
DESCRIPTION:	Widen freeway to 6 mainlanes and reconstruct interchange	FUNDING CATEGORY:	2, 12

REMARKS:

PROJECT HISTORY:

PRELIMINARY ENGINEERING:	$9,517,937
ROW PURCHASE:	$0
CONSTRUCTION ENGINEERING:	$8,352,475
CONSTRUCTION COST:	$200,000,000
CONTINGENCIES:	$349,638
INDIRECT COSTS:	$0
BOND FINANCING:	$0
POTENTIAL CHANGE ORDER:	$9,148,874
TOTAL PROJECT COST:	$221,612,530

Authorized Funding by Category/Share:

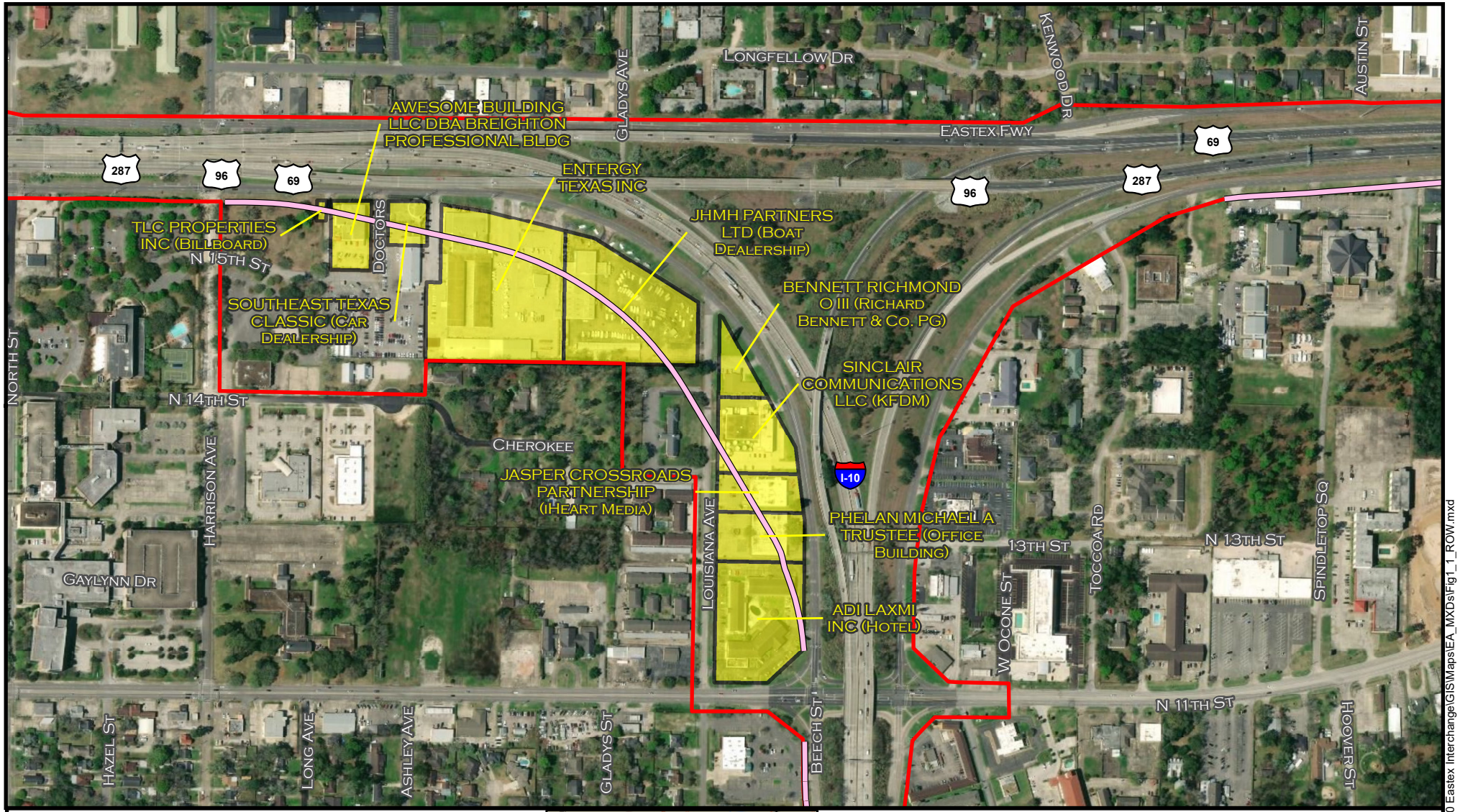
	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTION	FUNDING BY CATEGORY
2U	$124,000,000	$31,000,000	$0	$0	$155,000,000
12	$36,000,000	$9,000,000	$0	$0	$45,000,000
FUNDING BY SHARE:	$160,000,000	$40,000,000	$0	$0	$200,000,000

PHASE: C=CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

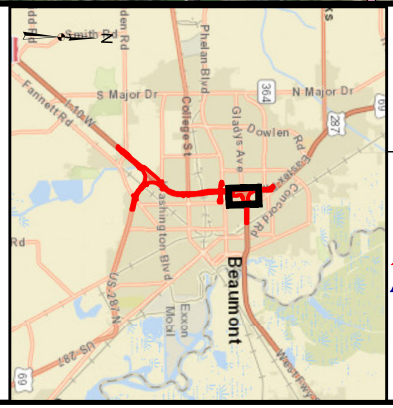
APPENDIX F:

RESOURCE SPECIFIC MAPS

Figure 1: ROW Acquisition Map
Figure 2: Land Use Map
Figure 3: Minority Density Map
Figure 4: Median Household Income Map
Figure 5: Wetlands and Waters Map
Figure 6: 303(d) Map
Figure 7: FEMA Floodplain Map
Figure 8: HAZMAT Map
Figure 9: Noise Receptor Map



Project Area
Proposed ROW
Potential Displacements



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

ROW Acquisition Map

Jefferson County, Texas

Texas Department of Transportation

N

0 250 500 Feet

Appendix F:
Figure 1.1

Date:
January 2020

Sources: ESRI Aerial 2018, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\EA_MXDs\Fig1_1_ROW.mxd

JASPER CROSSROADS PARTNERSHIP (IHEART MEDIA)

PHELAN MICHAEL A TRUSTEE (OFFICE BUILDING)

ADI LAXMI INC (HOTEL)

ALAN CRAMER INVESTMENTS INC (BRIDAL SHOP)

ALLSTATE BK REAL ESTATE HOLDINGS LTD (FAST FOOD)

GAYLYNN DR

13TH ST

N 13TH ST

SPINDLETOP SQ

W OCONE ST

TOCCOA RD

N 11TH ST

HOOVER ST

SWEETGUM LN

I-10

BEECH ST

LOUISIANA AVE

N 10TH ST

HARRISON AVE

HAZEL AVE

LONG AVE

ASHLEY AVE

EVALON AVE

GLADYS ST

GLADYS AVE

HAZEL ST

N 9TH ST

FINGER ST

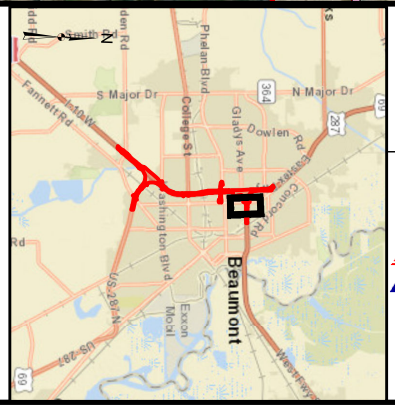
DOLLINGER RD

ROMAN AVE

PROJECT AREA

PROPOSED ROW

POTENTIAL DISPLACEMENTS



10/69 INTERCHANGES PROJECT

CSJ: 0028-13-135 & 0739-02-140

ROW ACQUISITION MAP

JEFFERSON COUNTY, TEXAS

Texas Department of Transportation

N

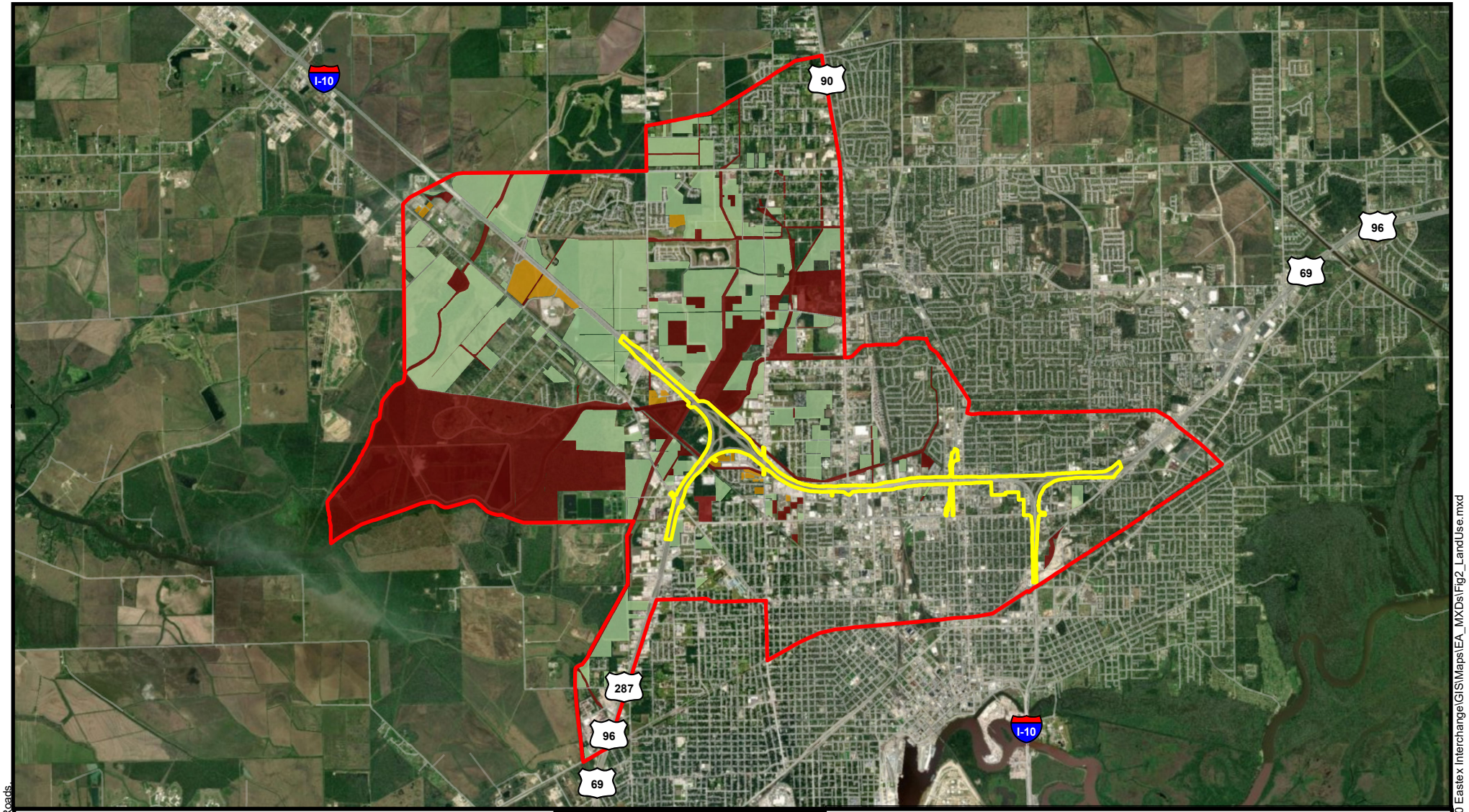
0 250 500 Feet

APPENDIX F: FIGURE 1.2

DATE: JANUARY 2020

Sources: ESRI Aerial 2018, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\EA_MXDs\Fig1_2_ROW.mxd



- Indirect Effects Area of Interest (AOI)
- Project Area
- Undevelopable Land
- Planned Development
- Developable Land

10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
Land Use Map

Jefferson County, Texas

Texas Department of Transportation

N

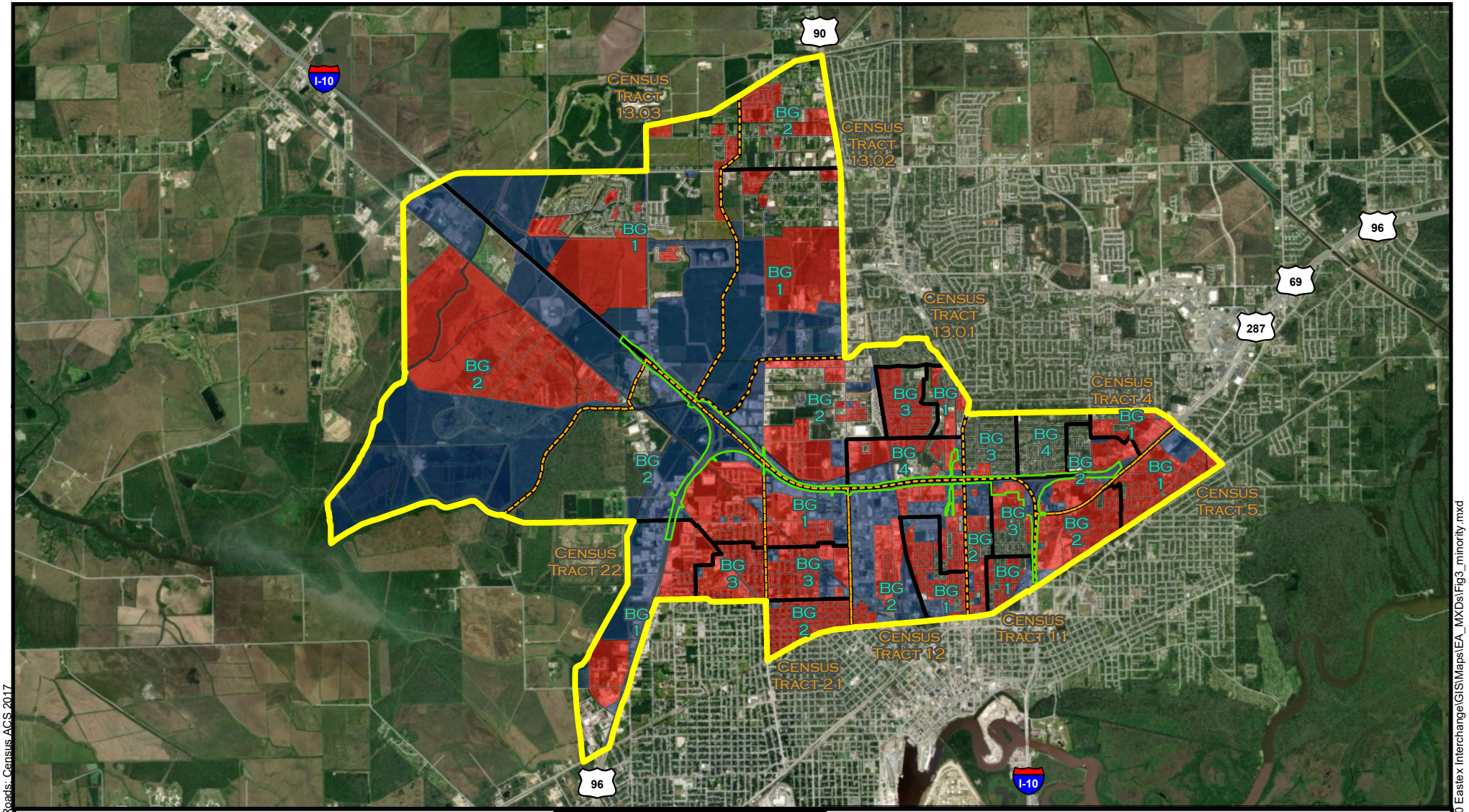
0 3,750 7,500 Feet

APPENDIX F:
FIGURE 2

DATE:
January 2020

Sources: ESRI Aerial 2017; Open Street Map; TIGER Roads.

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\EA_MXDs\Fig2_LandUse.mxd



Study Area
Project Area
Census Tract
Block Group
Census Blocks
0% - 49% Minority Population
50% - 100% Minority Population
No Recorded Population

10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
Minority Density Map

Jefferson County, Texas

Texas Department of Transportation

N

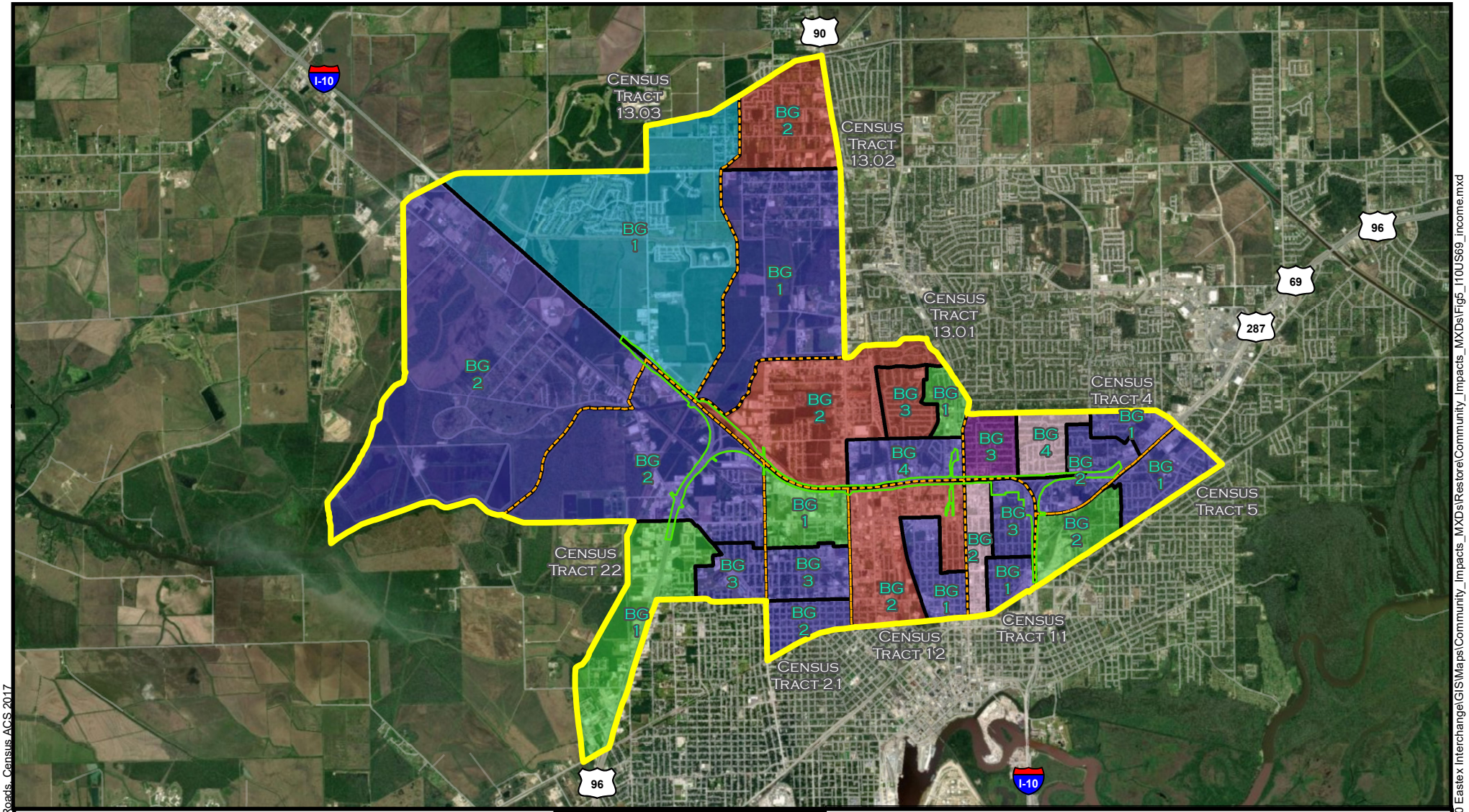
0 3,750 7,500 Feet

Appendix F:
Figure 3

Date:
January 2020

Sources: ESRI Aerial 2017; Open Street Map; TIGER Roads; Census ACS 2017

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\EA_MXDs\Fig3_minority.mxd



Study Area
Project Area
Census Tract
Block Group

Median Income Group
- No Recorded Income
- $0 - 26,200
- $26,200 - 50,000
- $50,000 - 80,000
- $80,000 - 100,000
- $100,000 - 150,000

10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
Median Household Income Map
Jefferson County, Texas

Texas Department of Transportation

N

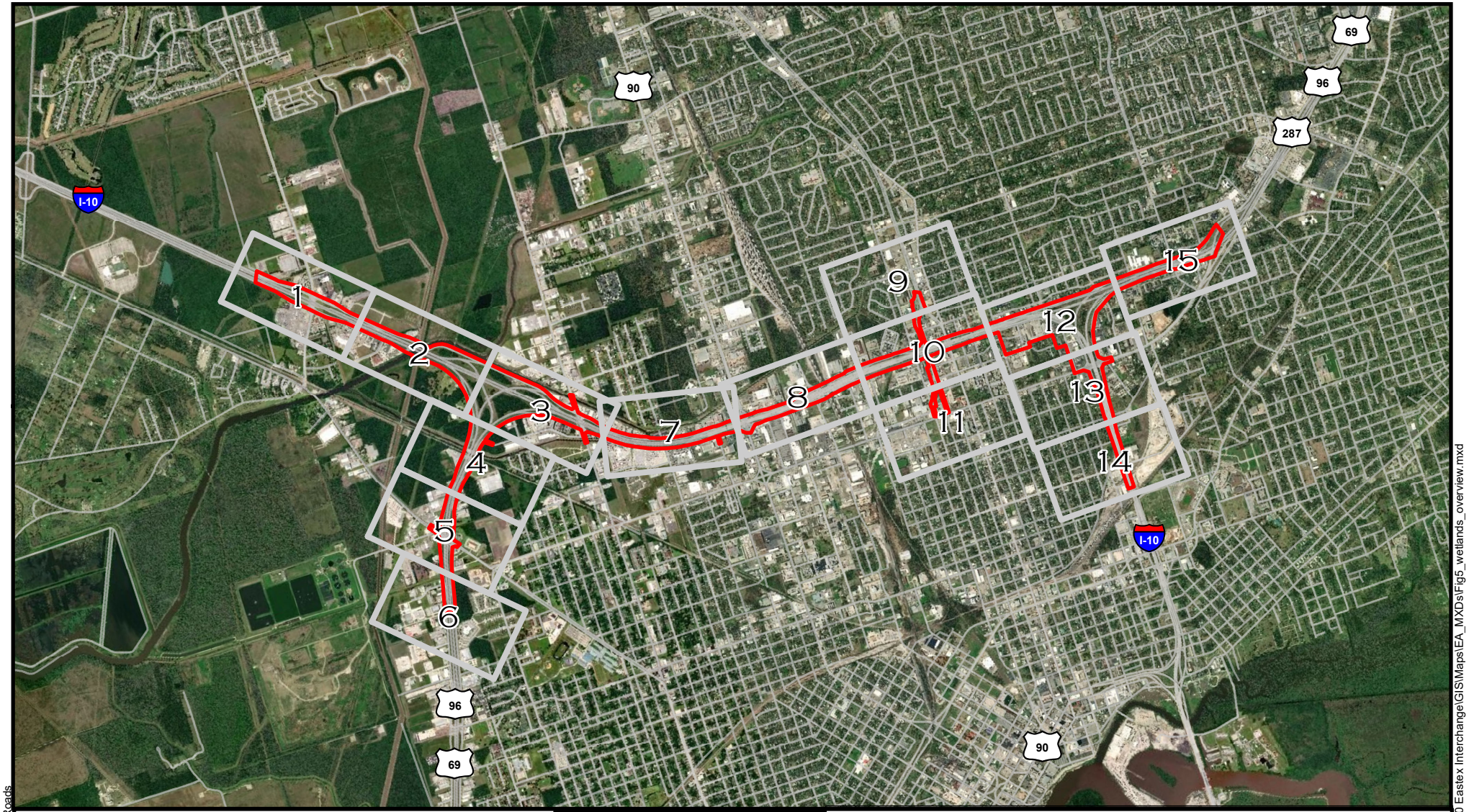
0 3,750 7,500 Feet

Appendix F: Figure 4

Date: January 2020

Sources: ESRI Aerial 2017; Open Street Map; TIGER Roads, Census ACS 2017

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Community_Impacts_MXDs\Restore\Community_Impacts_MXDs\Fig5_I10US69_income.mxd



Project Area

10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
Wetlands and Waters Overview

Jefferson County, Texas

Texas Department of Transportation

N

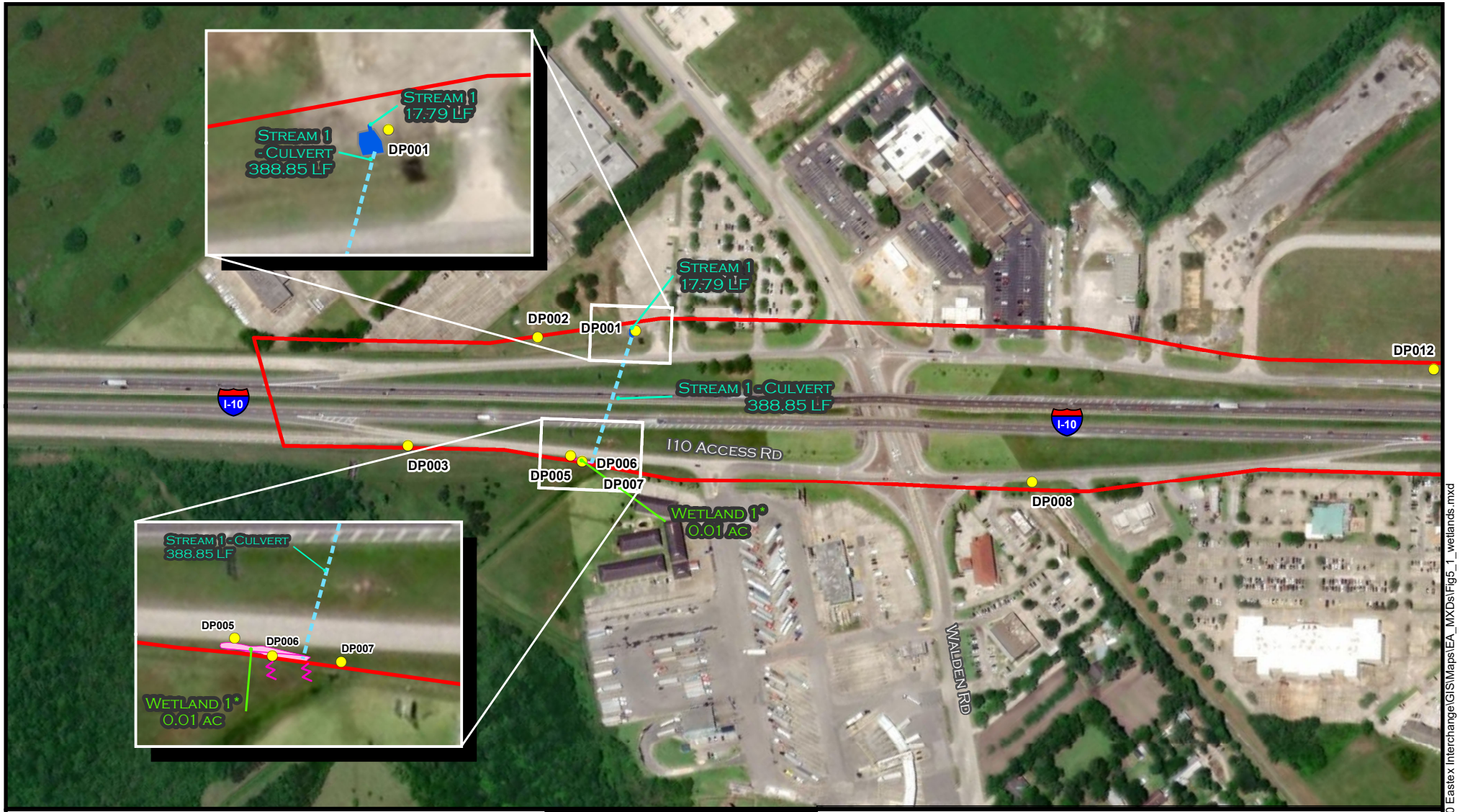
0 1,800 3,600 Feet

APPENDIX F:
FIGURE 5

DATE:
January 2020

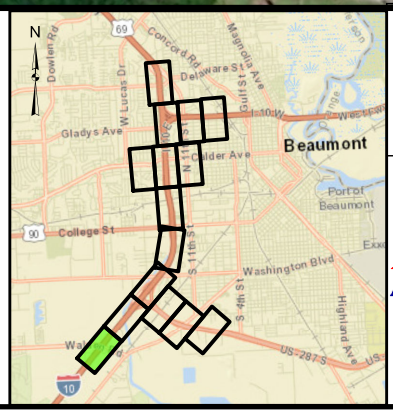
Sources: ESRI Aerial 2017; Open Street Map; TIGER Roads

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\EA_MXDs\Fig5_wetlands_overview.mxd



Data Points
Culvert
Stream
PEM Wetland
Project Area

* Wetland continues beyond the project boundary



10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
Wetlands and Waters Map

Jefferson County, Texas

Texas Department of Transportation

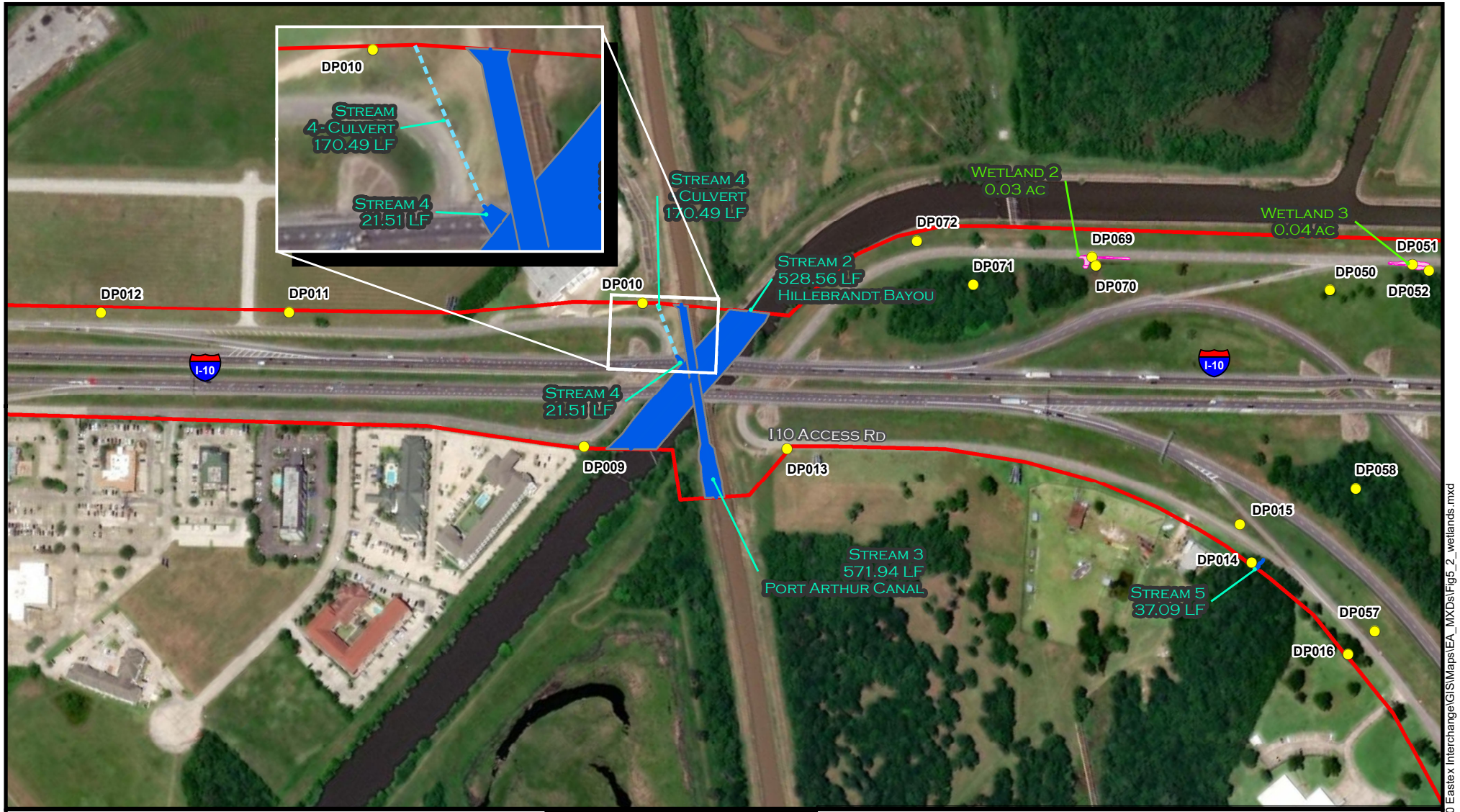
0 210 420 Feet

APPENDIX F:
FIGURE 5
SHEET 1

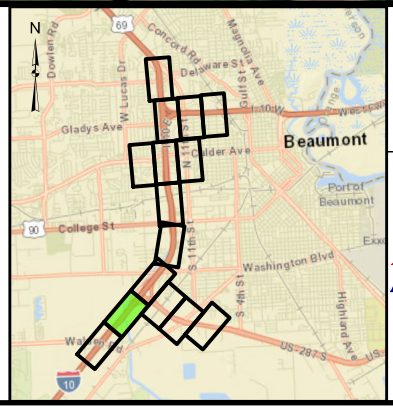
DATE:
January 2020

Sources: ESRI Aerial 2017, World Street Map;

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\EA_MXDs\Fig5_1_wetlands.mxd



Data Points
Culvert
Stream
PEM Wetland
Project Area



10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
Wetlands and Waters Map

Jefferson County, Texas

Texas Department of Transportation

0 210 420 Feet

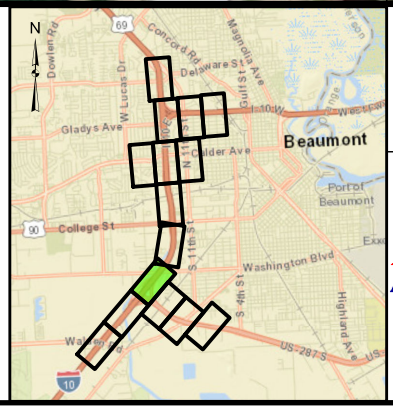
APPENDIX F:
FIGURE 5
SHEET 2

DATE:
January 2020

Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\EA_MXDs\Fig5_2_wetlands.mxd

- Data Points
- Culvert
- Stream
- PEM Wetland
- PFO Wetland
- Project Area



10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
Wetlands and Waters Map

Jefferson County, Texas

Texas Department of Transportation

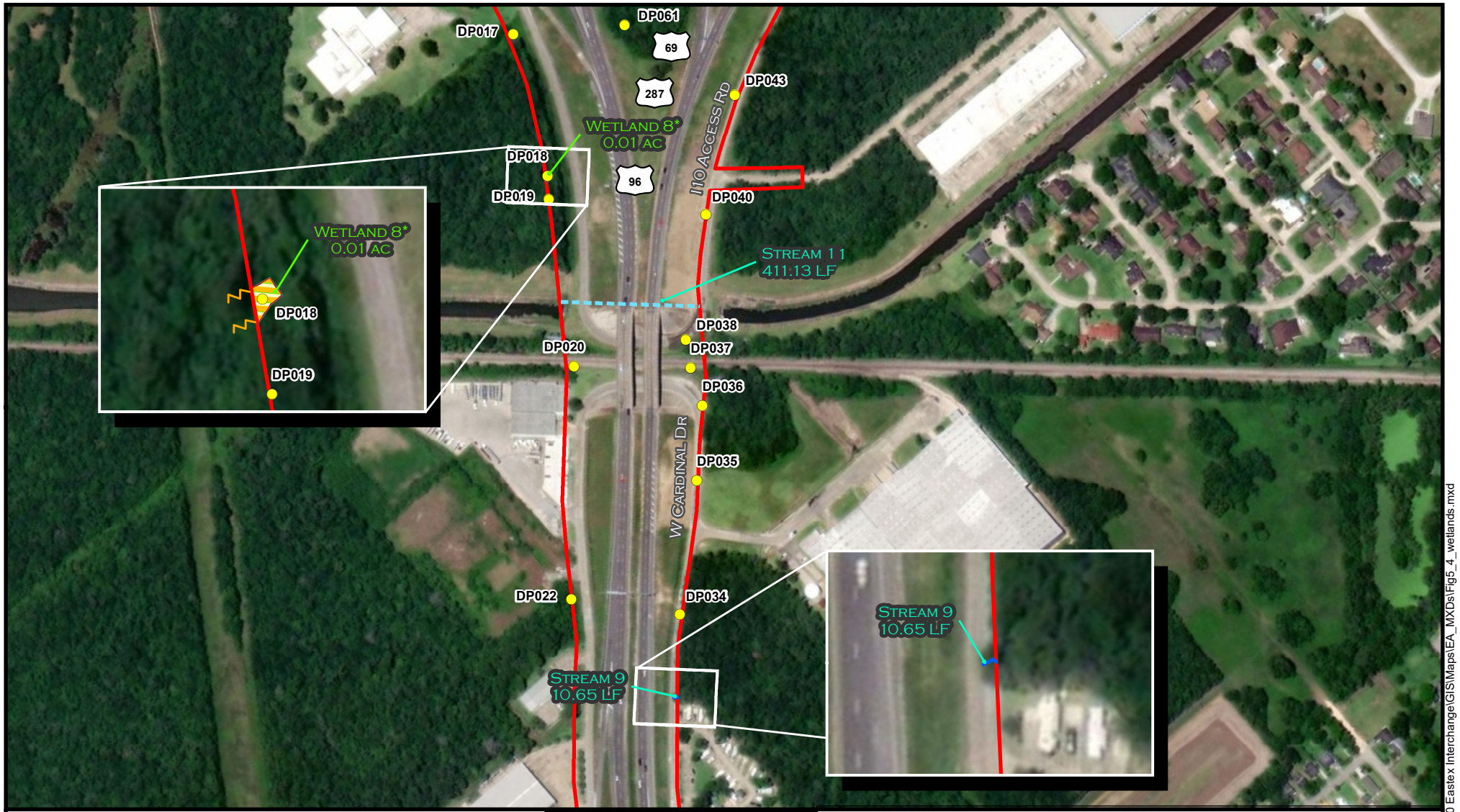
0 175 350 Feet

APPENDIX F:
FIGURE 5
SHEET 3

DATE:
January 2020

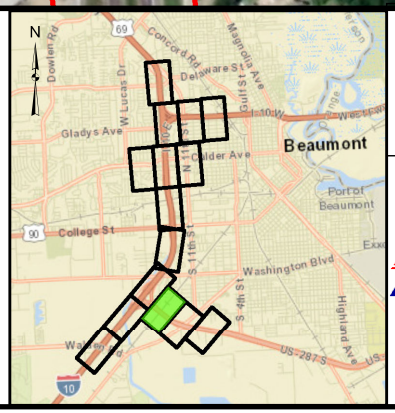
Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\EA_MXDs\Fig5_3_wetlands.mxd



Data Points
Culvert
Stream
PFO Wetland
Project Area

* Wetland continues beyond the project area



10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
Wetland Delineation Map

Jefferson County, Texas

Texas Department of Transportation

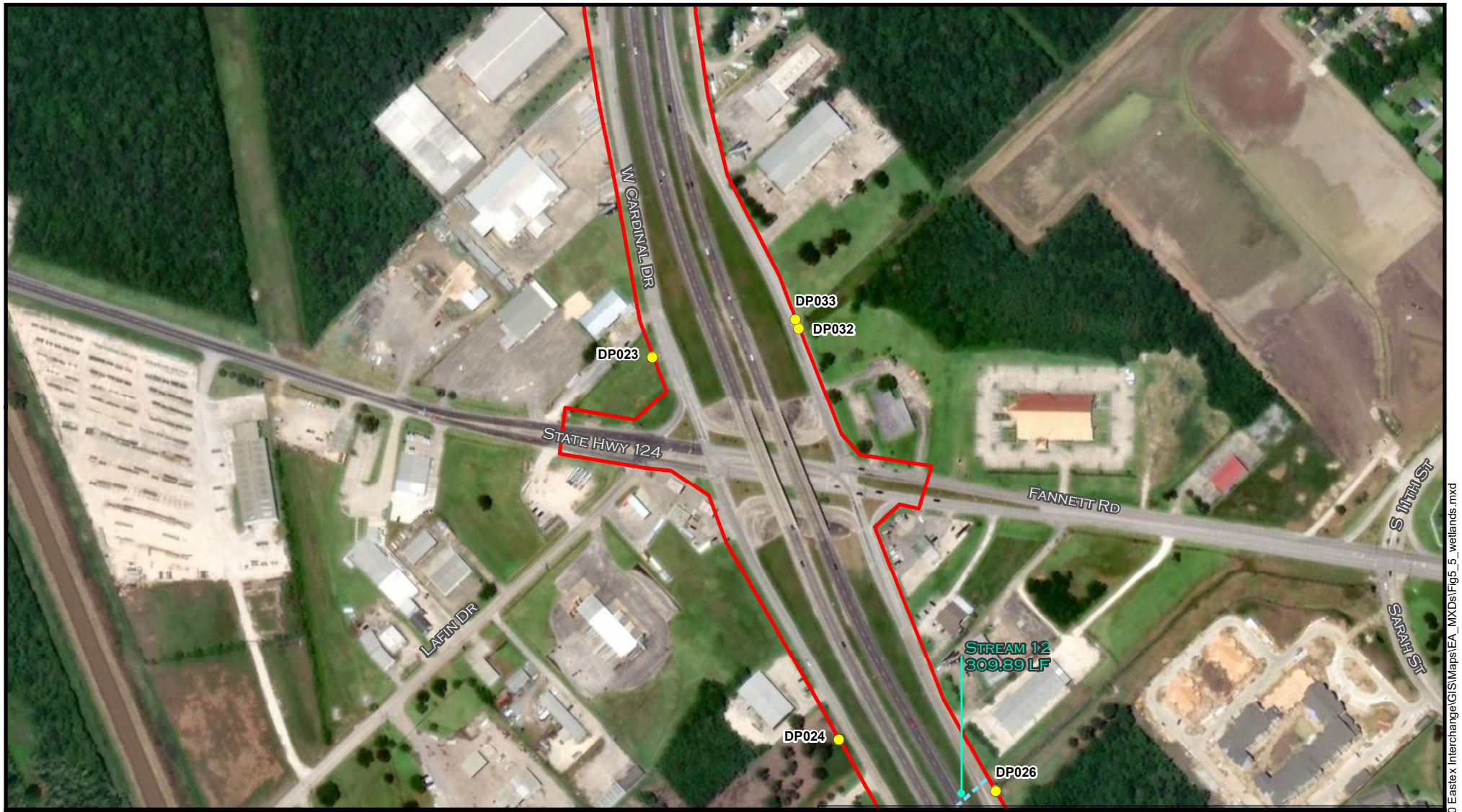
0 210 420 Feet

APPENDIX F:
FIGURE 5
SHEET 4

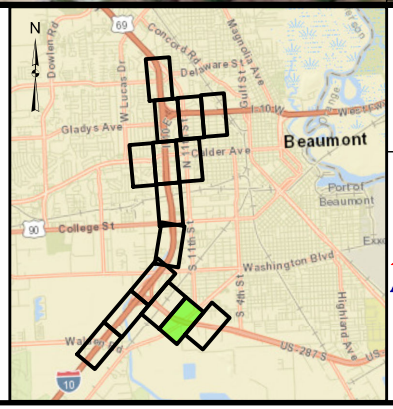
DATE:
January 2020

Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\EA_MXDs\Fig5_4_wetlands.mxd



Data Points
Culvert
Project Area



10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
Wetland Delineation Map

Jefferson County, Texas

Texas Department of Transportation

N

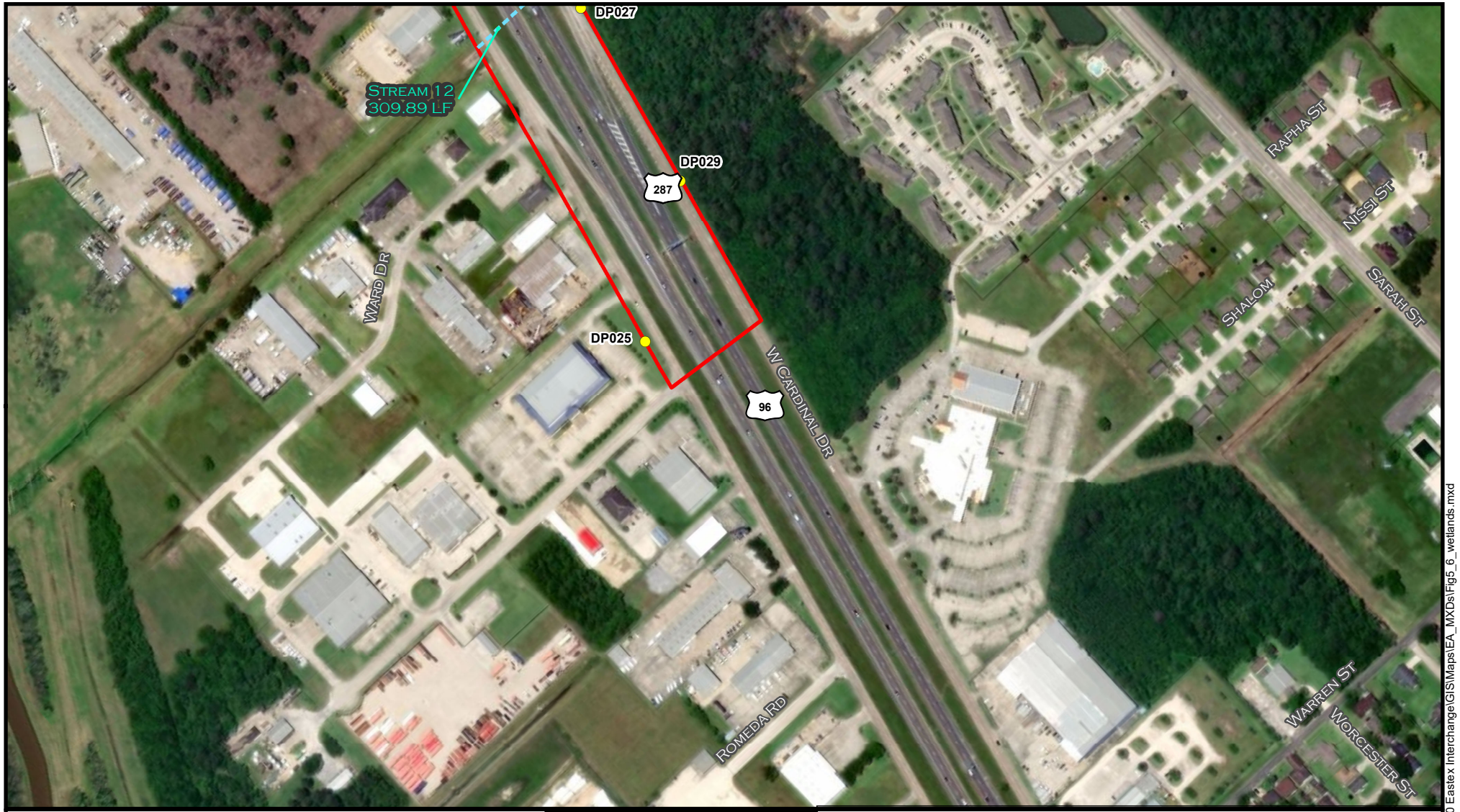
0 175 350 Feet

APPENDIX F:
FIGURE 5
SHEET 5

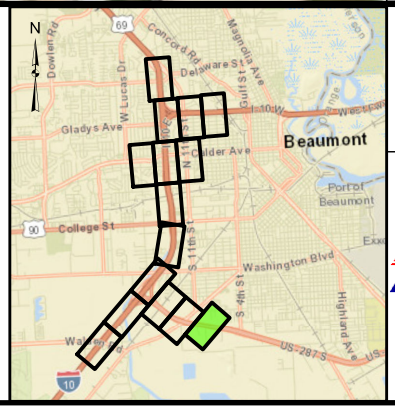
DATE:
January 2020

Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\EA_MXDs\Fig5_5_wetlands.mxd



Data Points
Culvert
Project Area



10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
Wetlands and Waters Map

Jefferson County, Texas

Texas Department of Transportation

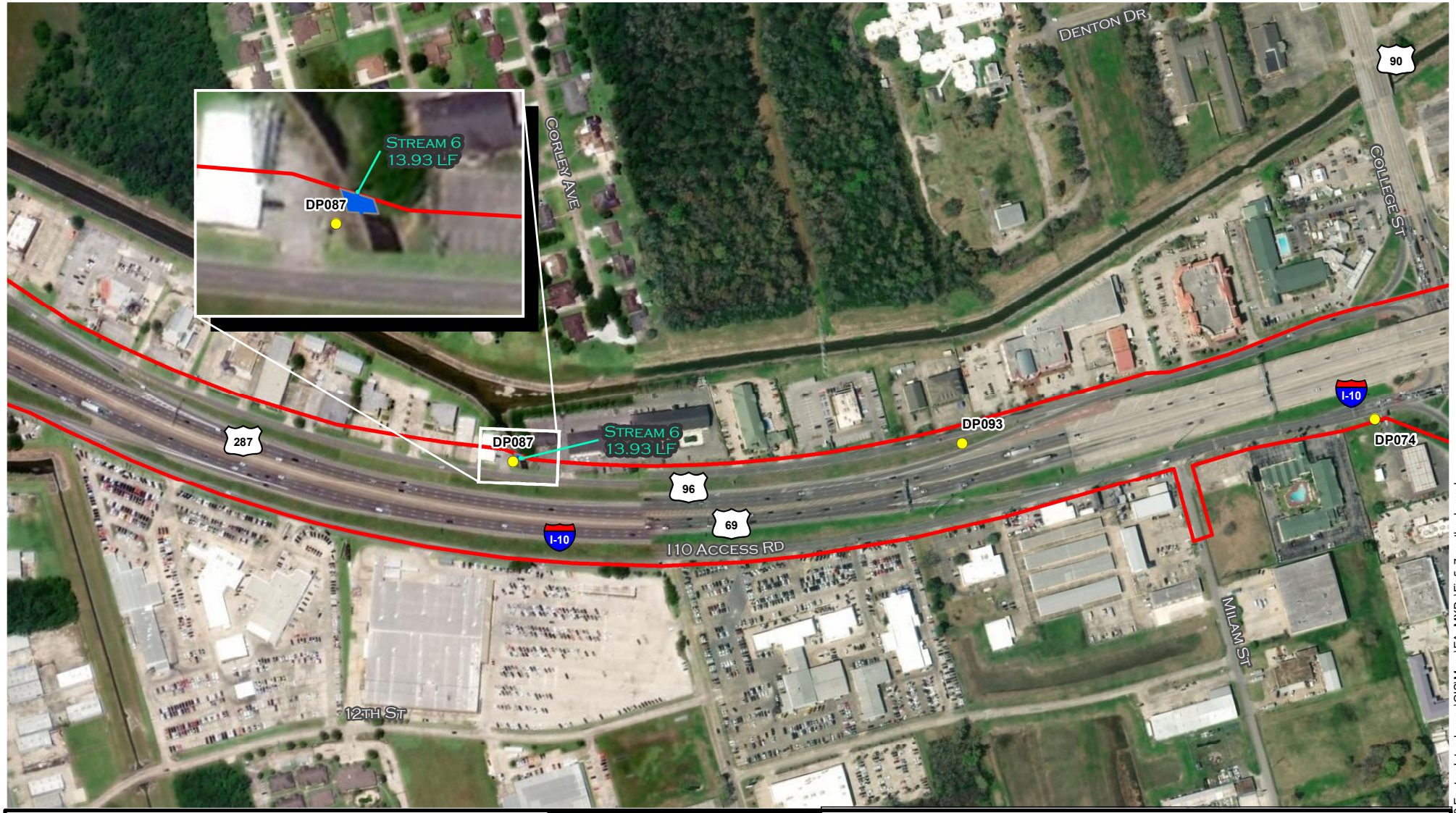
0 175 350 Feet

APPENDIX F:
FIGURE 5
SHEET 6

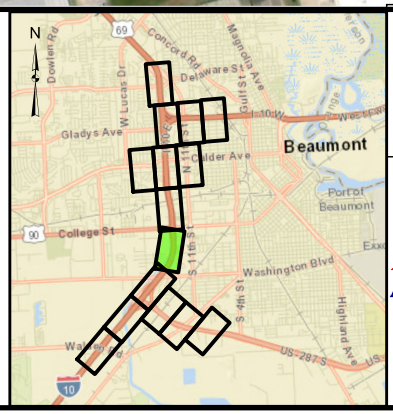
DATE:
January 2020

Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\EA_MXDs\Fig5_6_wetlands.mxd



Data Points
Stream
Project Area



10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
Wetlands and Waters Map

Jefferson County, Texas

Texas Department of Transportation

N

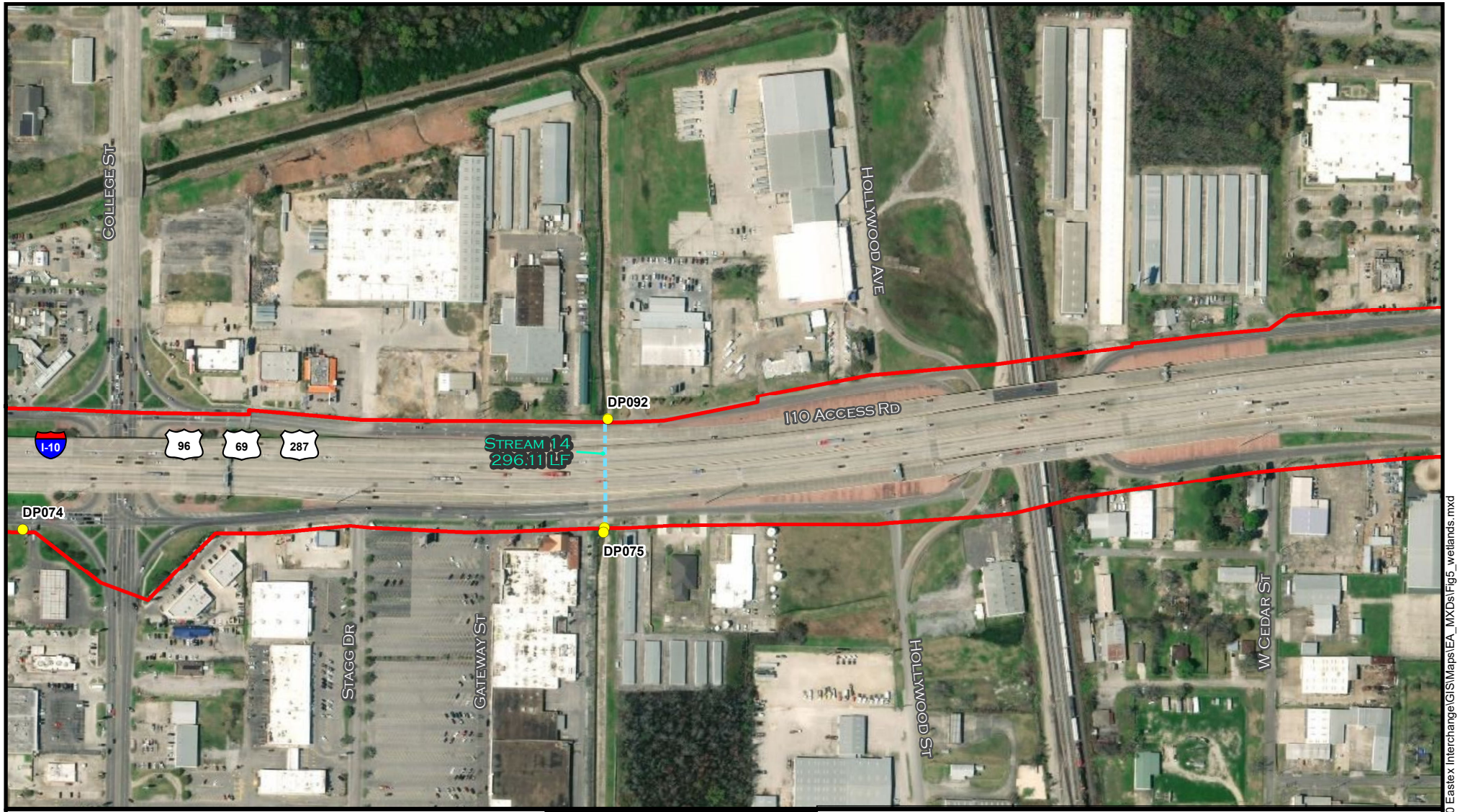
0 220 440 Feet

APPENDIX F:
FIGURE 5
SHEET 7

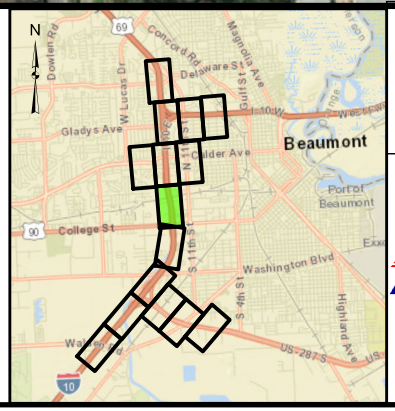
DATE:
January 2020

Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\EA_MXDs\Fig5_7_wetlands.mxd



Data Points
Culvert
Project Area



10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
Wetlands and Waters Map

Jefferson County, Texas

Texas Department of Transportation

N

0 175 350 Feet

APPENDIX F:
FIGURE 5
SHEET 8

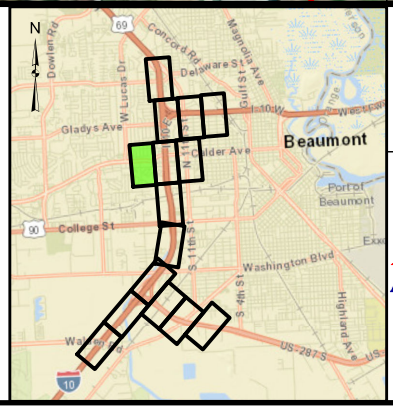
DATE:
January 2020

Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\EA_MXDs\Fig5_wetlands.mxd

Data Points

Project Area



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

Wetlands and Waters Map

Jefferson County, Texas

Texas Department of Transportation

N

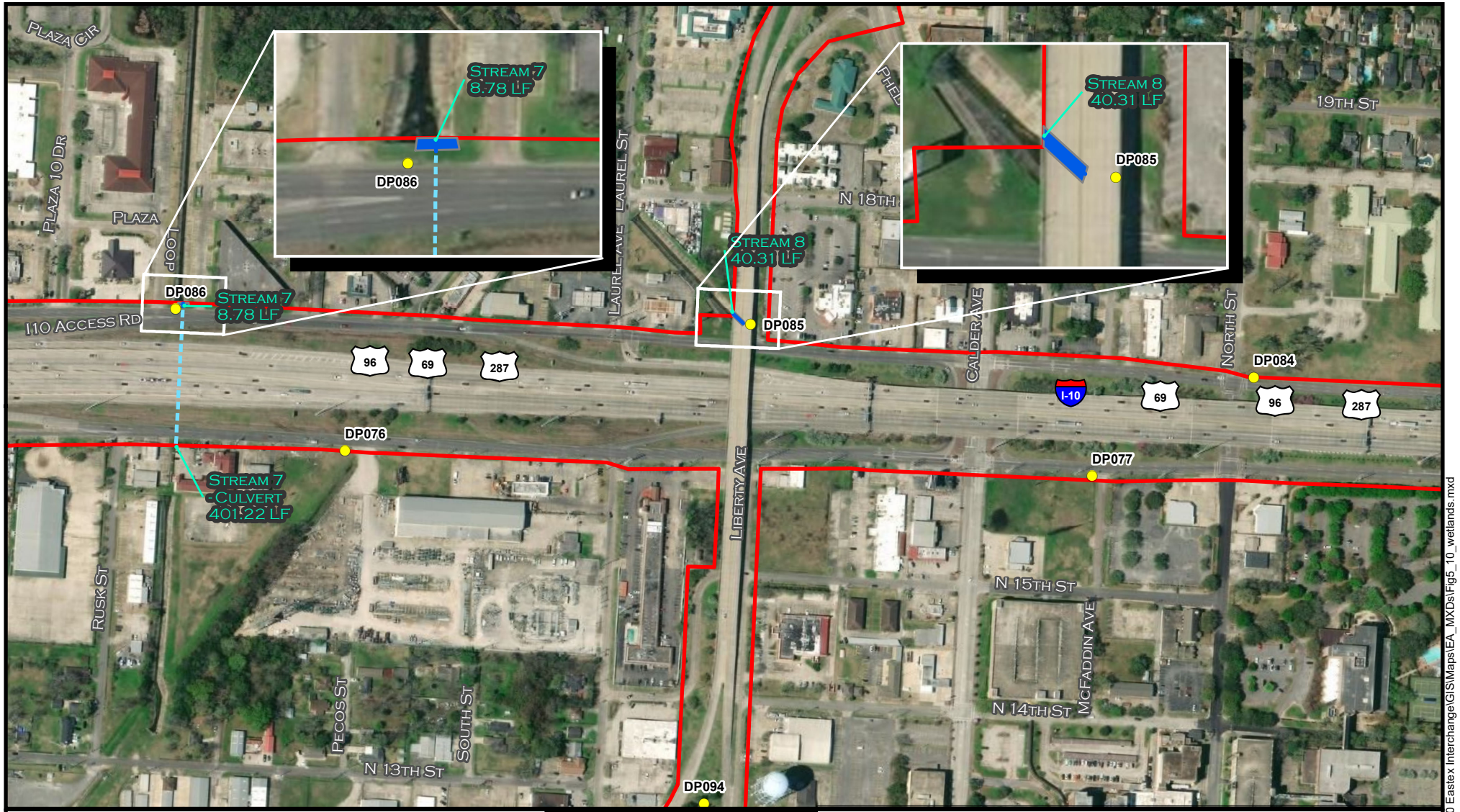
0 175 350 Feet

APPENDIX F:
FIGURE 5
SHEET 9

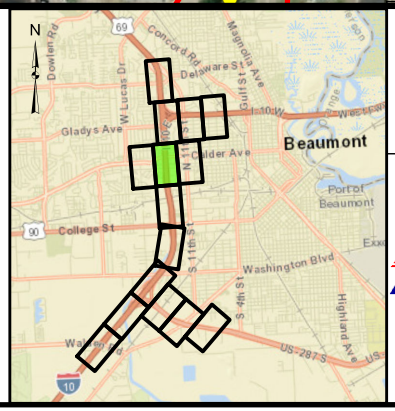
DATE:
January 2020

Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\EA_MXDs\Fig5_wetlands.mxd



- Data Points
- Culvert
- Stream
- Project Area



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

Wetlands and Waters Map

Jefferson County, Texas

Texas Department of Transportation

N

0 210 420 Feet

APPENDIX F:
FIGURE 5
SHEET 10

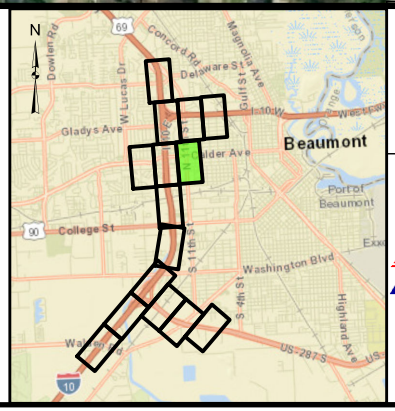
DATE:
January 2020

Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\EA_MXDs\Fig5_10_wetlands.mxd

N 13th St
DP094
Sawyer St
N 11th St
Laurel St
Liberty Ave
Broadway
Calder Ave
McFaddin Ave
North St
Hazel St
Oxford St
Laurel Ave
South St
Broadway St
N 10th St
Hazel Ave
Jaguar Dr

Data Points
Project Area



10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
Wetlands and Waters Map

Jefferson County, Texas

Texas Department of Transportation

N

0 175 350 Feet

APPENDIX F:
FIGURE 5
SHEET 11

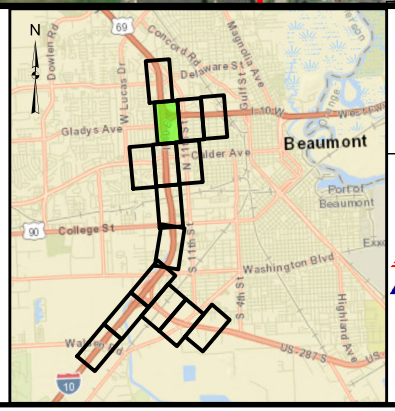
DATE:
January 2020

Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\EA_MXDs\Fig5_wetlands.mxd

Data Points

Project Area



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

Wetlands and Waters Map

Jefferson County, Texas

Texas Department of Transportation

N

0 175 350 Feet

APPENDIX F:
FIGURE 5
SHEET 12

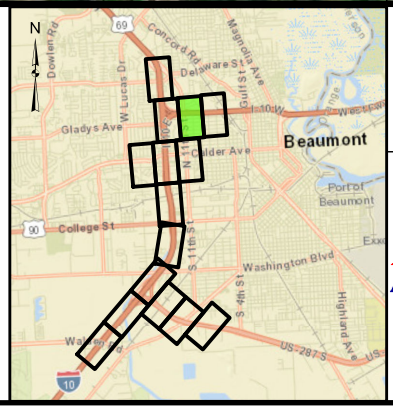
DATE:
January 2020

Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\EA_MXDs\Fig5_12_wetlands.mxd

Data Points

Project Area



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

Wetlands and Waters Map

Jefferson County, Texas

Texas Department of Transportation

N

0 175 350 Feet

APPENDIX F:
FIGURE 5
SHEET 13

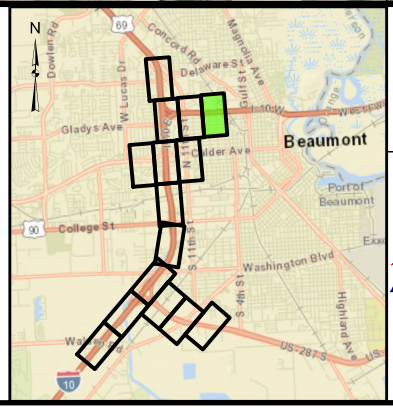
DATE:
January 2020

Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\EA_MXDs\Fig5_wetlands.mxd

Data Points

Project Area



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

Wetlands and Waters Map

Jefferson County, Texas

Texas Department of Transportation

N

0 175 350 Feet

APPENDIX F:
FIGURE 5
SHEET 14

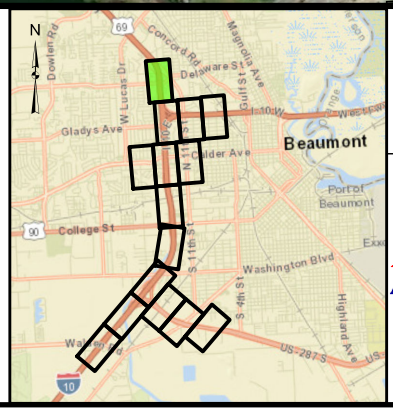
DATE:
January 2020

Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\EA_MXDs\Fig5_wetlands.mxd

Data Points

Project Area



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

Wetlands and Waters Map

Jefferson County, Texas

Texas Department of Transportation

N

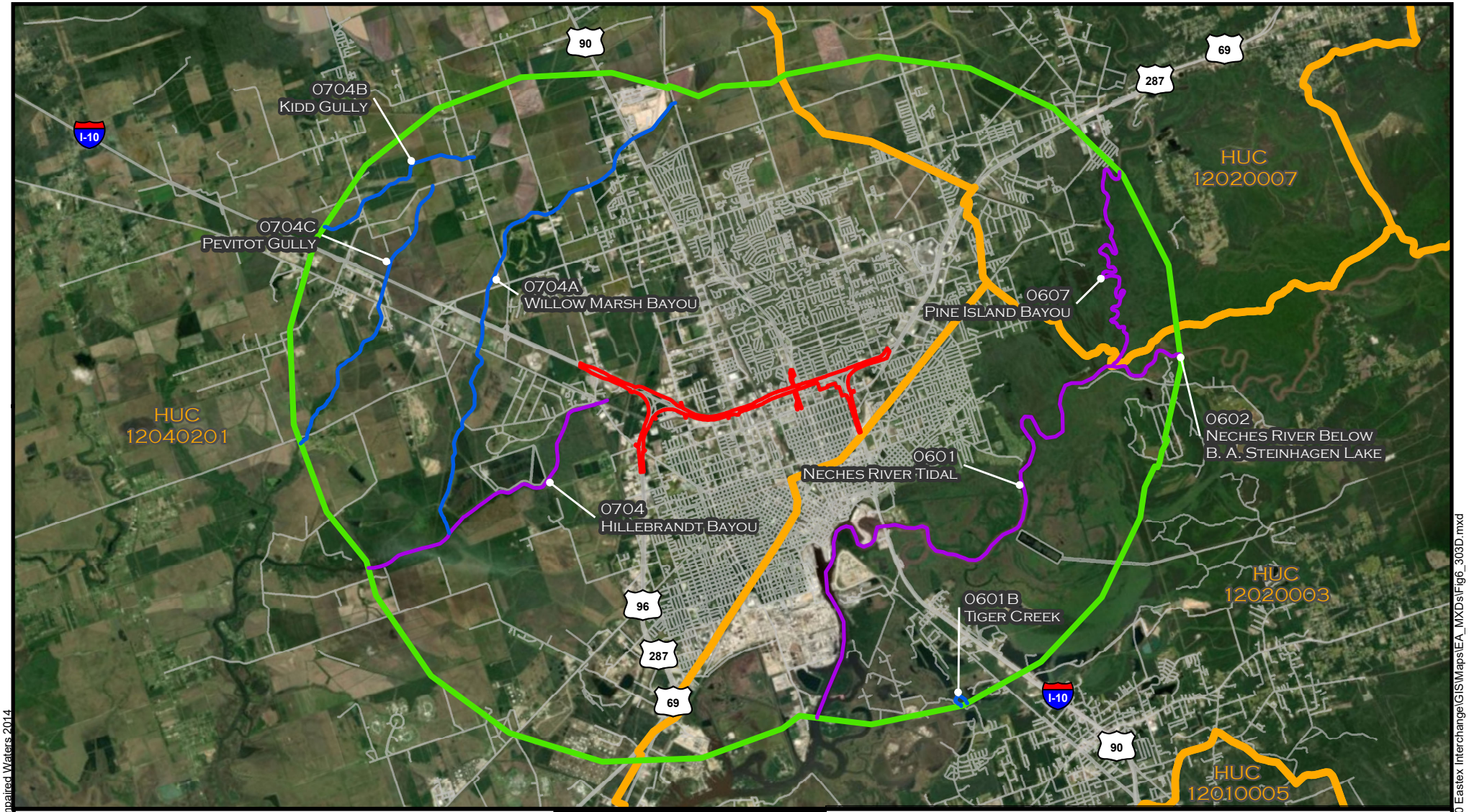
0 175 350 Feet

APPENDIX F:
FIGURE 5
SHEET 15

DATE:
January 2020

Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\EA_MXDs\Fig5_wetlands.mxd



Not Impaired Stream
Impaired Stream
8-Digit HUC
5-Mile Buffer
Project Area

10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
303(d) Map

Jefferson County, Texas

Texas Department of Transportation

N

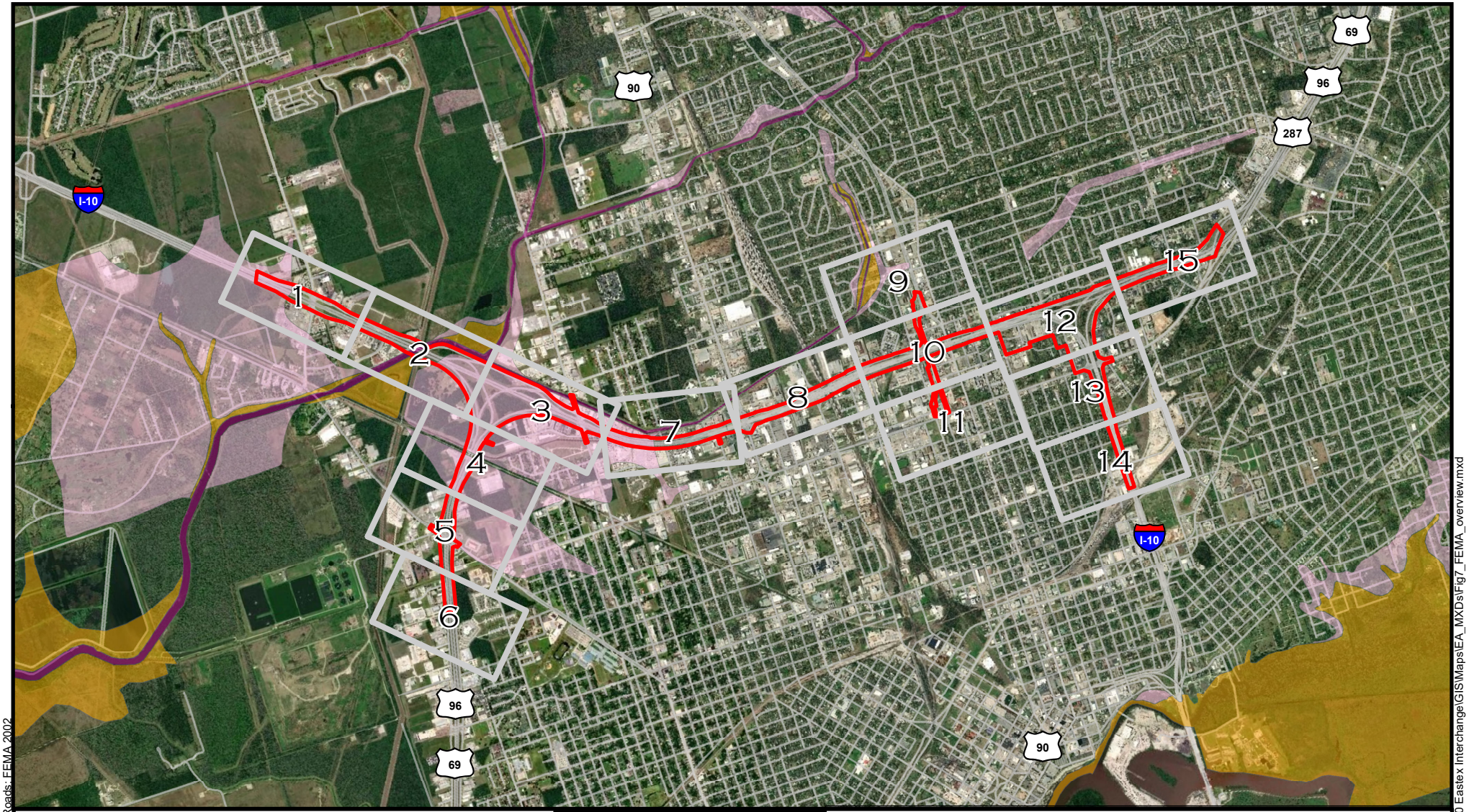
0 1 2 Miles

APPENDIX F:
FIGURE 6

DATE:
January 2020

Sources: ESRI Aerial 2017; Open Street Map; TCEQ Impaired Waters 2014

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\EA_MXDs\Fig6_303D.mxd



Project Area

Flood Zone

AE - 1% Annual Chance Flood Hazard

X - 0.2% Annual Chance Flood Hazard

Floodway

10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

FEMA Overview Map

Jefferson County, Texas

Texas Department of Transportation

N

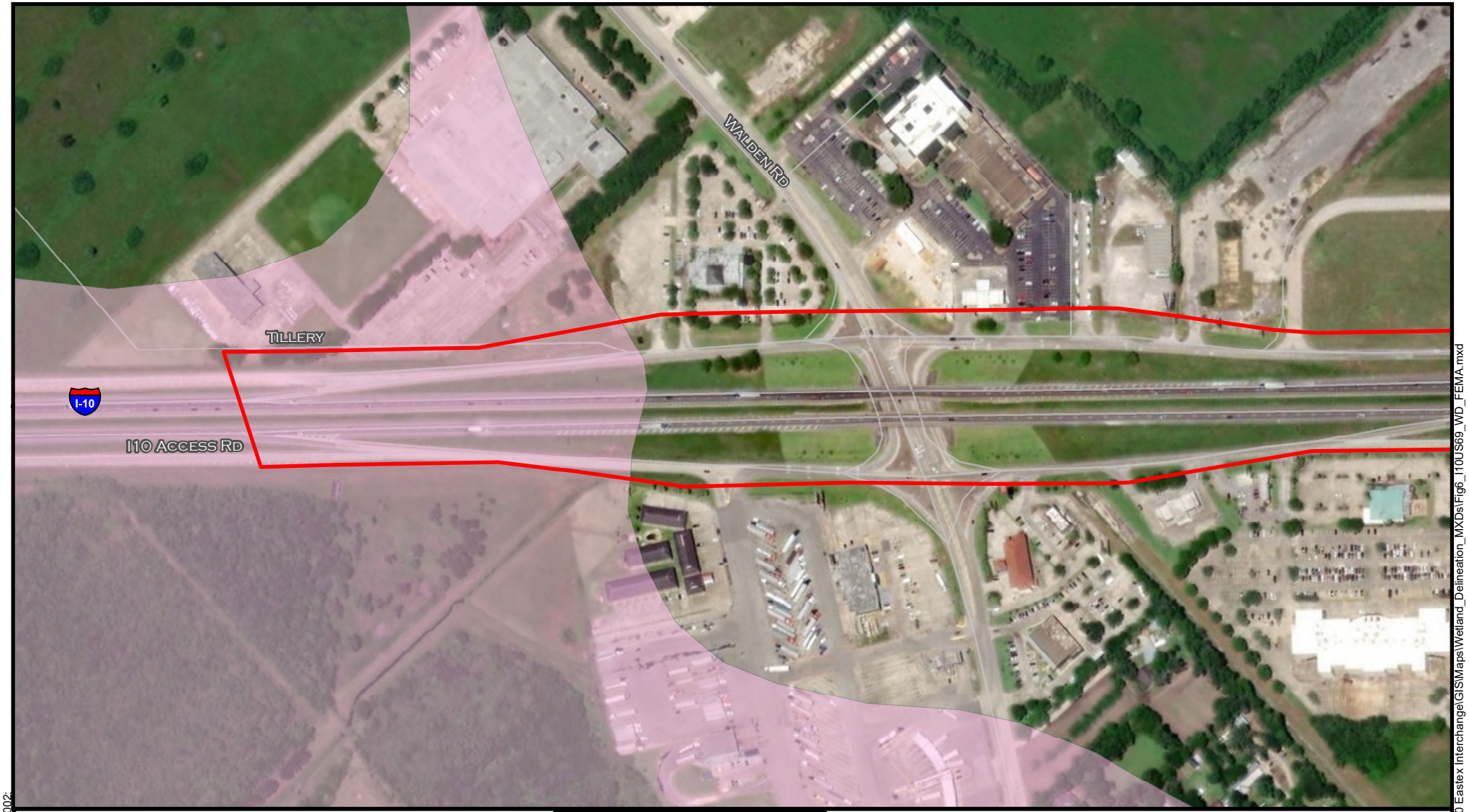
0 2,000 4,000 Feet

APPENDIX F:
FIGURE 7

DATE:
January 2020

Sources: ESRI Aerial 2017; Open Street Map; TIGER Roads; FEMA 2002

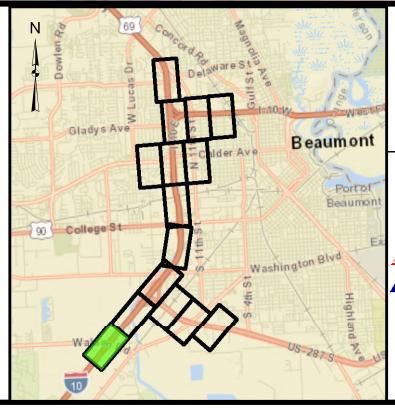
Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\EA_MXDs\Fig7_FEMA_overview.mxd



Project Area

Flood Zone

X - 0.2% Annual Chance Flood Hazard



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

FEMA Floodplain Map

Jefferson County, Texas

Texas Department of Transportation

N

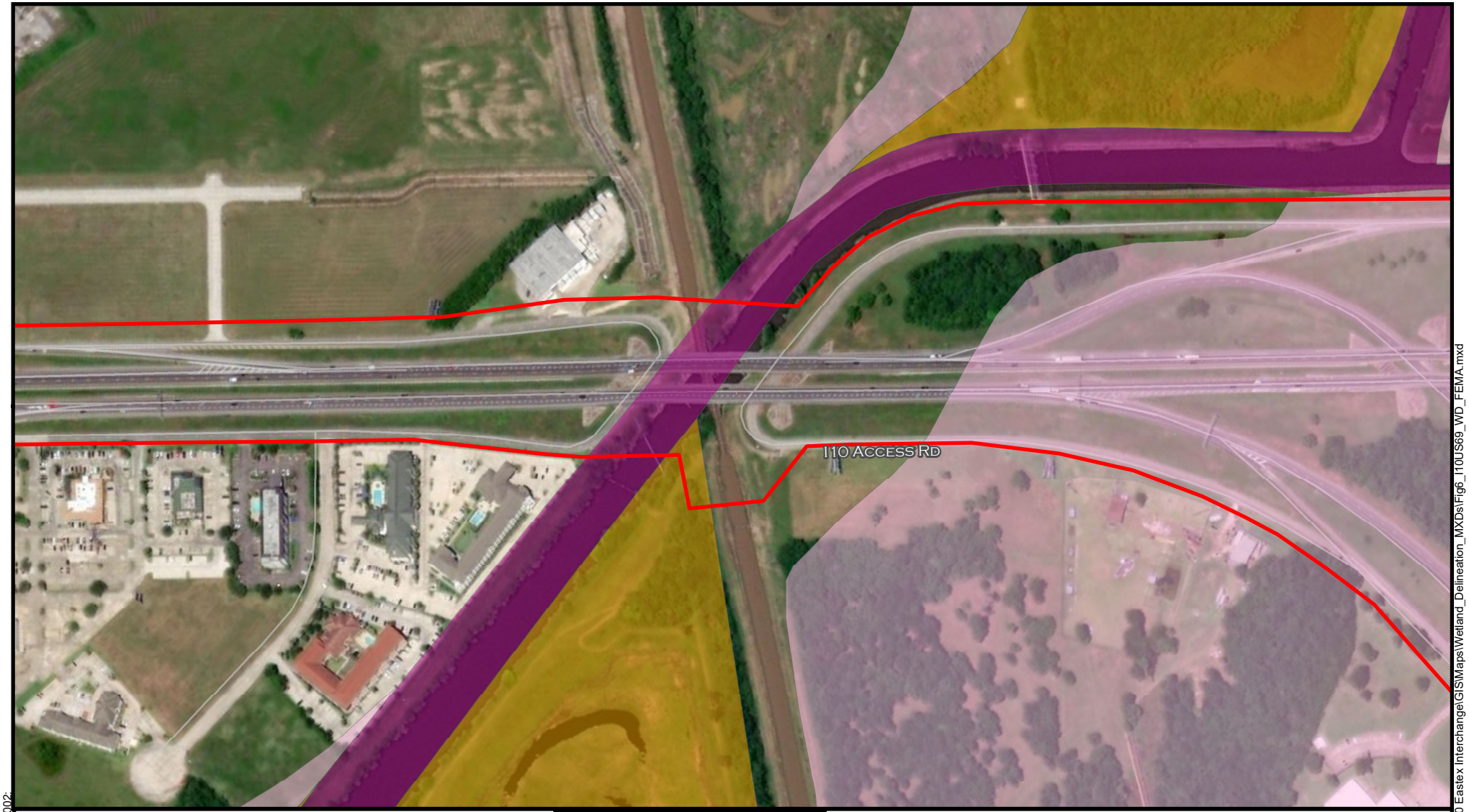
0 170 340 Feet

Appendix F:
Figure 7
Sheet 1

Date:
January 2020

Sources: ESRI Aerial 2017, World Street Map, FEMA 2002;

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Wetland_Delineation_MXDs\Fig6_I10US69_WD_FEMA.mxd



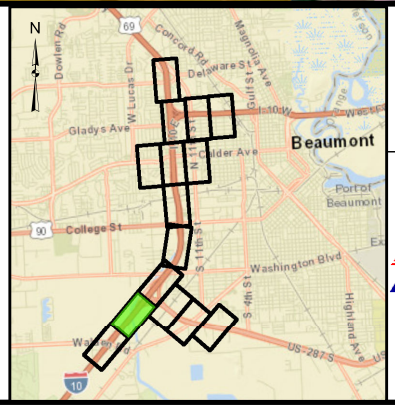
Project Area

Flood Zone

AE - 1% Annual Chance Flood Hazard

X - 0.2% Annual Chance Flood Hazard

Floodway



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

FEMA Floodplain Map

Jefferson County, Texas

Texas Department of Transportation

N

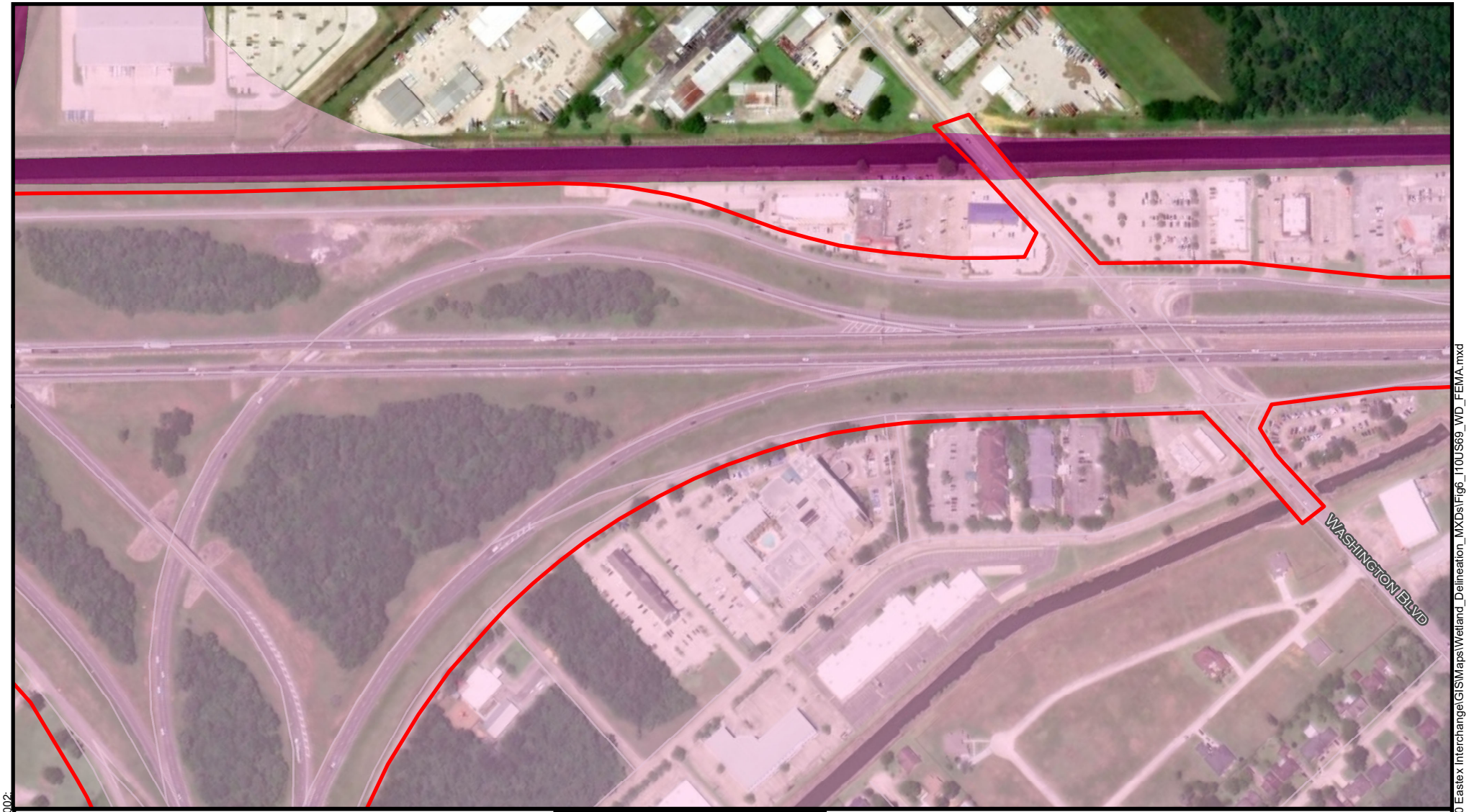
0 170 340 Feet

Appendix F:
Figure 7
Sheet 2

Date:
January 2020

Sources: ESRI Aerial 2017, World Street Map, FEMA 2002;

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Wetland_Delineation_MXDs\Fig6_I10US69_WD_FEMA.mxd

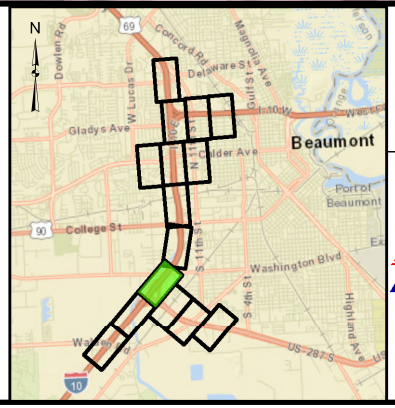


Project Area

Flood Zone

X - 0.2% Annual Chance Flood Hazard

Floodway



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

FEMA Floodplain Map

Jefferson County, Texas

Texas Department of Transportation

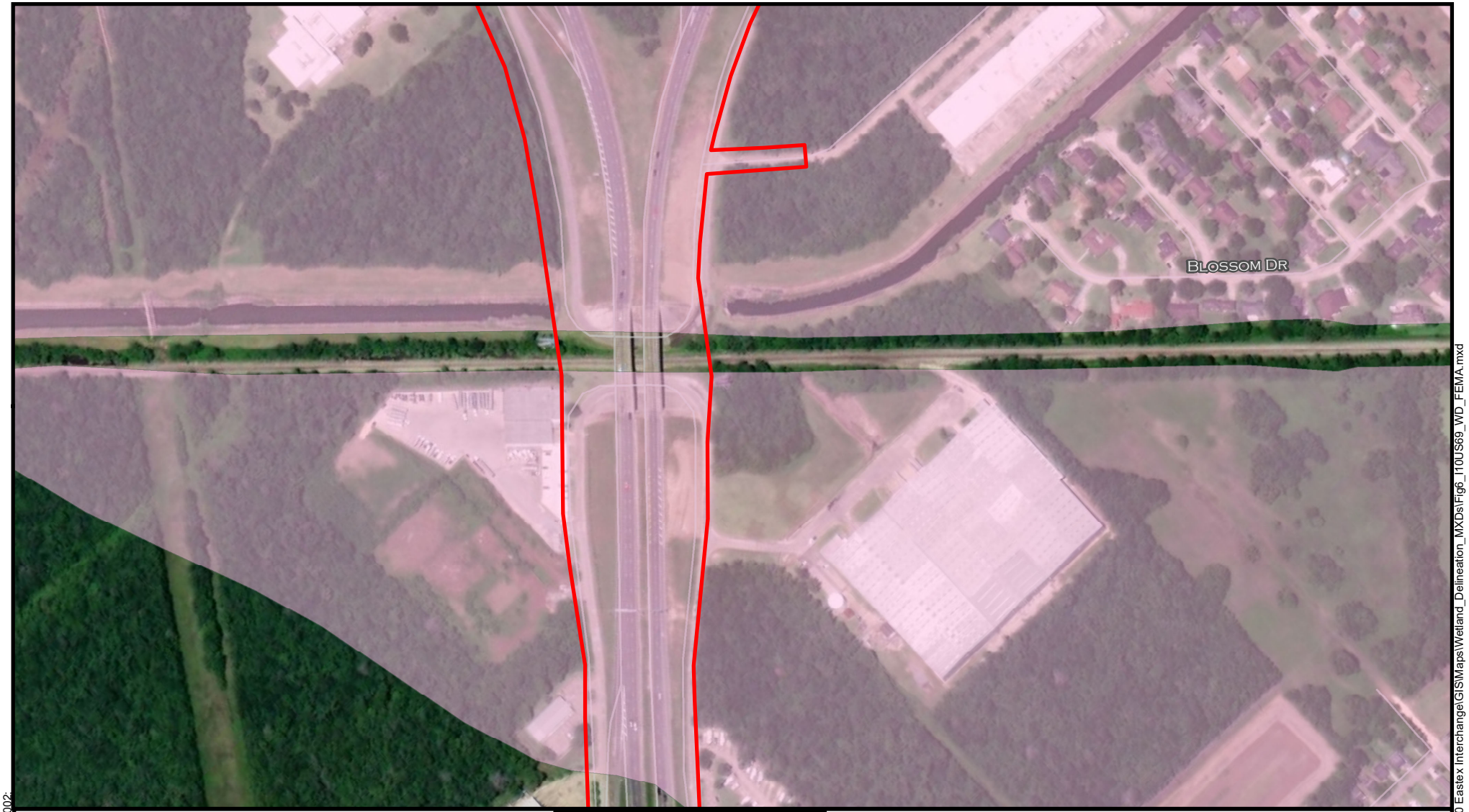
0 170 340 Feet

Appendix F:
Figure 7
Sheet 3

Date:
January 2020

Sources: ESRI Aerial 2017, World Street Map, FEMA 2002

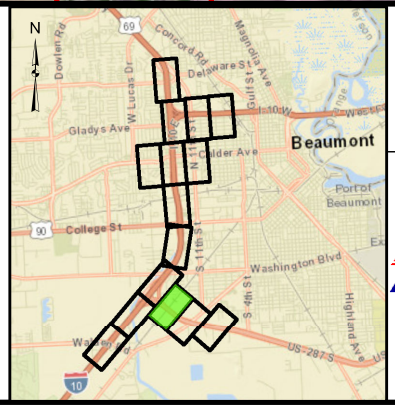
Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Wetland_Delineation_MXDs\Fig6_I10US69_WD_FEMA.mxd



Project Area

Flood Zone

X - 0.2% Annual Chance Flood Hazard



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

FEMA Floodplain Map

Jefferson County, Texas

Texas Department of Transportation

N

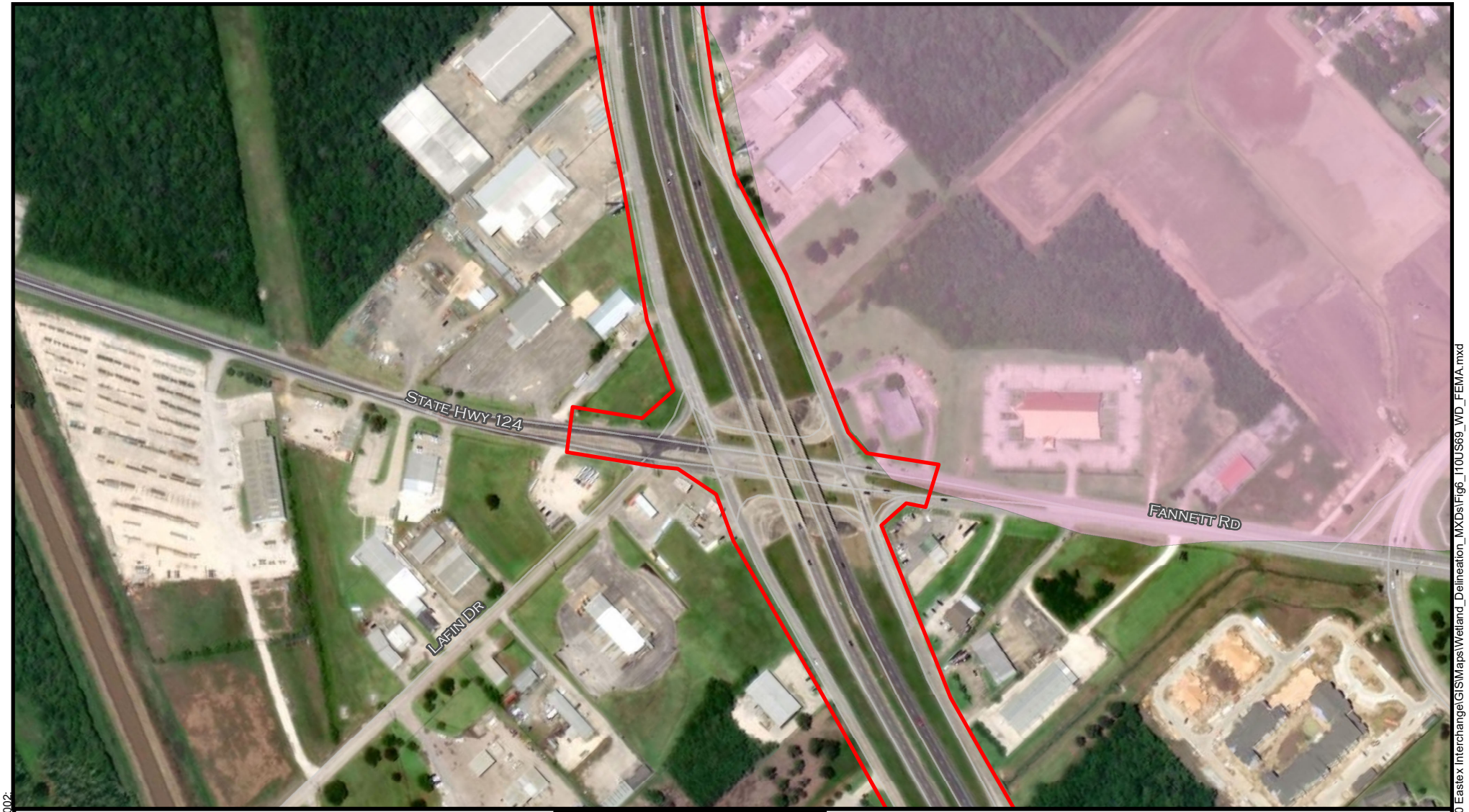
0 170 340 Feet

Appendix F:
Figure 7
Sheet 4

Date:
January 2020

Sources: ESRI Aerial 2017, World Street Map, FEMA 2002;

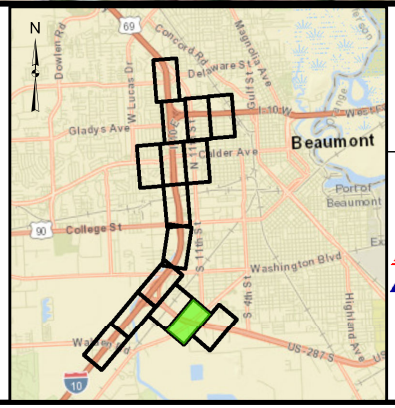
Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Wetland_Delineation_MXDs\Fig6_I10US69_WD_FEMA.mxd



Project Area

Flood Zone

X - 0.2% Annual Chance Flood Hazard



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

FEMA Floodplain Map

Jefferson County, Texas

Texas Department of Transportation

N

0 170 340 Feet

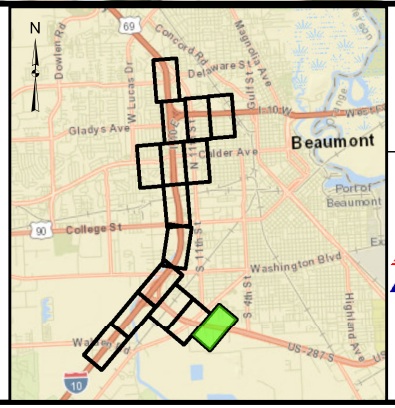
Appendix F:
Figure 7
Sheet 5

Date:
January 2020

Sources: ESRI Aerial 2017, World Street Map, FEMA 2002;

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Wetland_Delineation_MXDs\Fig6_I10US69_WD_FEMA.mxd

Project Area



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

FEMA Floodplain Map

Jefferson County, Texas

Texas Department of Transportation

N

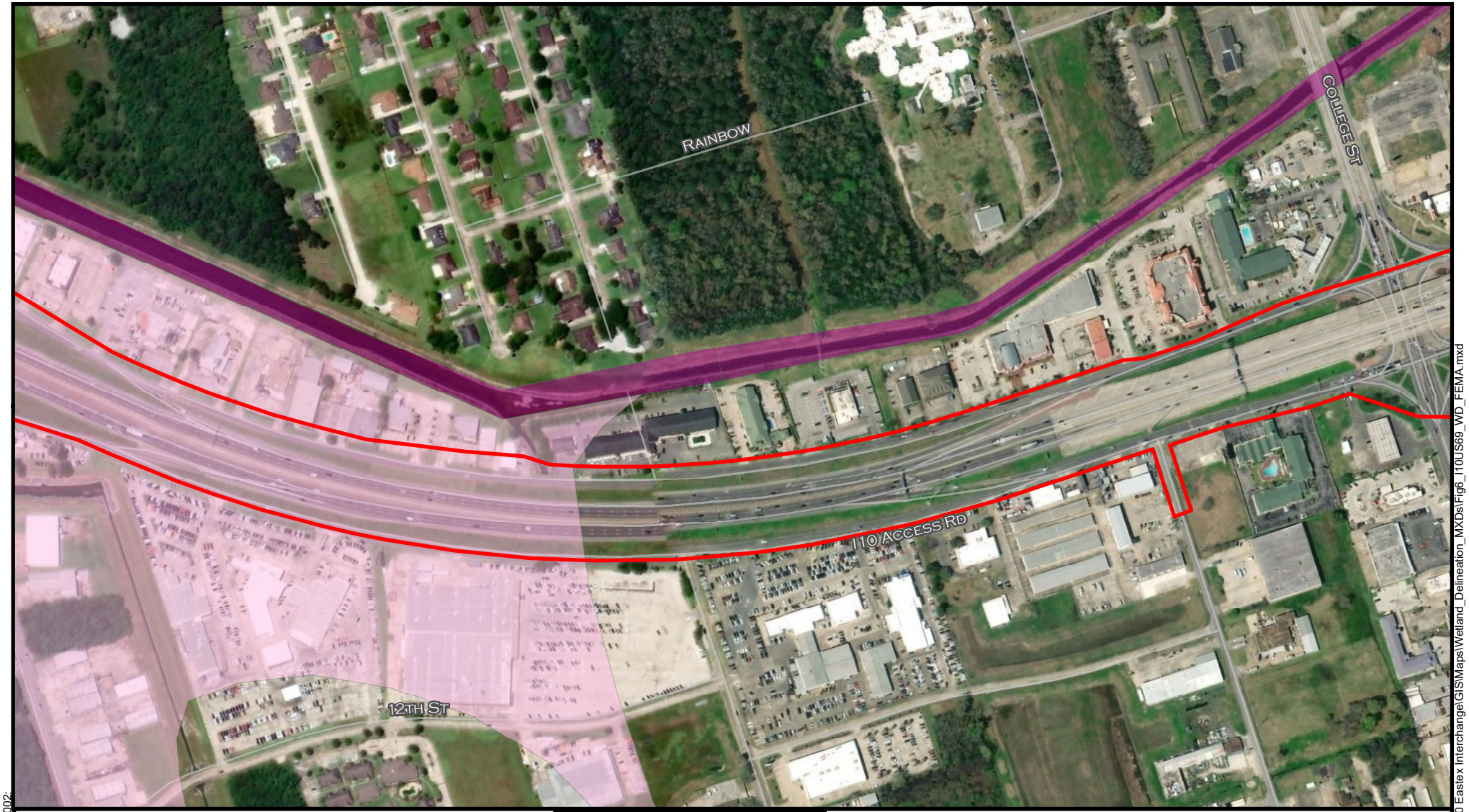
0 170 340 Feet

Appendix F:
Figure 7
Sheet 6

Date:
January 2020

Sources: ESRI Aerial 2017, World Street Map, FEMA 2002;

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Wetland_Delineation_MXDs\Fig6_I10US69_WD_FEMA.mxd

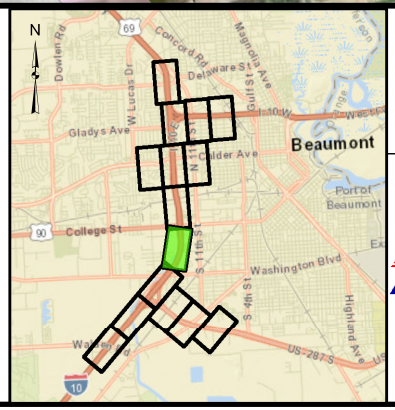


Project Area

Flood Zone

X - 0.2% Annual Chance Flood Hazard

Floodway



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

FEMA Floodplain Map

Jefferson County, Texas

Texas Department of Transportation

N

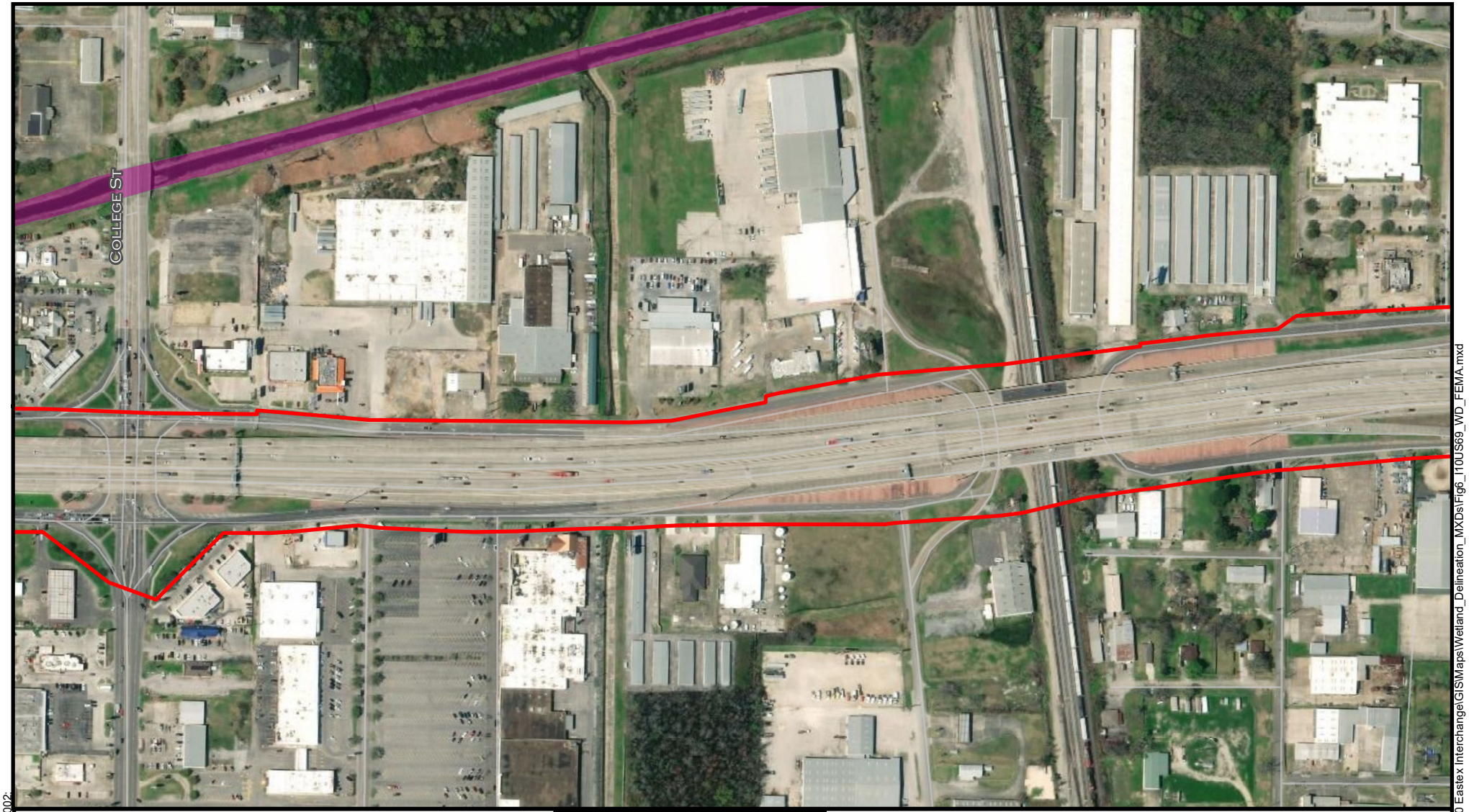
0 200 400 Feet

Appendix F:
Figure 7
Sheet 7

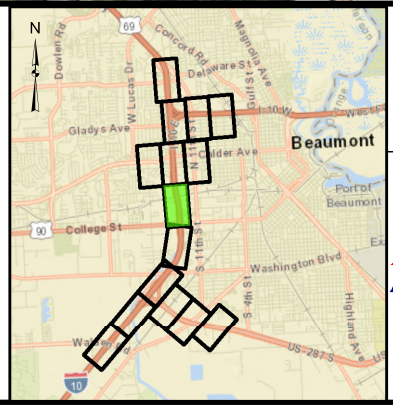
Date:
January 2020

Sources: ESRI Aerial 2017, World Street Map, FEMA 2002;

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Wetland_Delineation_MXDs\Fig6_I10US69_WD_FEMA.mxd



Project Area
Flood Zone
Floodway



10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
FEMA Floodplain Map

Jefferson County, Texas

Texas Department of Transportation

N

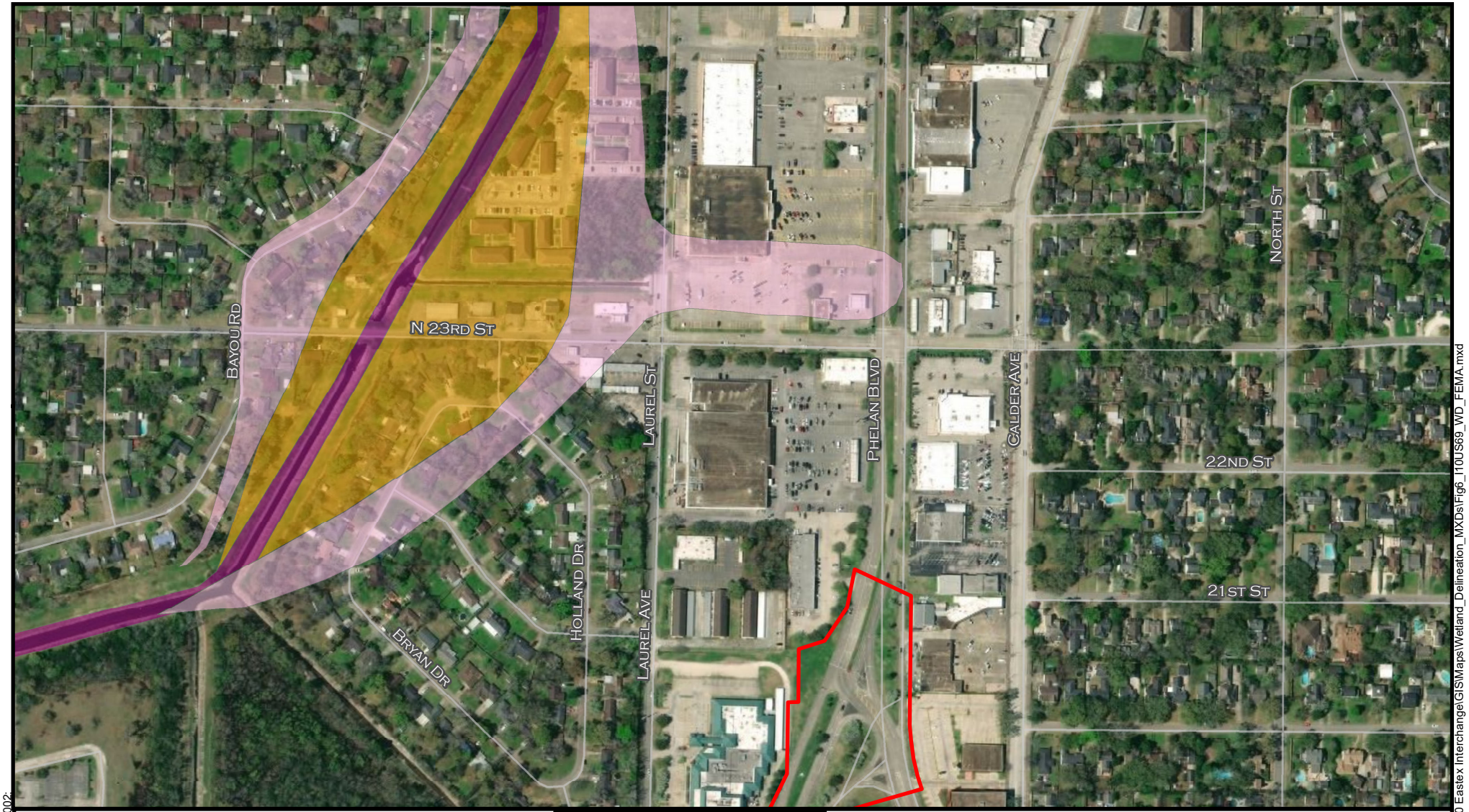
0 175 350 Feet

Appendix F:
Figure 7
Sheet 8

Date:
January 2020

Sources: ESRI Aerial 2017, World Street Map, FEMA 2002;

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Wetland_Delineation_MXDs\Fig6_I10US69_WD_FEMA.mxd



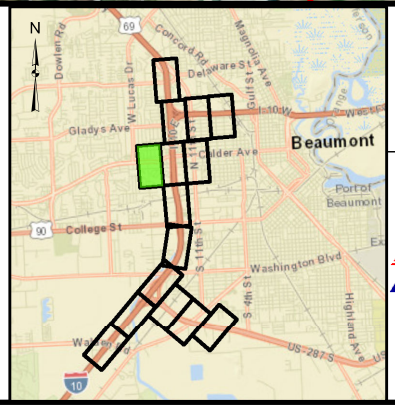
Project Area

Flood Zone

AE - 1% Annual Chance Flood Hazard

X - 0.2% Annual Chance Flood Hazard

Floodway



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

FEMA Floodplain Map

Jefferson County, Texas

Texas Department of Transportation

N

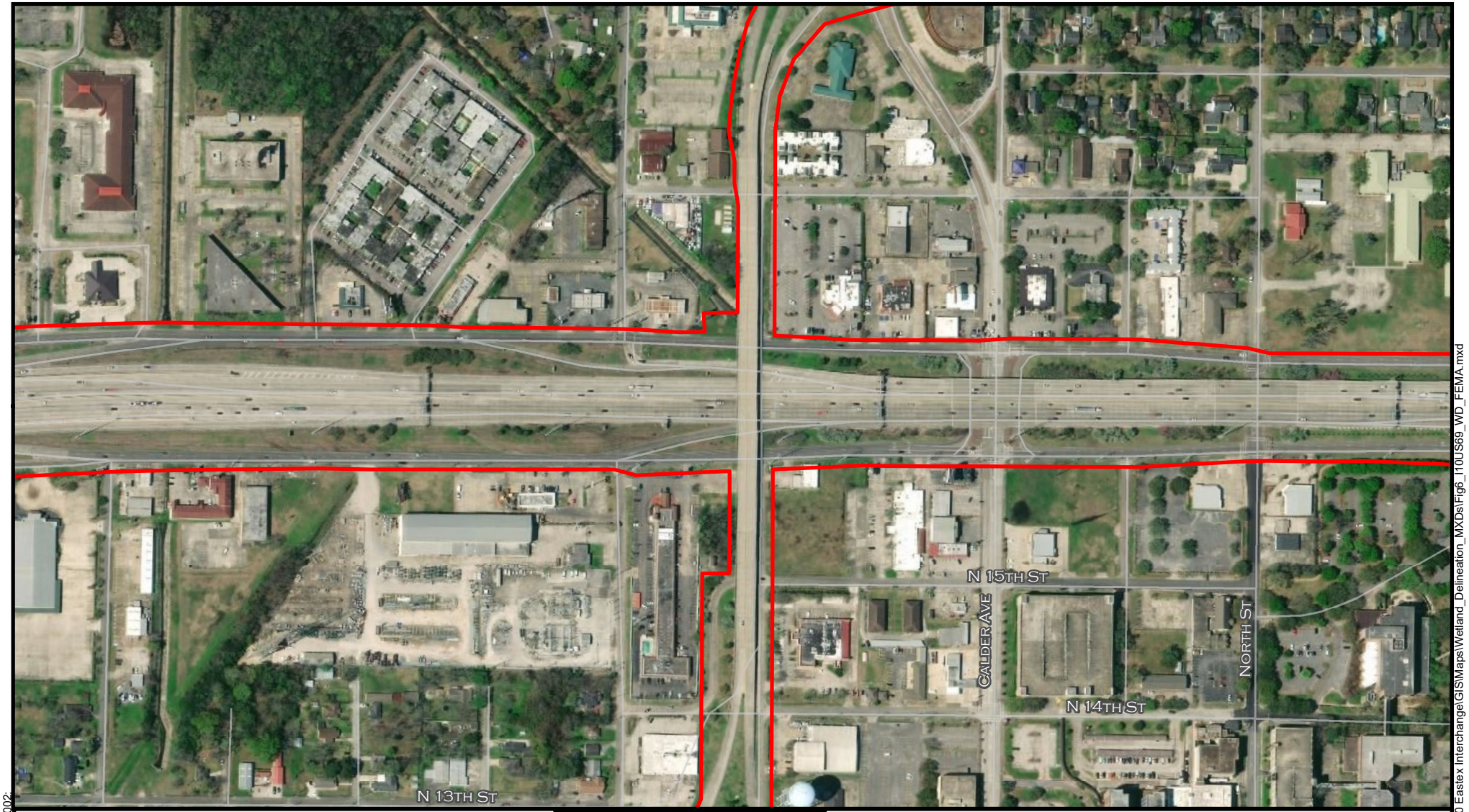
0 175 350 Feet

Appendix F:
Figure 7
Sheet 9

Date:
January 2020

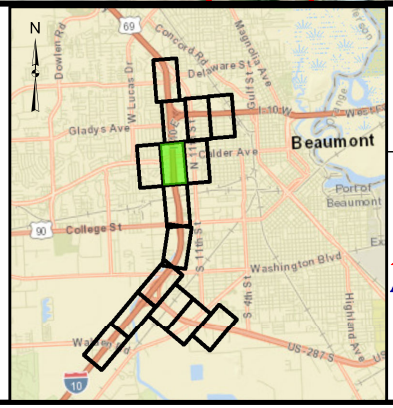
Sources: ESRI Aerial 2017, World Street Map, FEMA 2002;

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Wetland_Delineation_MXDs\Fig6_I10US69_WD_FEMA.mxd



Sources: ESRI Aerial 2017, World Street Map, FEMA 2002

PROJECT AREA



10/69 INTERCHANGES PROJECT

CSJ: 0028-13-135 & 0739-02-140

FEMA FLOODPLAIN MAP

JEFFERSON COUNTY, TEXAS

Texas Department of Transportation

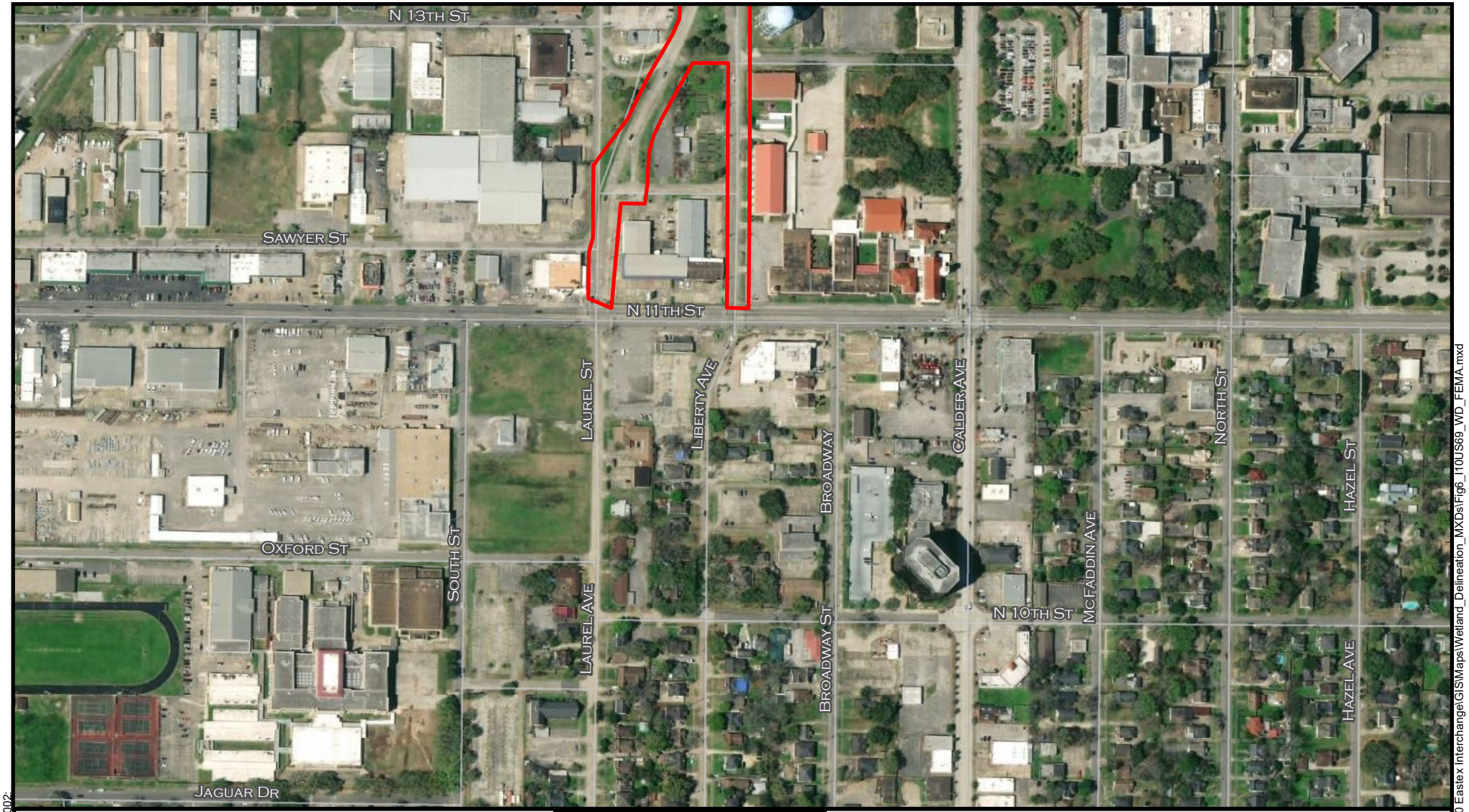
N

0 175 350 Feet

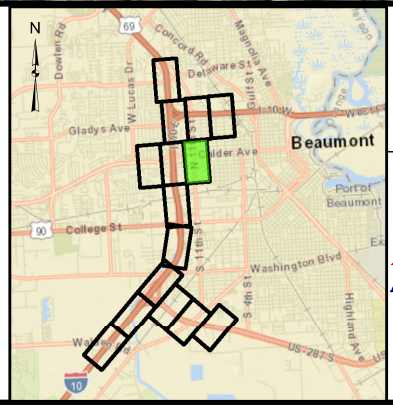
APPENDIX F:
FIGURE 7
SHEET 10

DATE:
JANUARY 2020

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Wetland_Delineation_MXDs\Fig6_I10US69_WD_FEMA.mxd



Project Area



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

FEMA Floodplain Map

Jefferson County, Texas

Texas Department of Transportation

N

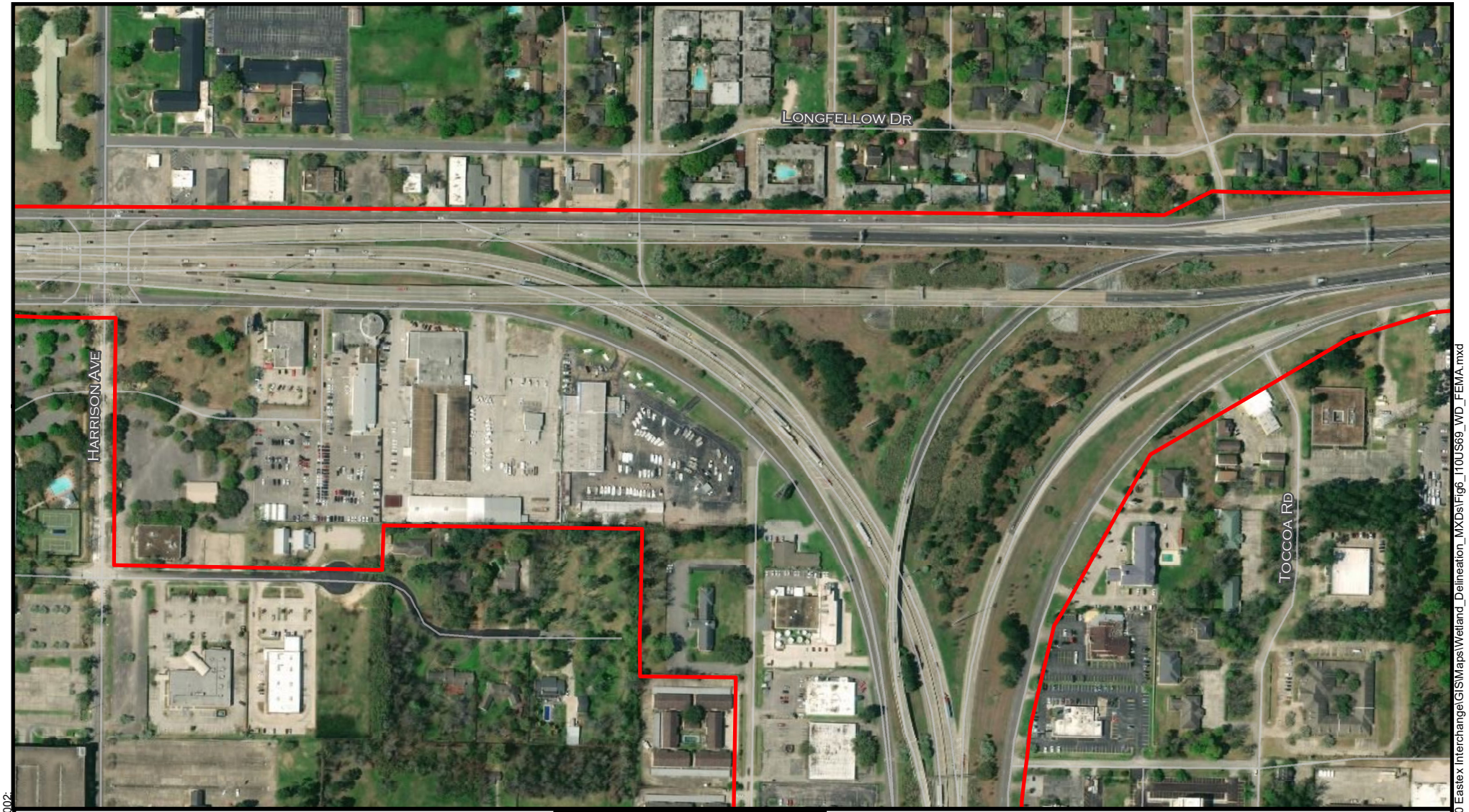
0 175 350 Feet

Appendix F:
Figure 7
Sheet 11

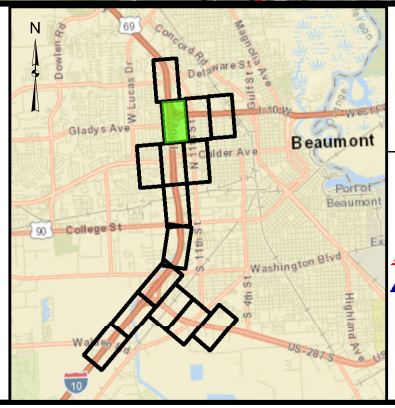
Date:
January 2020

Sources: ESRI Aerial 2017, World Street Map, FEMA 2002;

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Wetland_Delineation_MXDs\Fig6_I10US69_WD_FEMA.mxd



Project Area



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

FEMA Floodplain Map

Jefferson County, Texas

Texas Department of Transportation

N

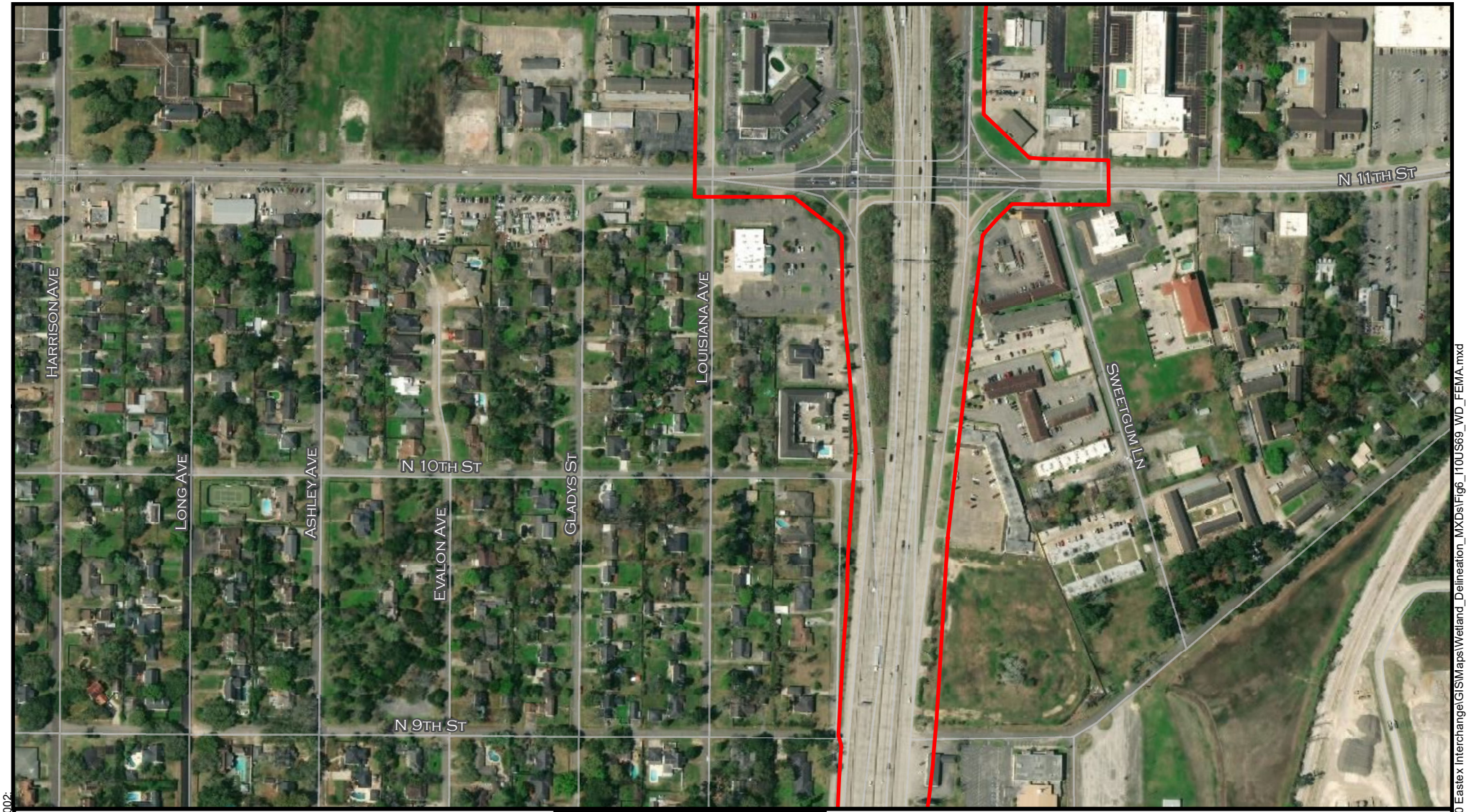
0 175 350 Feet

Appendix F:
Figure 7
Sheet 12

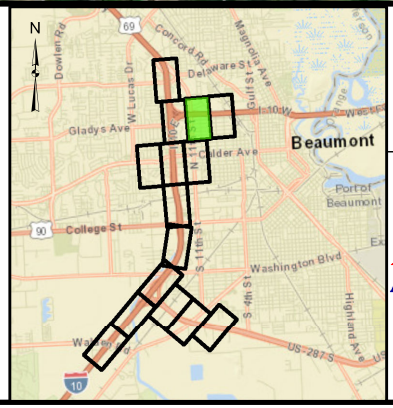
Date:
January 2020

Sources: ESRI Aerial 2017, World Street Map, FEMA 2002;

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Wetland_Delineation_MXDs\Fig6_I10US69_WD_FEMA.mxd



PROJECT AREA



10/69 INTERCHANGES PROJECT

CSJ: 0028-13-135 & 0739-02-140

FEMA FLOODPLAIN MAP

JEFFERSON COUNTY, TEXAS

Texas Department of Transportation

N

0 175 350 Feet

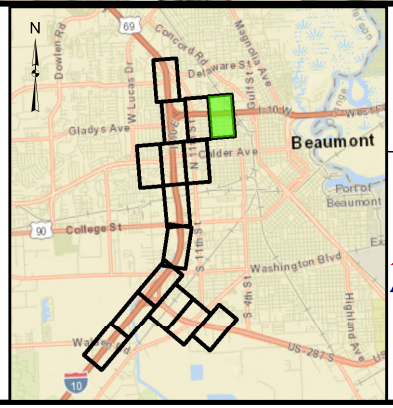
APPENDIX F:
FIGURE 7
SHEET 13

DATE:
JANUARY 2020

Sources: ESRI Aerial 2017, World Street Map, FEMA 2002;

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Wetland_Delineation_MXDs\Fig6_I10US69_WD_FEMA.mxd

Project Area



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

FEMA Floodplain Map

Jefferson County, Texas

Texas Department of Transportation

N

0 175 350 Feet

Appendix F:
Figure 7
Sheet 14

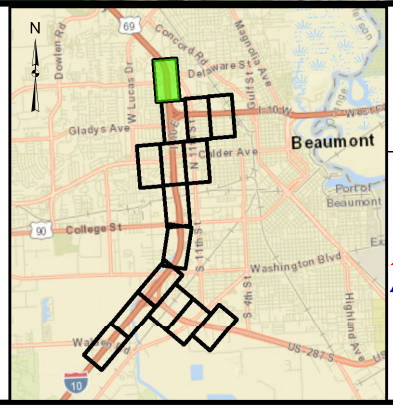
Date:
January 2020

Sources: ESRI Aerial 2017, World Street Map, FEMA 2002;

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Wetland_Delineation_MXDs\Fig6_I10US69_WD_FEMA.mxd

Sources: ESRI Aerial 2017, World Street Map, FEMA 2002;

Project Area



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

FEMA Floodplain Map

Jefferson County, Texas

Texas Department of Transportation

N

0 175 350 Feet

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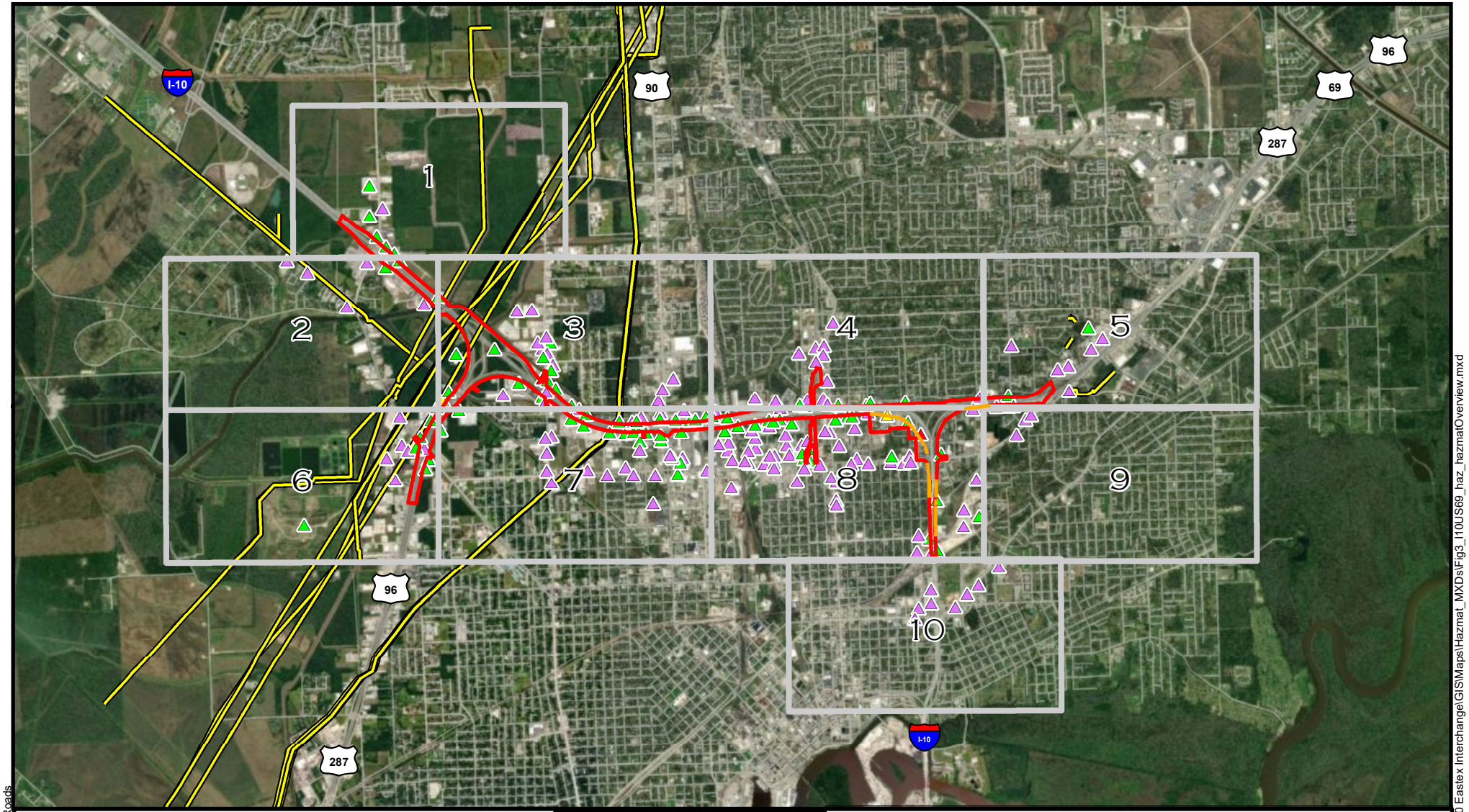
Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Wetland_Delineation_MXDs\Fig6_I10US69_WD_FEMA.mxd



- High Risk
- Low Risk
- Moderate Risk
- No Environmental Concern
- Proposed ROW
- Pipeline
- Project Area

10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
Hazmat Sites Overview

Jefferson County, Texas

Texas Department of Transportation

N

0 2,500 5,000 Feet

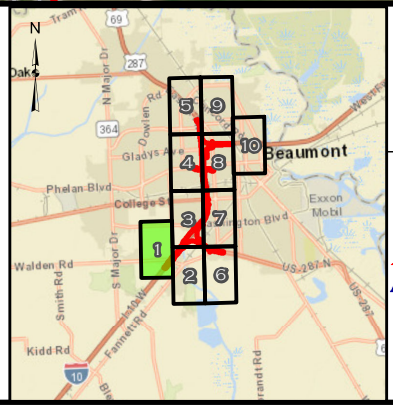
Appendix F:
Figure 8

Date:
January 2020

Sources: ESRI Aerial 2017; Open Street Map; TIGER Roads

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Hazmat_MXDs\Fig3_I10US69_haz_hazmatOverview.mxd

- Low Risk
- No Environmental Concern
- Pipeline
- Project Area



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

Hazmat Sites Map

Jefferson County, Texas

Texas Department of Transportation

N

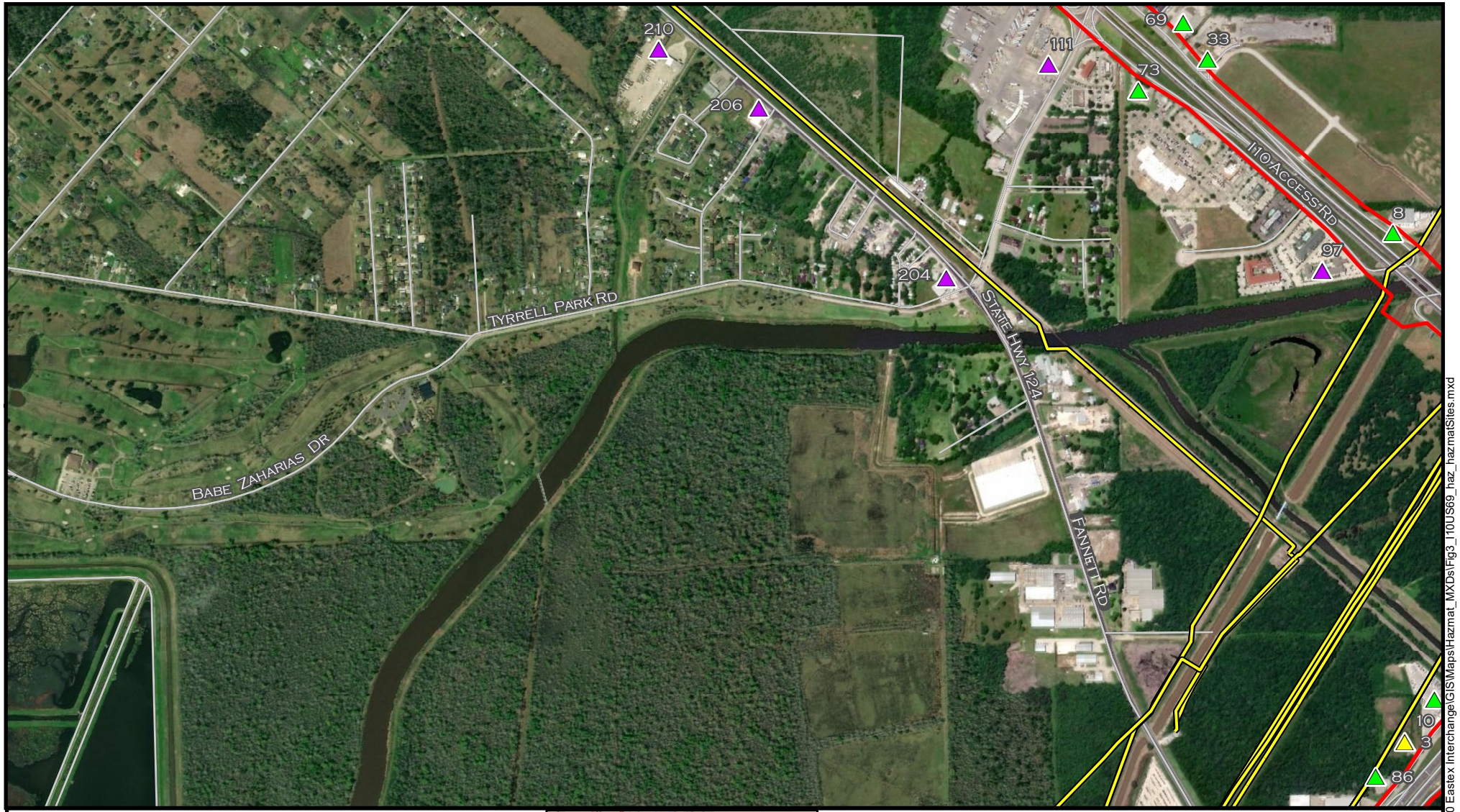
0 500 1,000 Feet

Appendix F:
Figure 8
Sheet 1

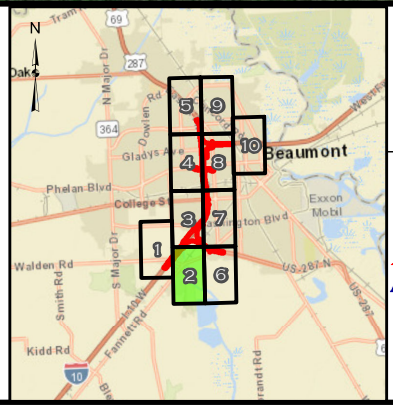
Date:
January 2020

Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Hazmat_MXDs\Fig3_I10US69_haz_hazmatSites.mxd



- Low Risk
- Moderate Risk
- No Environmental Concern
- Pipeline
- Project Area



10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
Hazmat Sites Map

Jefferson County, Texas

Texas Department of Transportation

N

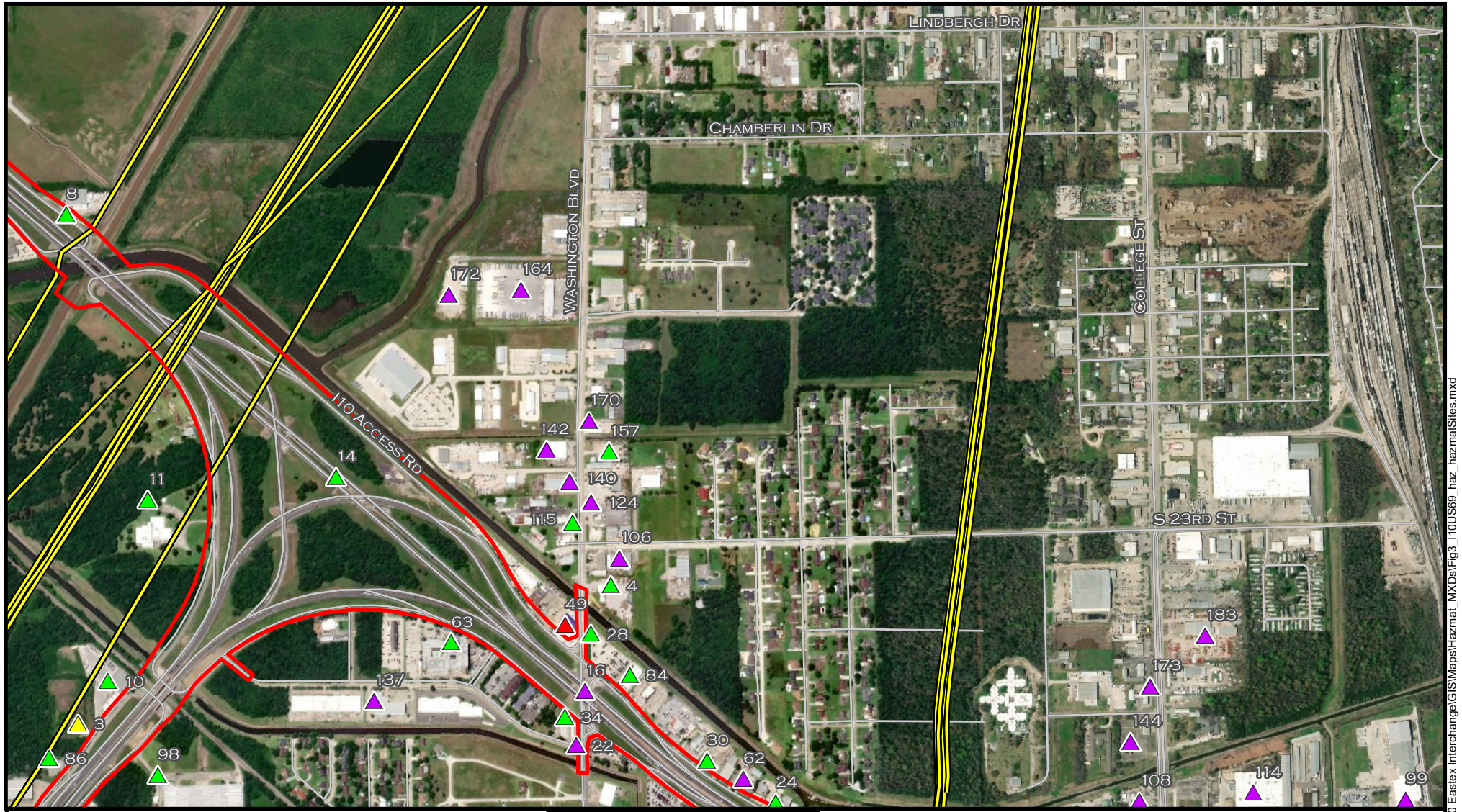
0 500 1,000 Feet

Appendix F:
Figure 8
Sheet 2

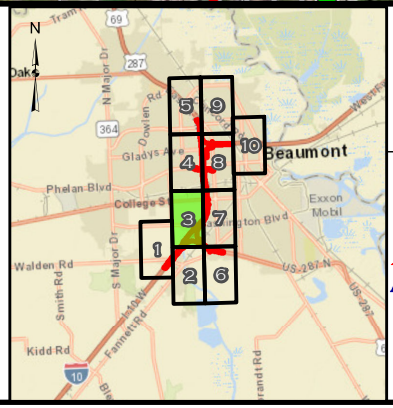
Date:
January 2020

Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Hazmat_MXDs\Fig3_I10US69_haz_hazmatSites.mxd



- High Risk
- Low Risk
- Moderate Risk
- No Environmental Concern
- Pipeline
- Project Area



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

Hazmat Sites Map

Jefferson County, Texas

Texas Department of Transportation

N

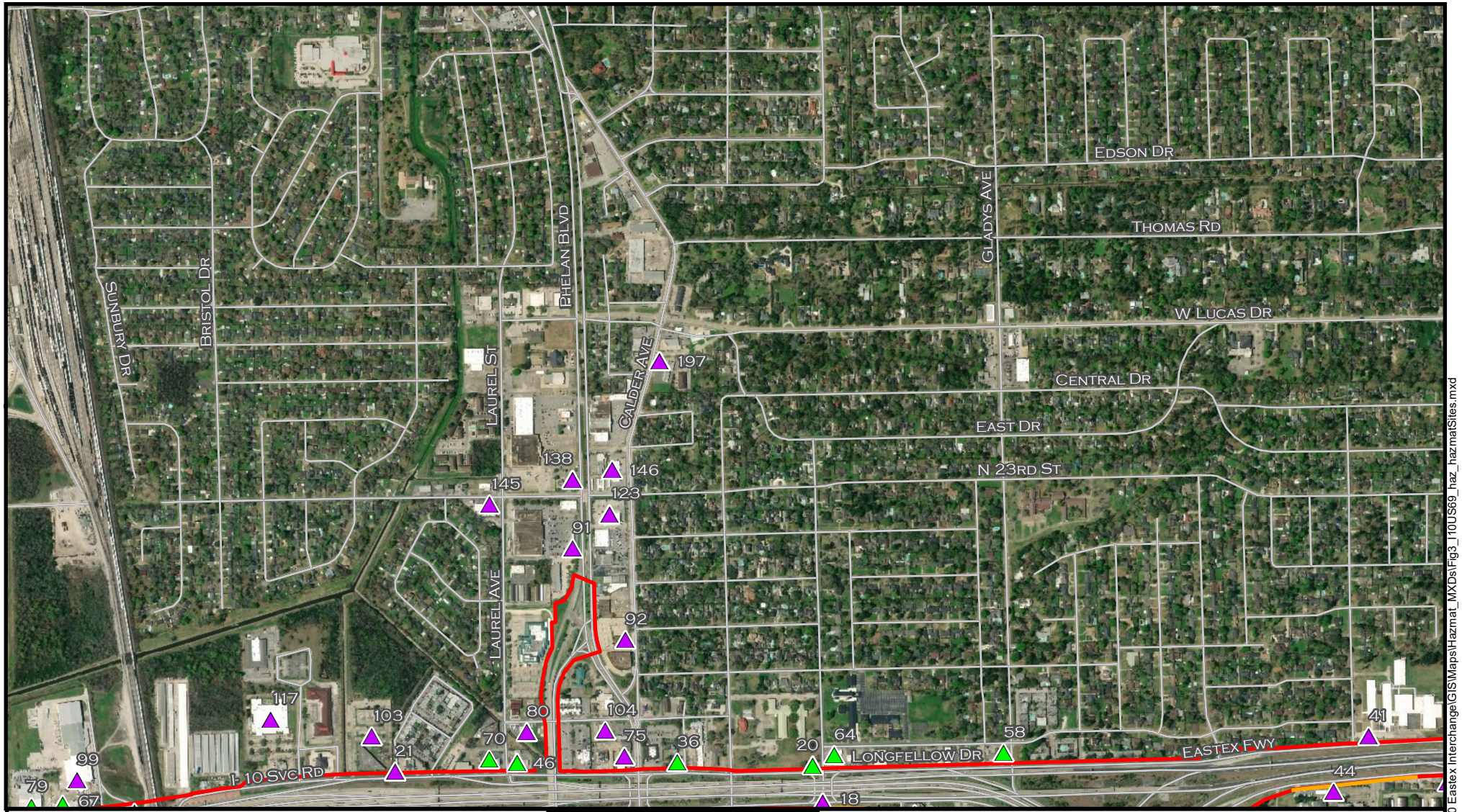
0 500 1,000 Feet

Appendix F:
Figure 8
Sheet 3

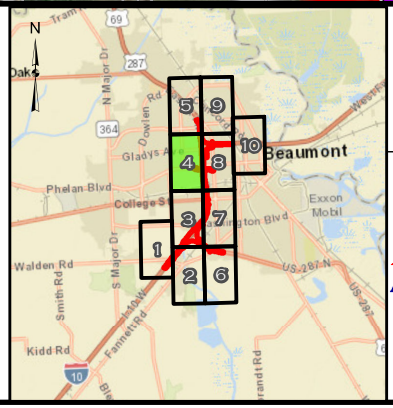
Date:
January 2020

Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Hazmat_MXDs\Fig3_I10US69_haz_hazmatSites.mxd



- Low Risk
- Moderate Risk
- No Environmental Concern
- Proposed ROW
- Project Area



10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
Hazmat Sites Map

Jefferson County, Texas

Texas Department of Transportation

N

0 500 1,000 Feet

Appendix F:
Figure 8
Sheet 4

Date:
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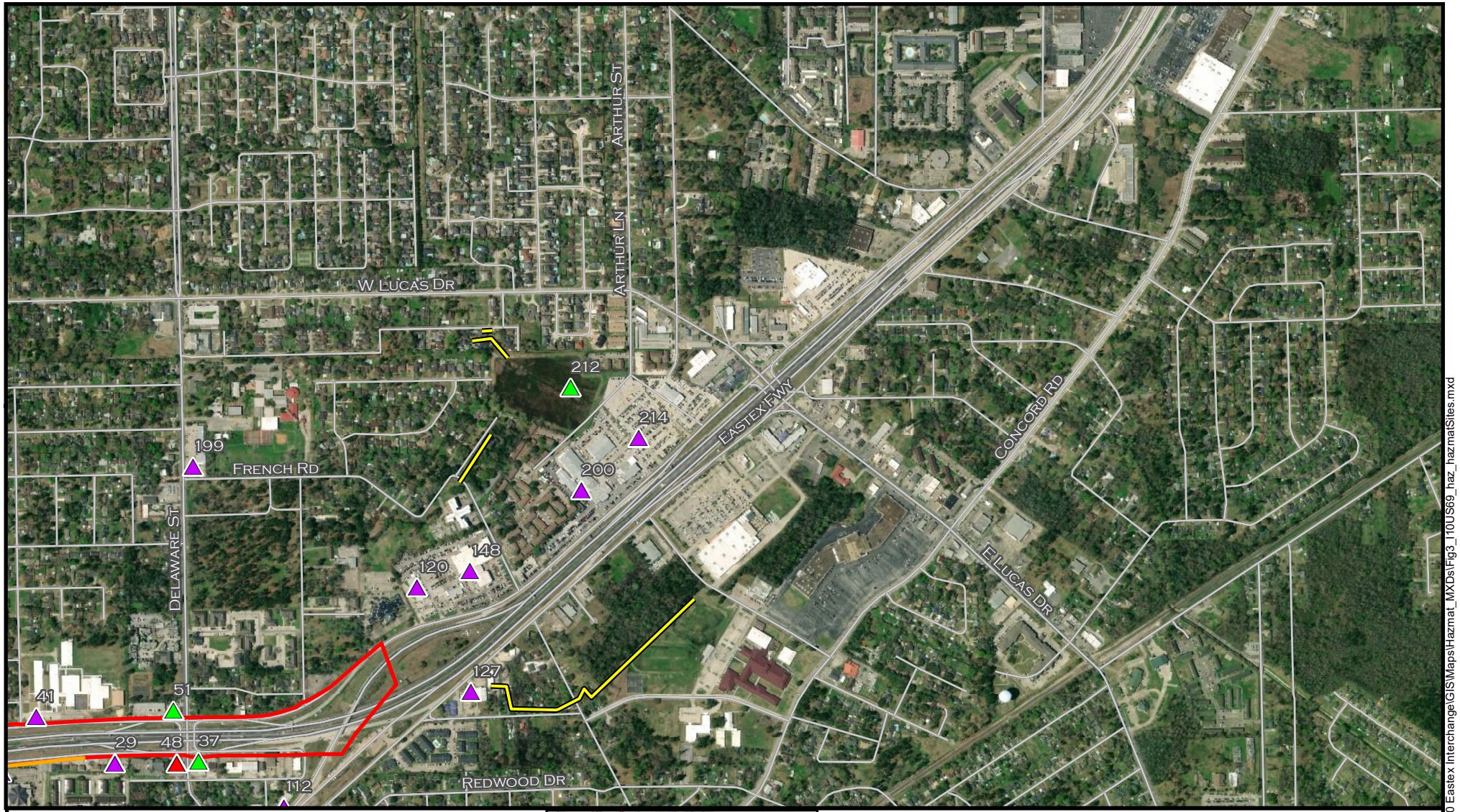
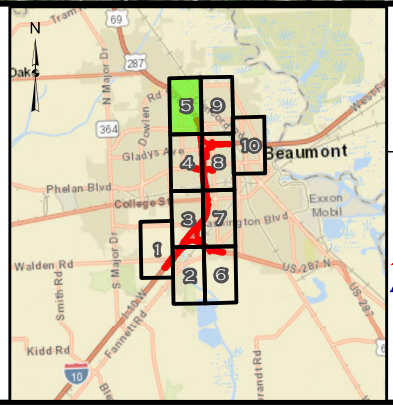
Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Hazmat_MXDs\Fig3_I10US69_haz_hazmatSites.mxd



High Risk
Low Risk
No Environmental Concern
Proposed ROW
Pipeline
Project Area



10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
Hazmat Sites Map

Jefferson County, Texas

Texas Department of Transportation

N

0 500 1,000 Feet

Appendix F:
Figure 8
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Date:
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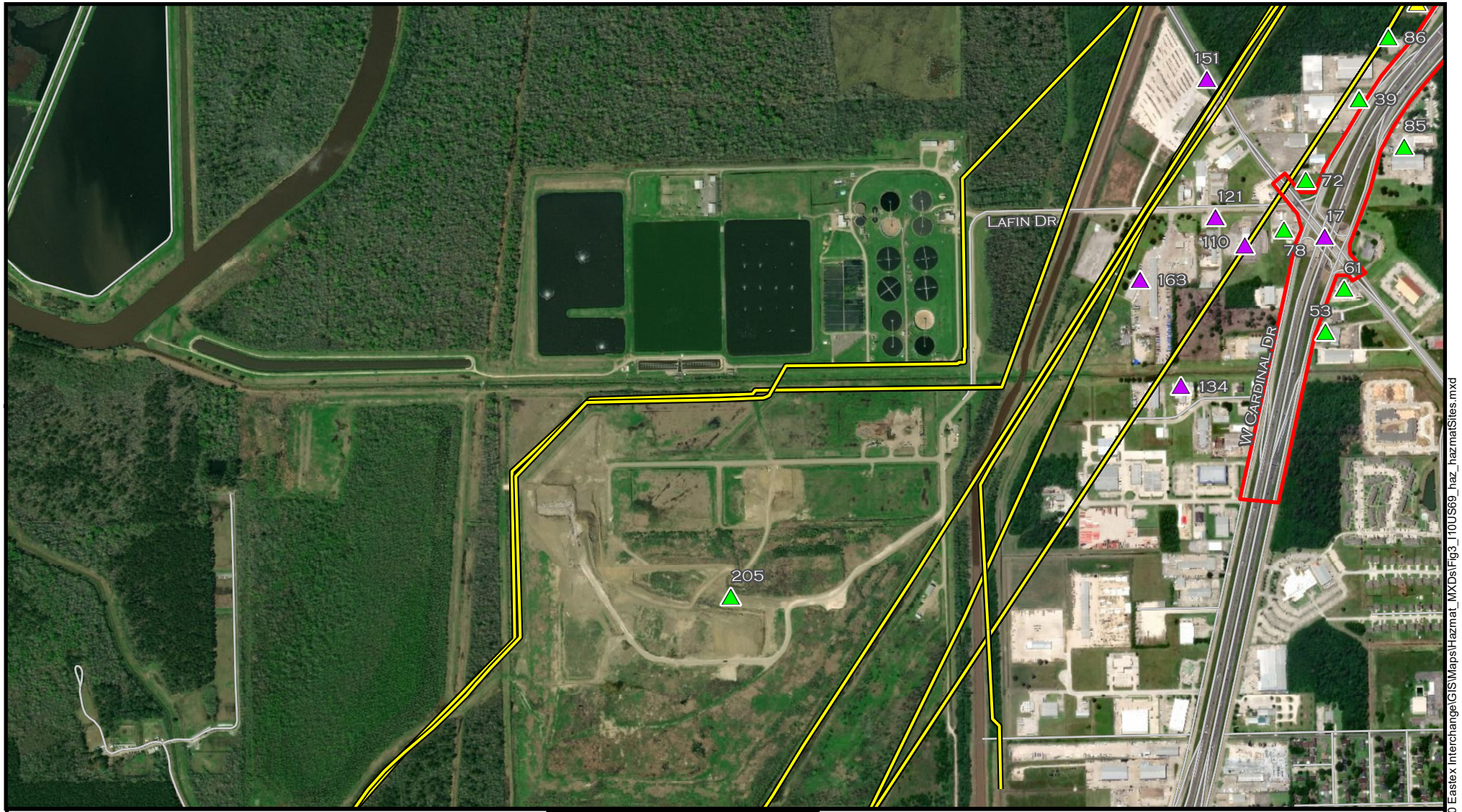
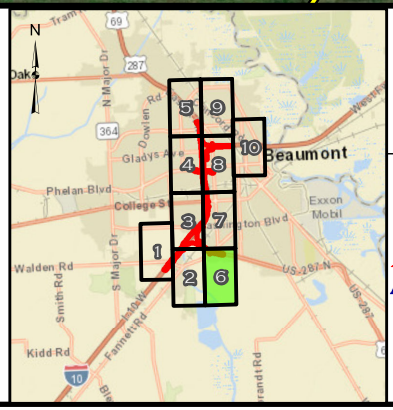
Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Hazmat_MXDs\Fig3_I10US69_haz_hazmatSites.mxd



- Low Risk
- Moderate Risk
- No Environmental Concern
- Pipeline
- Project Area



10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
Hazmat Sites Map

Jefferson County, Texas

Texas Department of Transportation

N

0 500 1,000 Feet

Appendix F:
Figure 8
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Date:
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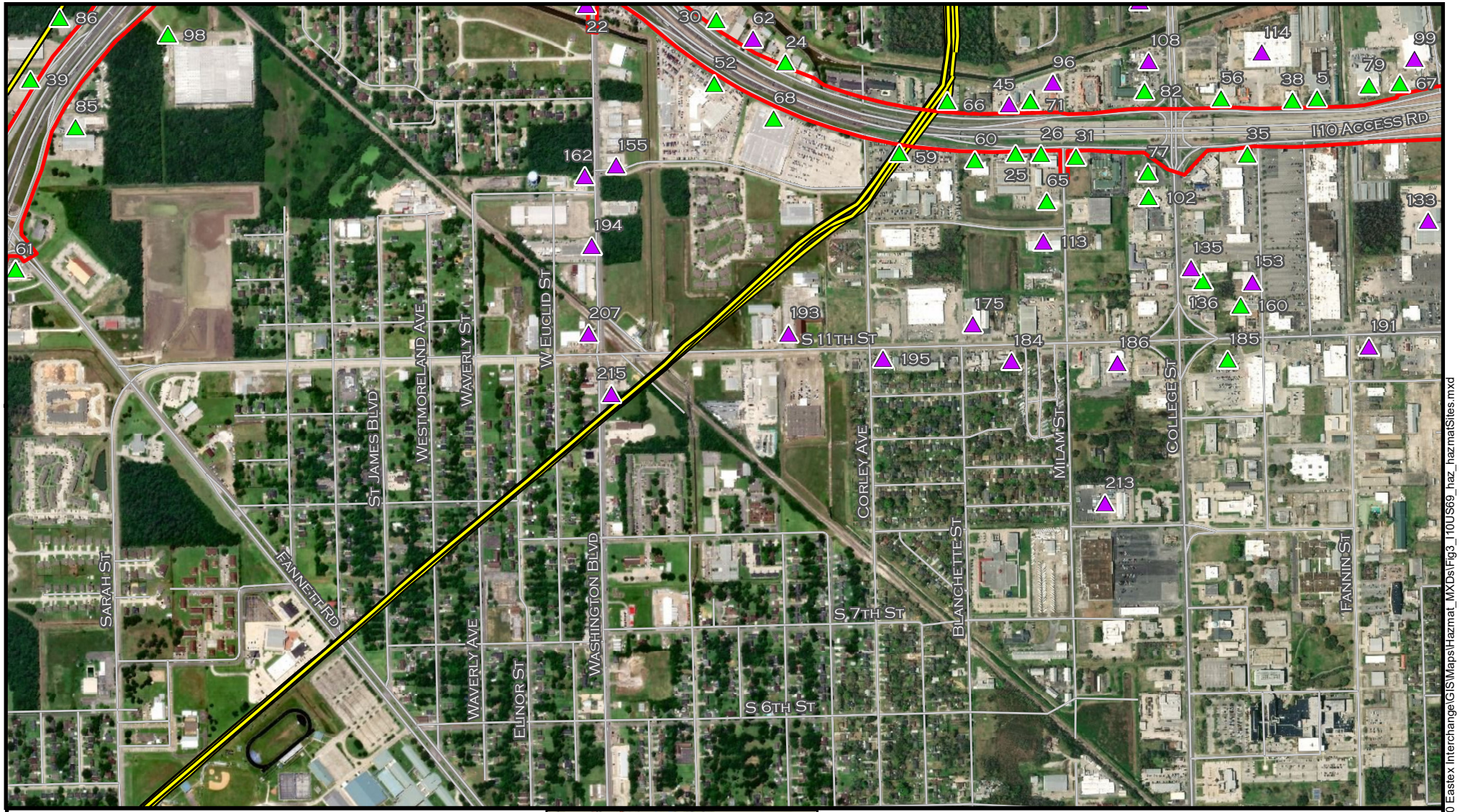
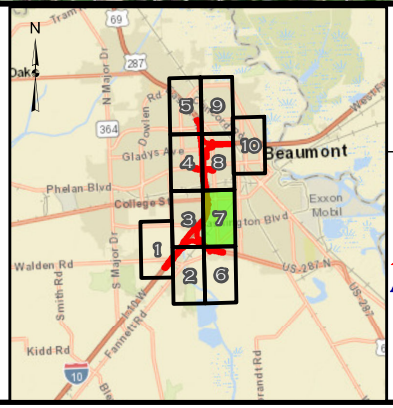
Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Hazmat_MXDs\Fig3_I10US69_haz_hazmatSites.mxd



- Low Risk
- No Environmental Concern
- Pipeline
- Project Area



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

Hazmat Sites Map

Jefferson County, Texas

Texas Department of Transportation

N

0 500 1,000 Feet

Appendix F:
Figure 8
Sheet 7

Date:
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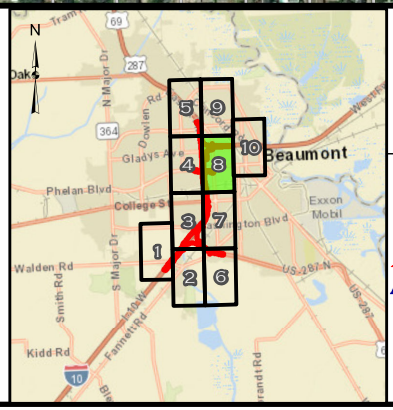
Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Hazmat_MXDs\Fig3_I10US69_haz_hazmatSites.mxd

High Risk
Low Risk
Moderate Risk
No Environmental Concern
Proposed ROW
Project Area



10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
Hazmat Sites Map

Jefferson County, Texas

Texas Department of Transportation

N

0 500 1,000 Feet

Appendix F:
Figure 8
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Date:
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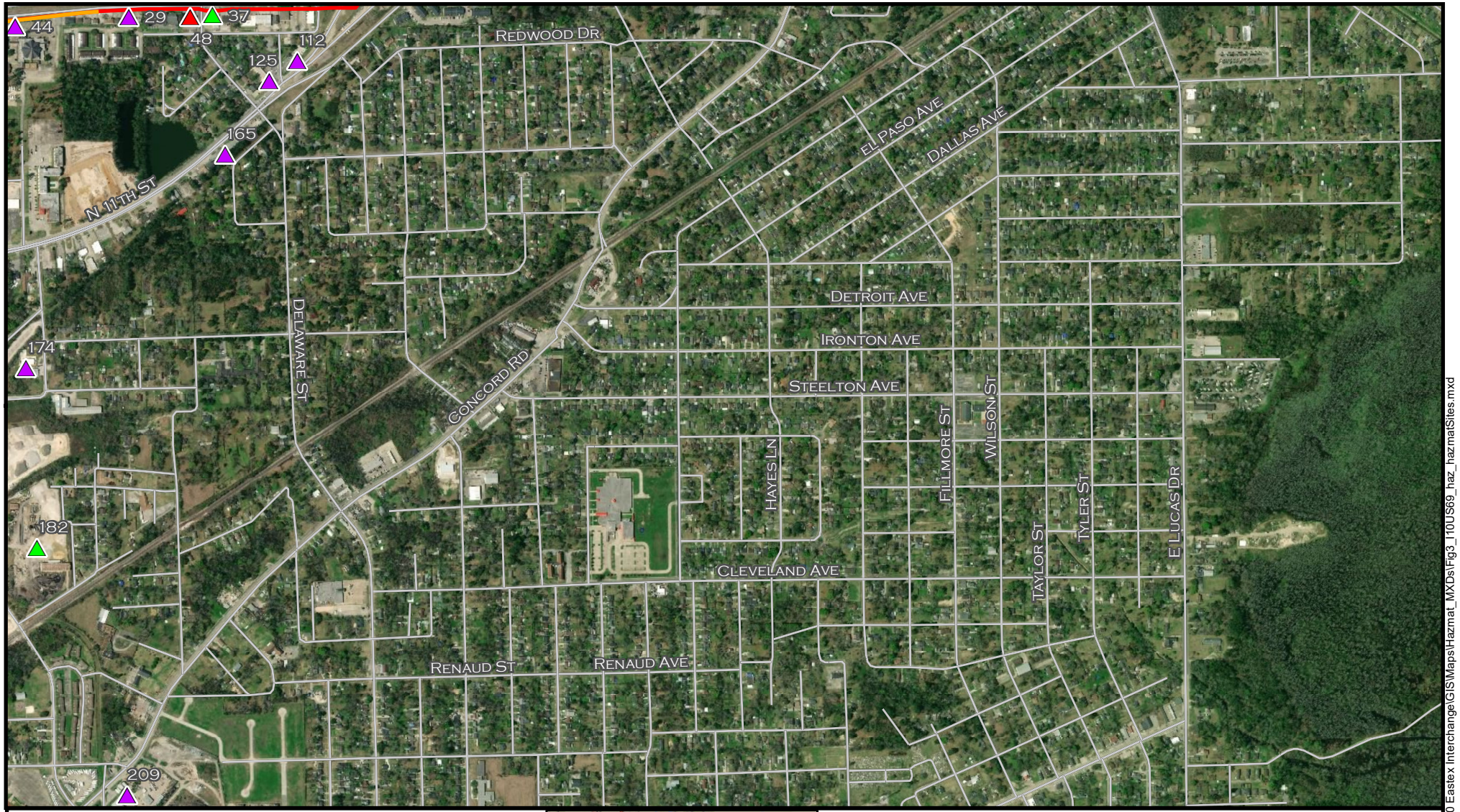
Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Hazmat_MXDs\Fig3_I10US69_haz_hazmatSites.mxd



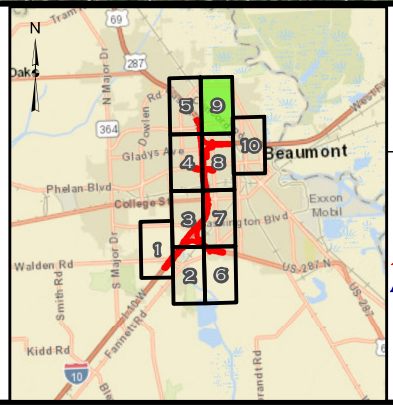
High Risk

Low Risk

No Environmental Concern

Proposed ROW

Project Area



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

Hazmat Sites Map

Jefferson County, Texas

Texas Department of Transportation

N

0 500 1,000 Feet

Appendix F:
Figure 8
Sheet 9

Date:
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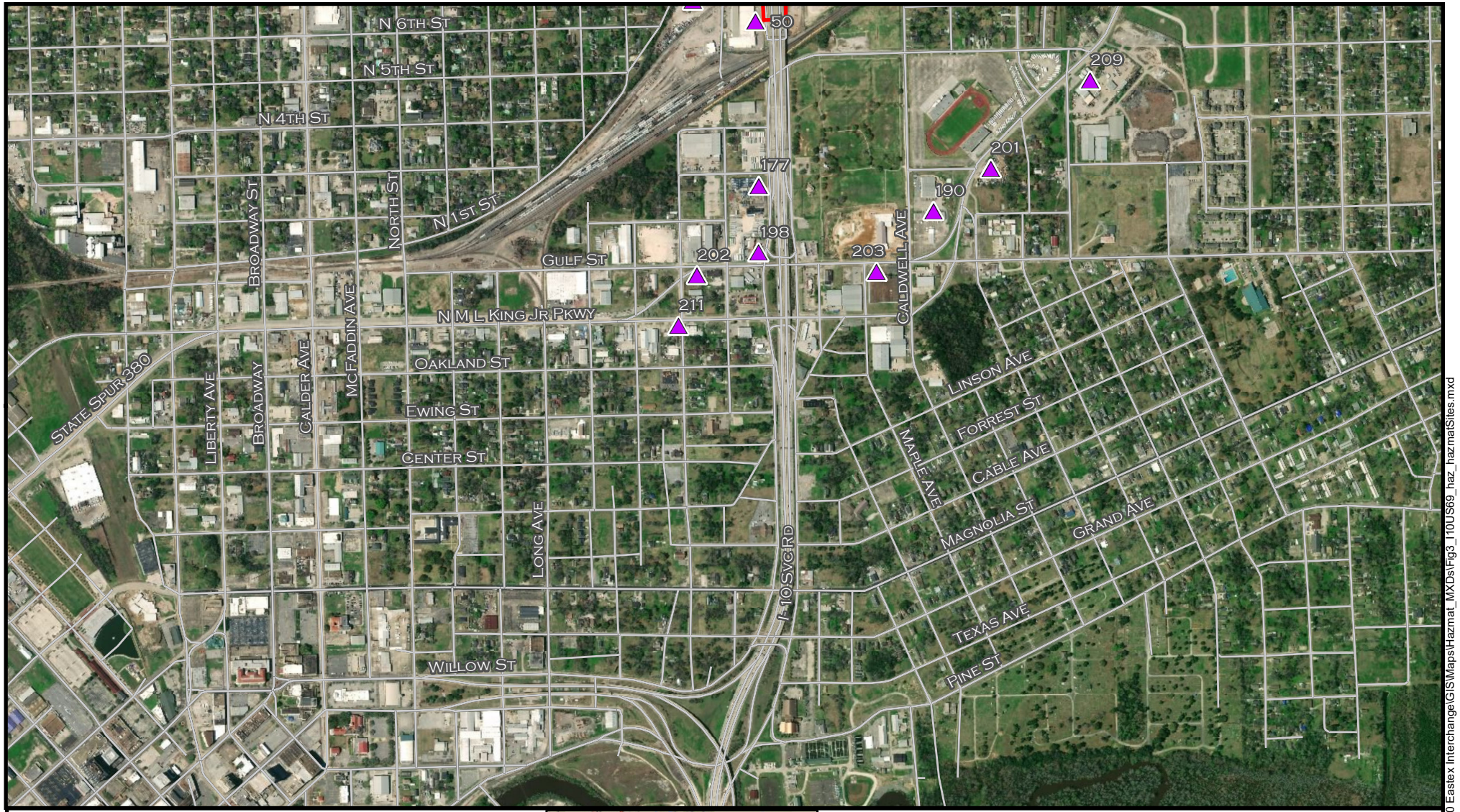
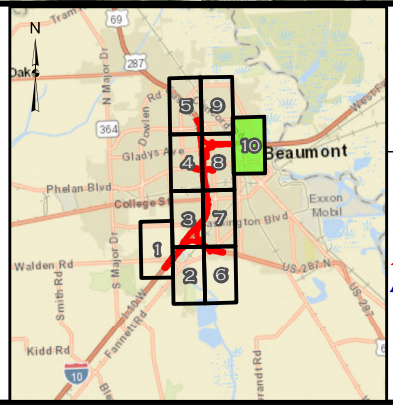
Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Hazmat_MXDs\Fig3_I10US69_haz_hazmatSites.mxd



No Environmental Concern

Project Area



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

Hazmat Sites Map

Jefferson County, Texas

Texas Department of Transportation

N

0 500 1,000 Feet

Appendix F:
Figure 8
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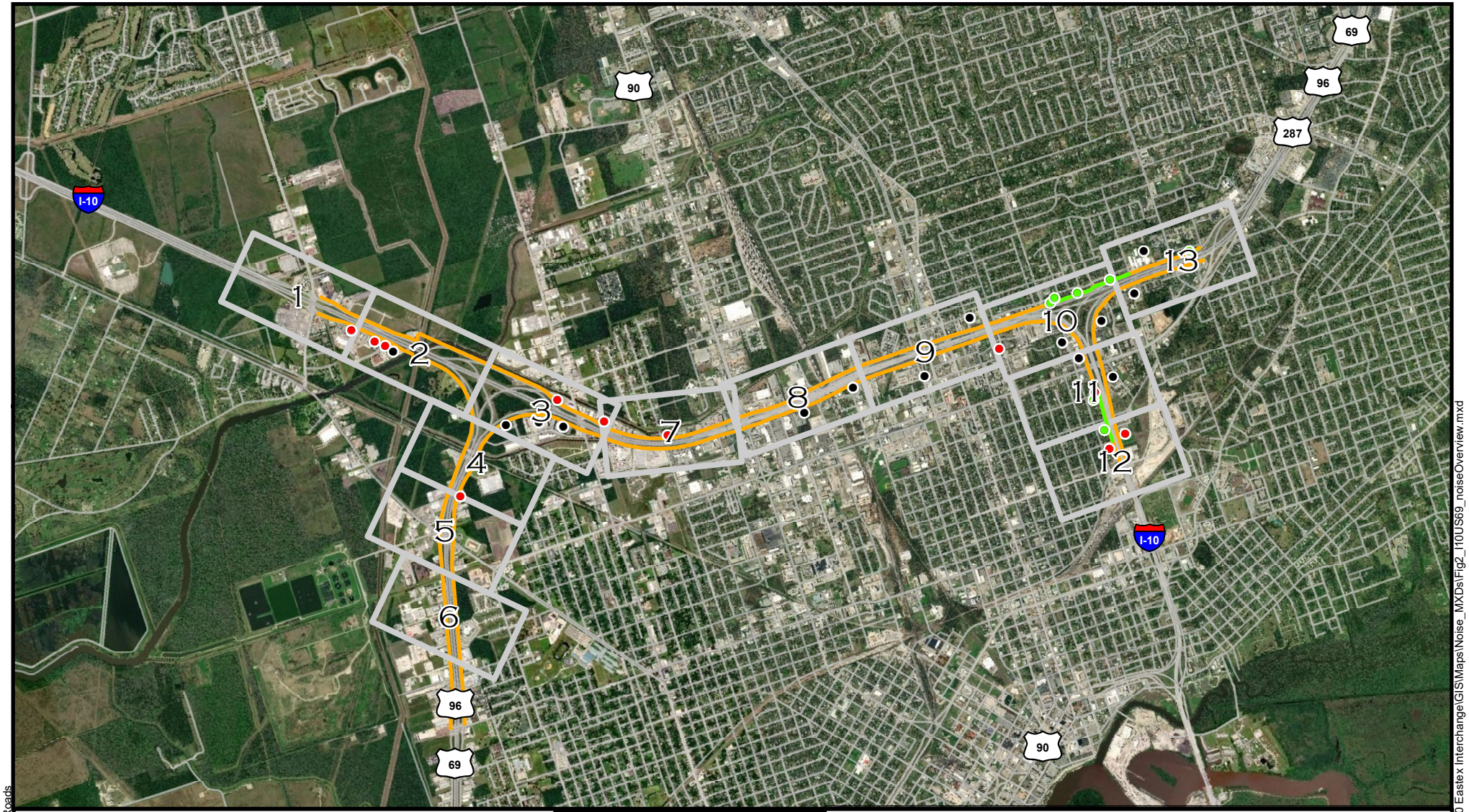
Date:
January 2020

Sources: ESRI Aerial 2017, World Street Map

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Hazmat_MXDs\Fig3_I10US69_haz_hazmatSites.mxd



- Benefited Noise Receiver
- Impacted Noise Receiver
- Non-Impacted Noise Receiver
- Proposed Barrier
- Proposed Right-of-Way

10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
Noise Receivers Overview

Jefferson County, Texas

Texas Department of Transportation

N

0 2,000 4,000 Feet

Appendix F:
Figure 9

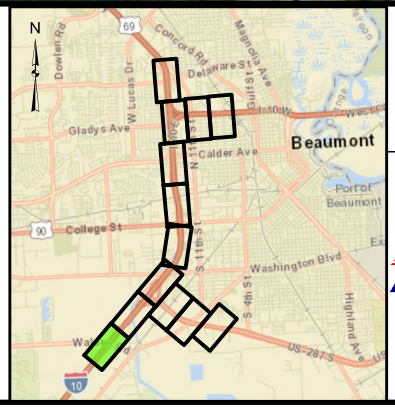
Date:
February 2020

Sources: ESRI Aerial 2017; Open Street Map; TIGER Roads

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Noise_MXDs\Fig2_I10US69_noiseOverview.mxd

Impacted Noise Receiver

Proposed Right-of-Way



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

Noise Receivers Map

Jefferson County, Texas

Texas Department of Transportation

N

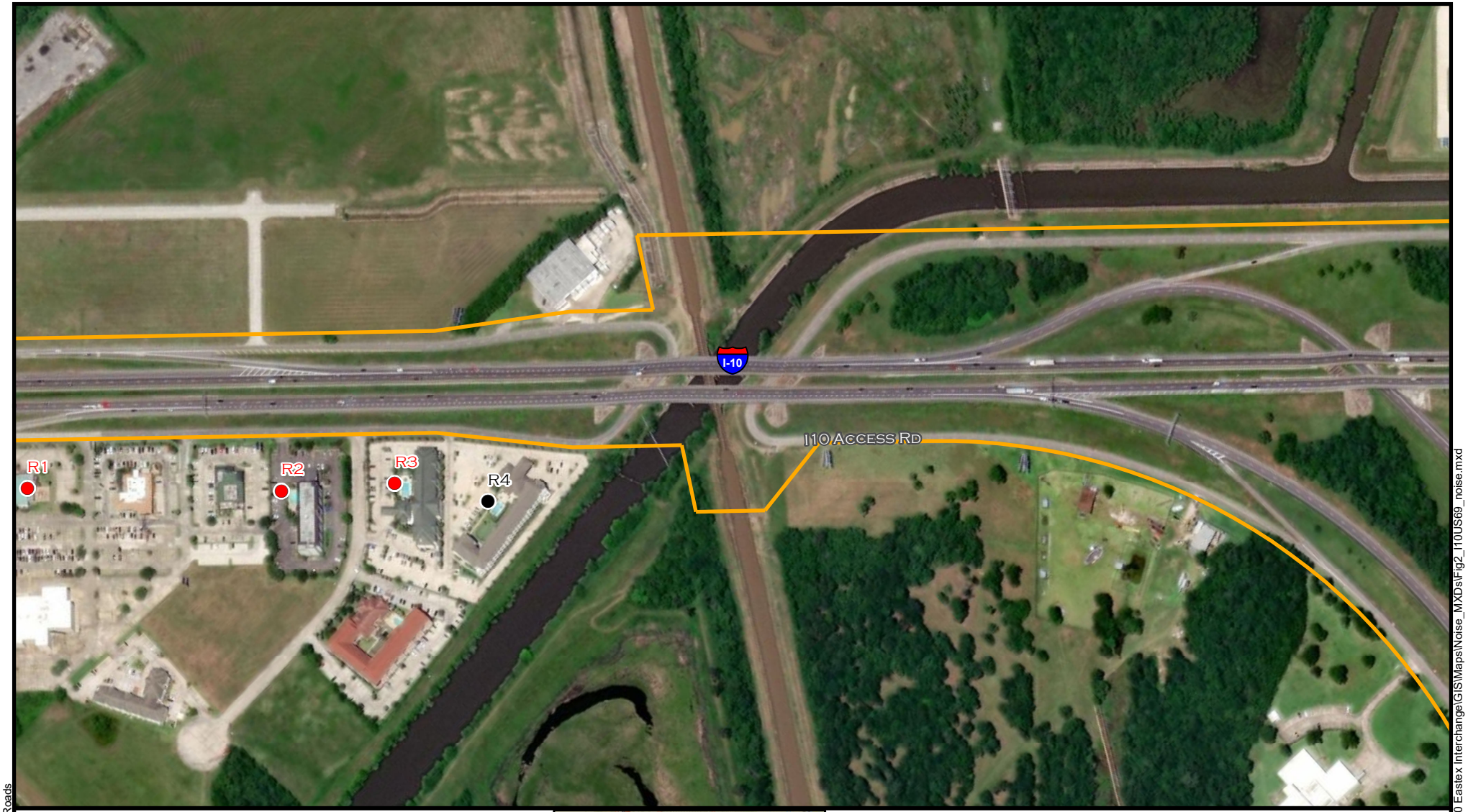
0 180 360 Feet

Appendix F:
Figure 9
Sheet 1

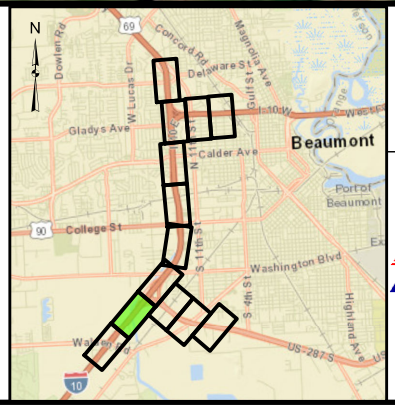
Date:
February 2020

Sources: ESRI Aerial 2017, World Street Map, TIGER Roads

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Noise_MXDs\Fig2_I10US69_noise.mxd



- Impacted Noise Receiver
- Non-Impacted Noise Receiver
- Proposed Right-of-Way



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

Noise Receivers Map

Jefferson County, Texas

Texas Department of Transportation

N

0 180 360 Feet

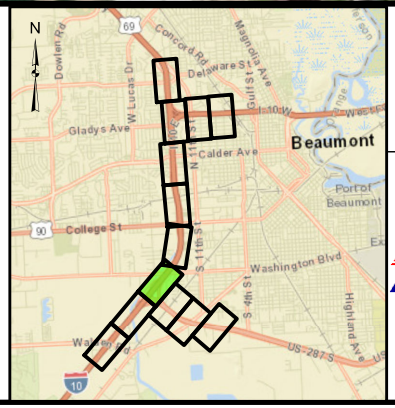
Appendix F:
Figure 9
Sheet 2

Date:
February 2020

Sources: ESRI Aerial 2017, World Street Map, TIGER Roads

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Noise_MXDs\Fig2_I10US69_noise.mxd

- Impacted Noise Receiver
- Non-Impacted Noise Receiver
- Proposed Right-of-Way



10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
Noise Receivers Map

Jefferson County, Texas

Texas Department of Transportation

N

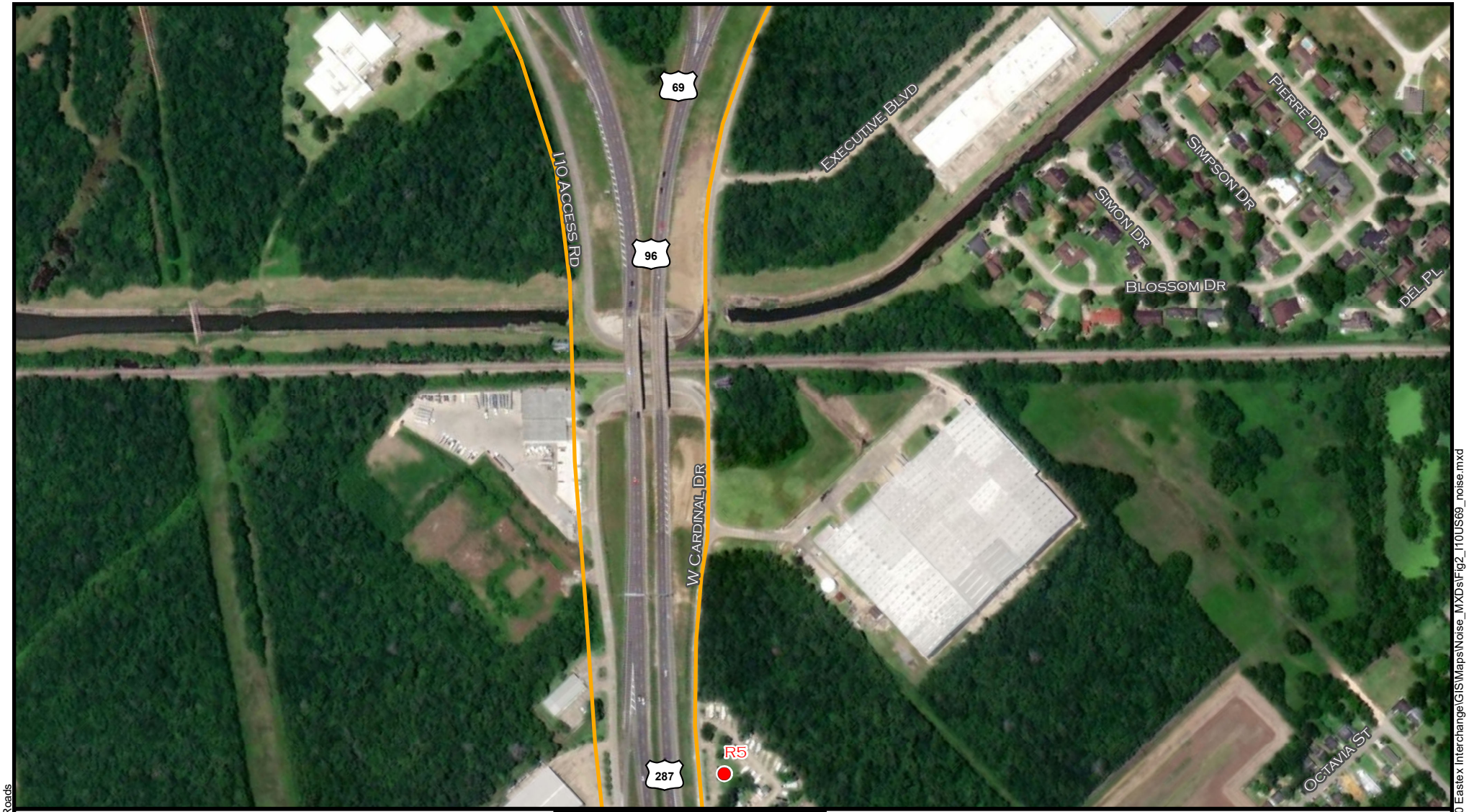
0 180 360 Feet

Appendix F:
Figure 9
Sheet 3

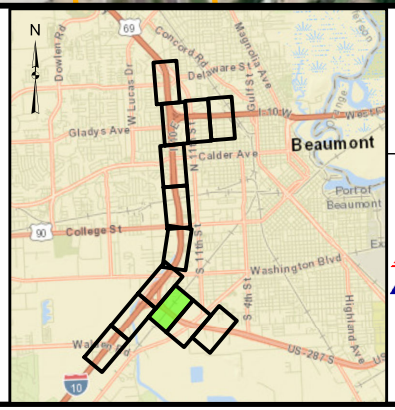
Date:
February 2020

Sources: ESRI Aerial 2017, World Street Map, TIGER Roads

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Noise_MXDs\Fig2_I10US69_noise.mxd



- Impacted Noise Receiver
- Proposed Right-of-Way



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

Noise Receivers Map

Jefferson County, Texas

Texas Department of Transportation

N

0 180 360 Feet

Appendix F:
Figure 9
Sheet 4

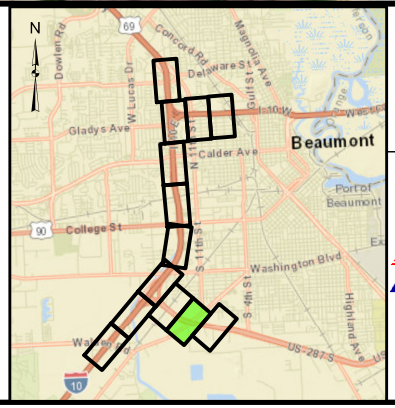
Date:
February 2020

Sources: ESRI Aerial 2017, World Street Map; TIGER Roads

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Noise_MXDs\Fig2_I10US69_noise.mxd

Impacted Noise Receiver

Proposed Right-of-Way



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

Noise Receivers Map

Jefferson County, Texas

Texas Department of Transportation

N

0 180 360 Feet

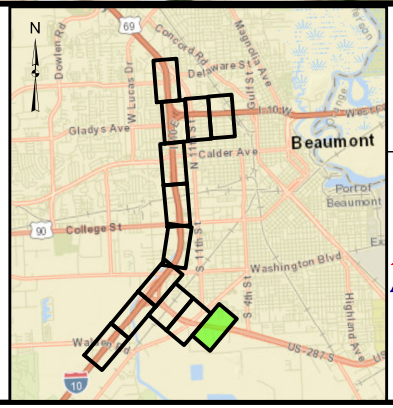
Appendix F:
Figure 9
Sheet 5

Date:
February 2020

Sources: ESRI Aerial 2017, World Street Map, TIGER Roads

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Noise_MXDs\Fig2_I10US69_noise.mxd

Proposed Right-of-Way



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

Noise Receivers Map

Jefferson County, Texas

Texas Department of Transportation

0 180 360 Feet

Appendix F:
Figure 9
Sheet 6

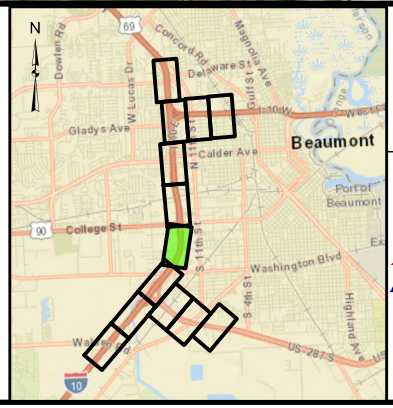
Date:
February 2020

Sources: ESRI Aerial 2017, World Street Map, TIGER Roads

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Noise_MXDs\Fig2_I10US69_noise.mxd

Impacted Noise Receiver

Proposed Right-of-Way



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

Noise Receivers Map

Jefferson County, Texas

Texas Department of Transportation

N

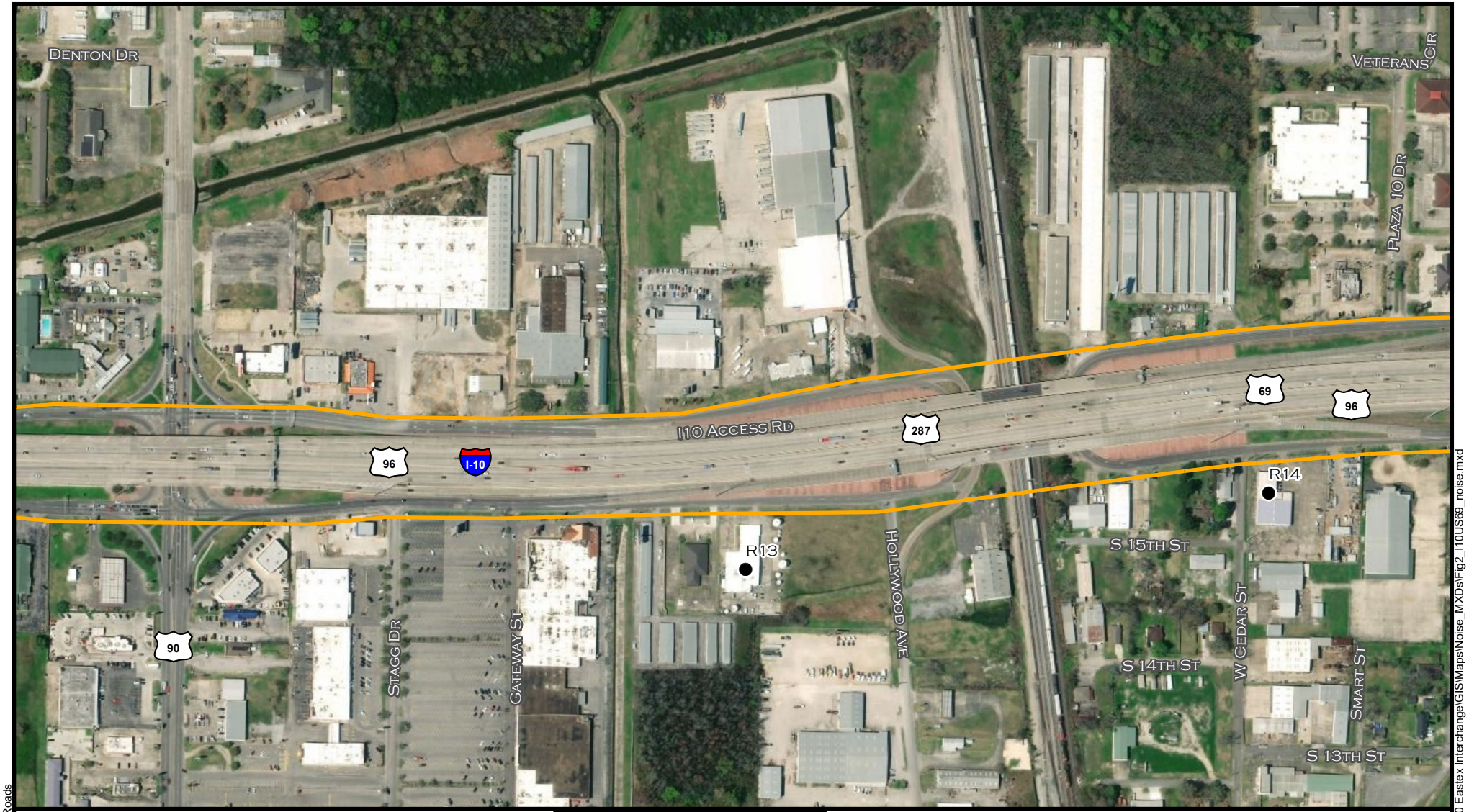
0 220 440 Feet

Appendix F:
Figure 9
Sheet 7

Date:
February 2020

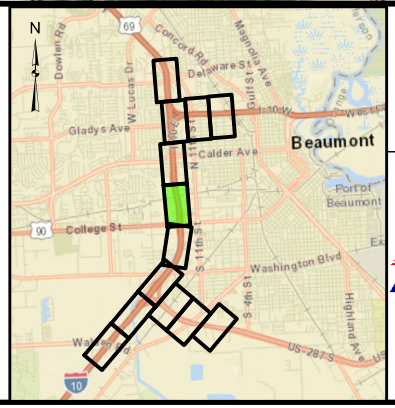
Sources: ESRI Aerial 2017, World Street Map, TIGER Roads

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Noise_MXDs\Fig2_I10US69_noise.mxd



● Non-Impacted Noise Receiver

Proposed Right-of-Way



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

Noise Receivers Map

Jefferson County, Texas

Texas Department of Transportation

N

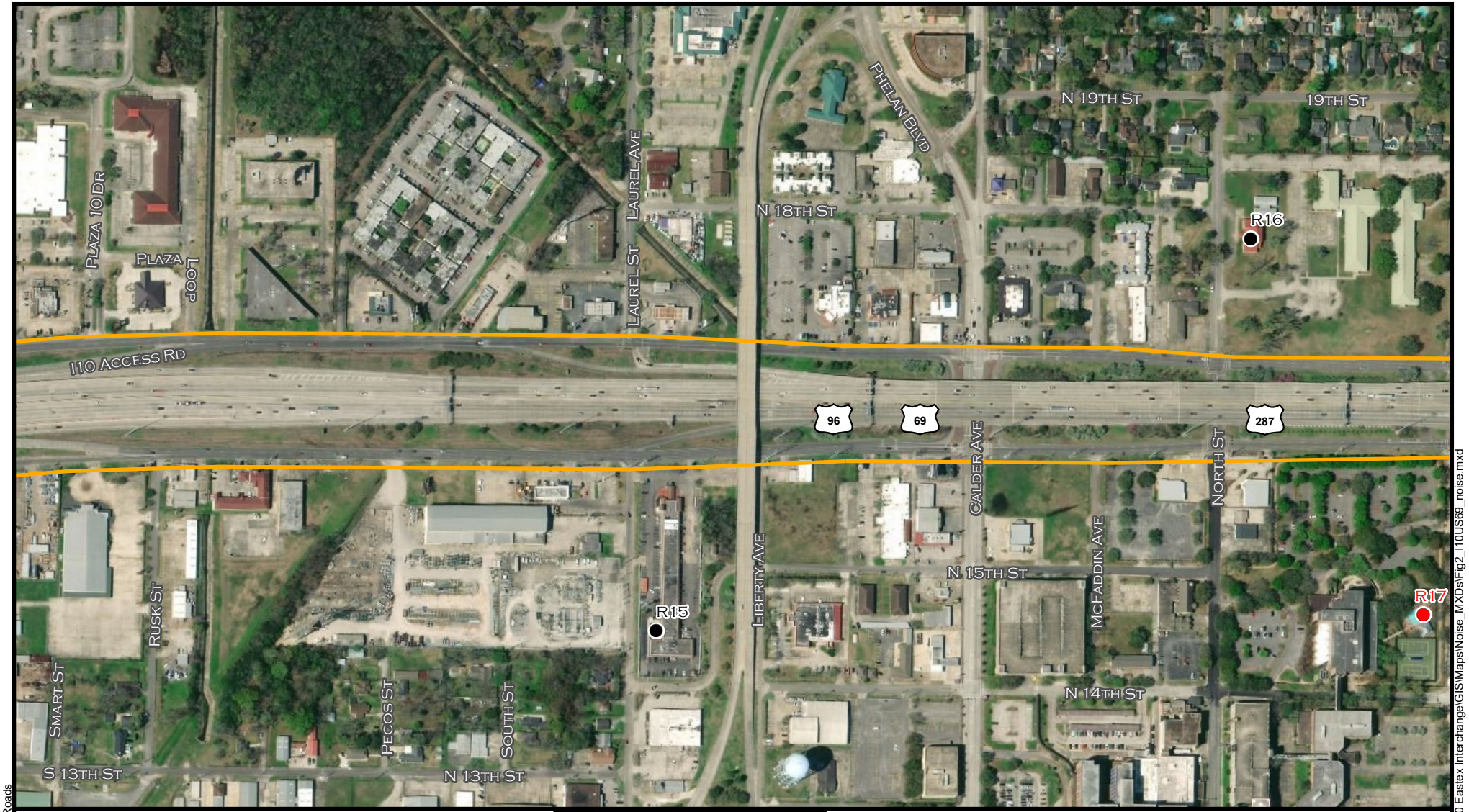
0 190 380 Feet

Appendix F:
Figure 9
Sheet 8

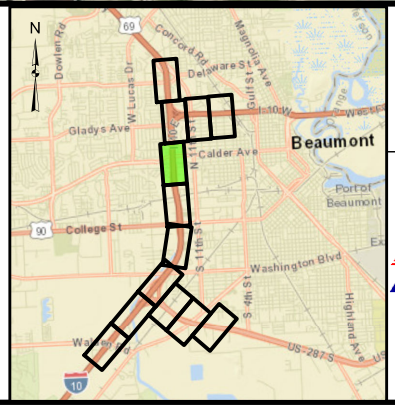
Date:
February 2020

Sources: ESRI Aerial 2017, World Street Map; TIGER Roads

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Noise_MXDs\Fig2_I10US69_noise.mxd



- Impacted Noise Receiver
- Non-Impacted Noise Receiver
- Proposed Right-of-Way



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

Noise Receivers Map

Jefferson County, Texas

Texas Department of Transportation

N

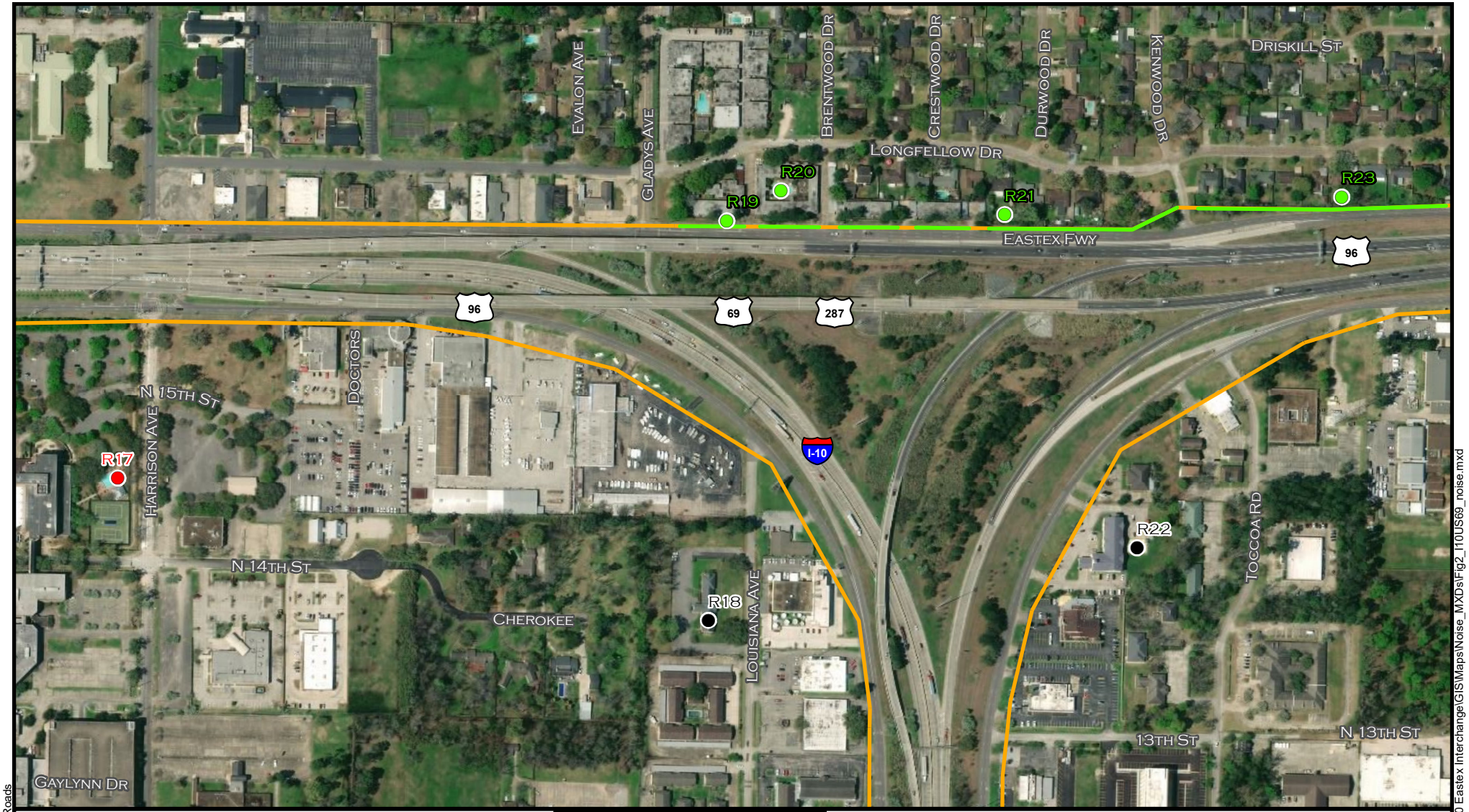
0 190 380 Feet

Appendix F:
Figure 9
Sheet 9

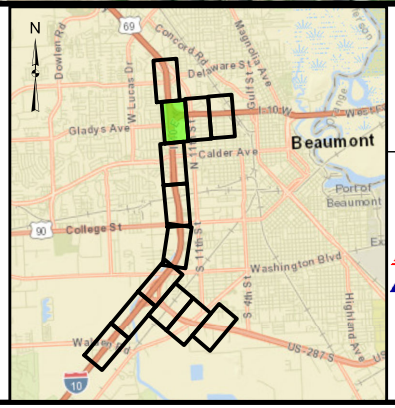
Date:
February 2020

Sources: ESRI Aerial 2017, World Street Map, TIGER Roads

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Noise_MXDs\Fig2_I10US69_noise.mxd



- Benefited Noise Receiver
- Impacted Noise Receiver
- Non-Impacted Noise Receiver
- Proposed Right-of-Way
- Proposed Barrier



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

Noise Receivers Map

Jefferson County, Texas

Texas Department of Transportation

N

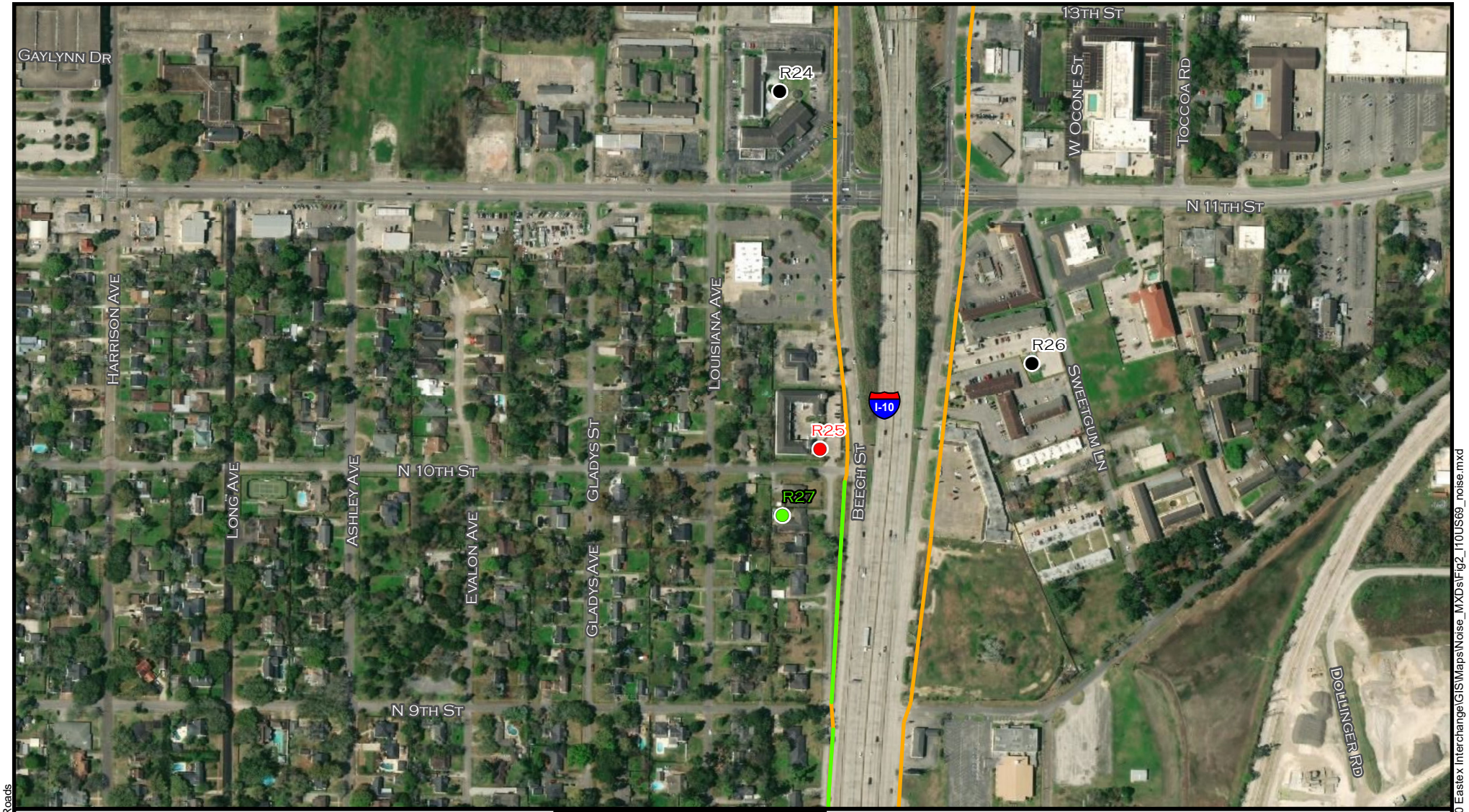
0 190 380 Feet

Appendix F:
Figure 9
Sheet 10

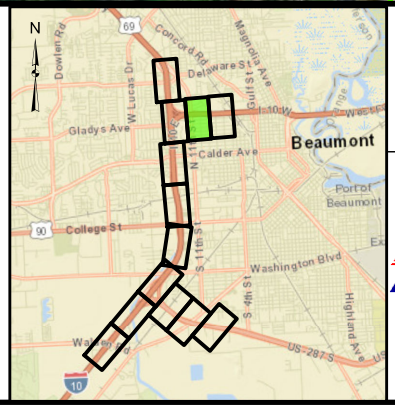
Date:
February 2020

Sources: ESRI Aerial 2017, World Street Map, TIGER Roads

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Noise_MXDs\Fig2_I10US69_noise.mxd



- Benefited Noise Receiver
- Impacted Noise Receiver
- Non-Impacted Noise Receiver
- Proposed Right-of-Way
- Proposed Barrier



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

Noise Receivers Map

Jefferson County, Texas

Texas Department of Transportation

N

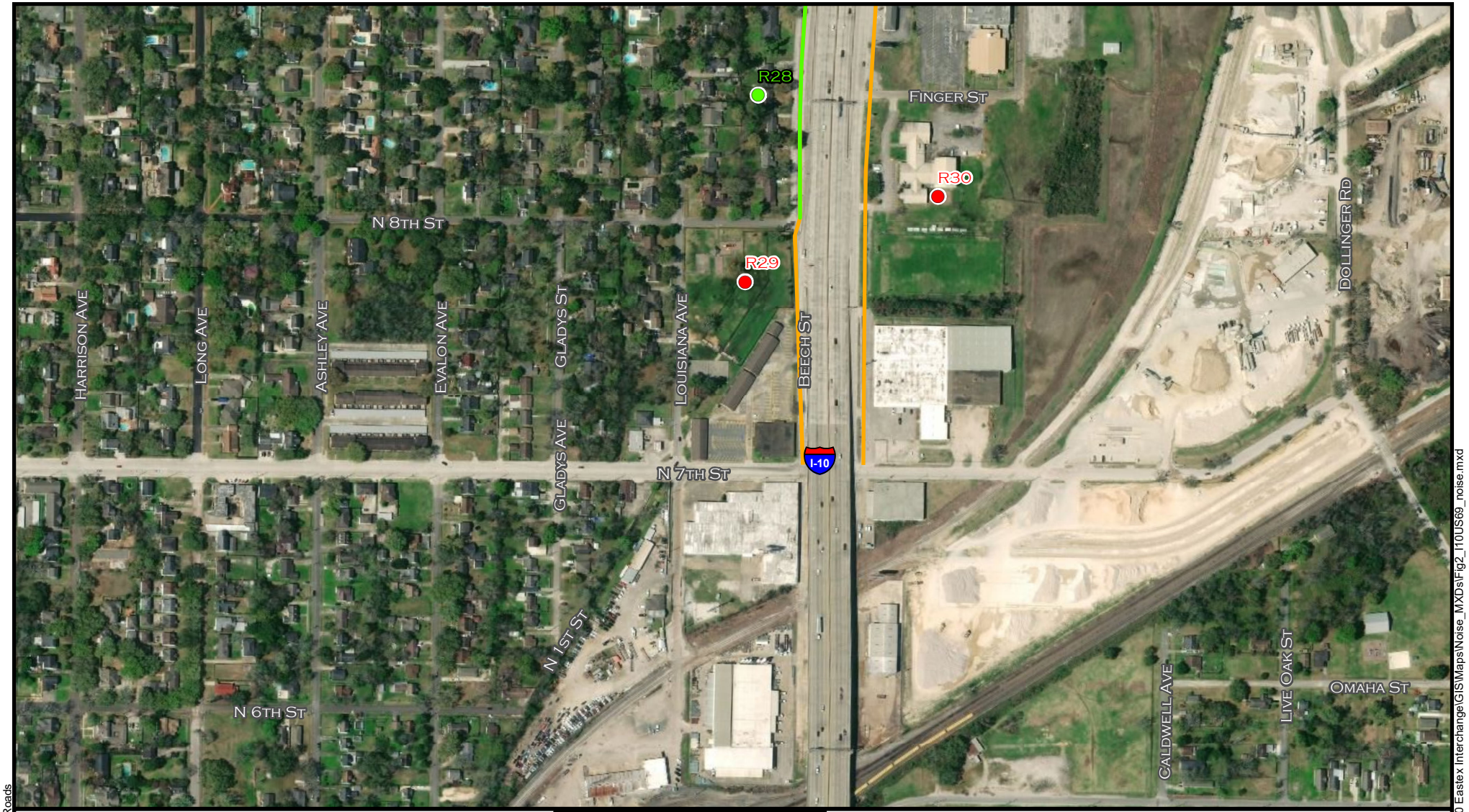
0 190 380 Feet

Appendix F:
Figure 9
Sheet 11

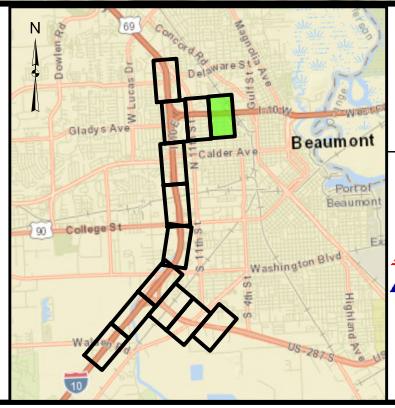
Date:
February 2020

Sources: ESRI Aerial 2017, World Street Map, TIGER Roads

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Noise_MXDs\Fig2_I10US69_noise.mxd



- Benefited Noise Receiver
- Impacted Noise Receiver
- Proposed Right-of-Way
- Proposed Barrier



10/69 Interchanges Project

CSJ: 0028-13-135 & 0739-02-140

Noise Receivers Map

Jefferson County, Texas

Texas Department of Transportation

N

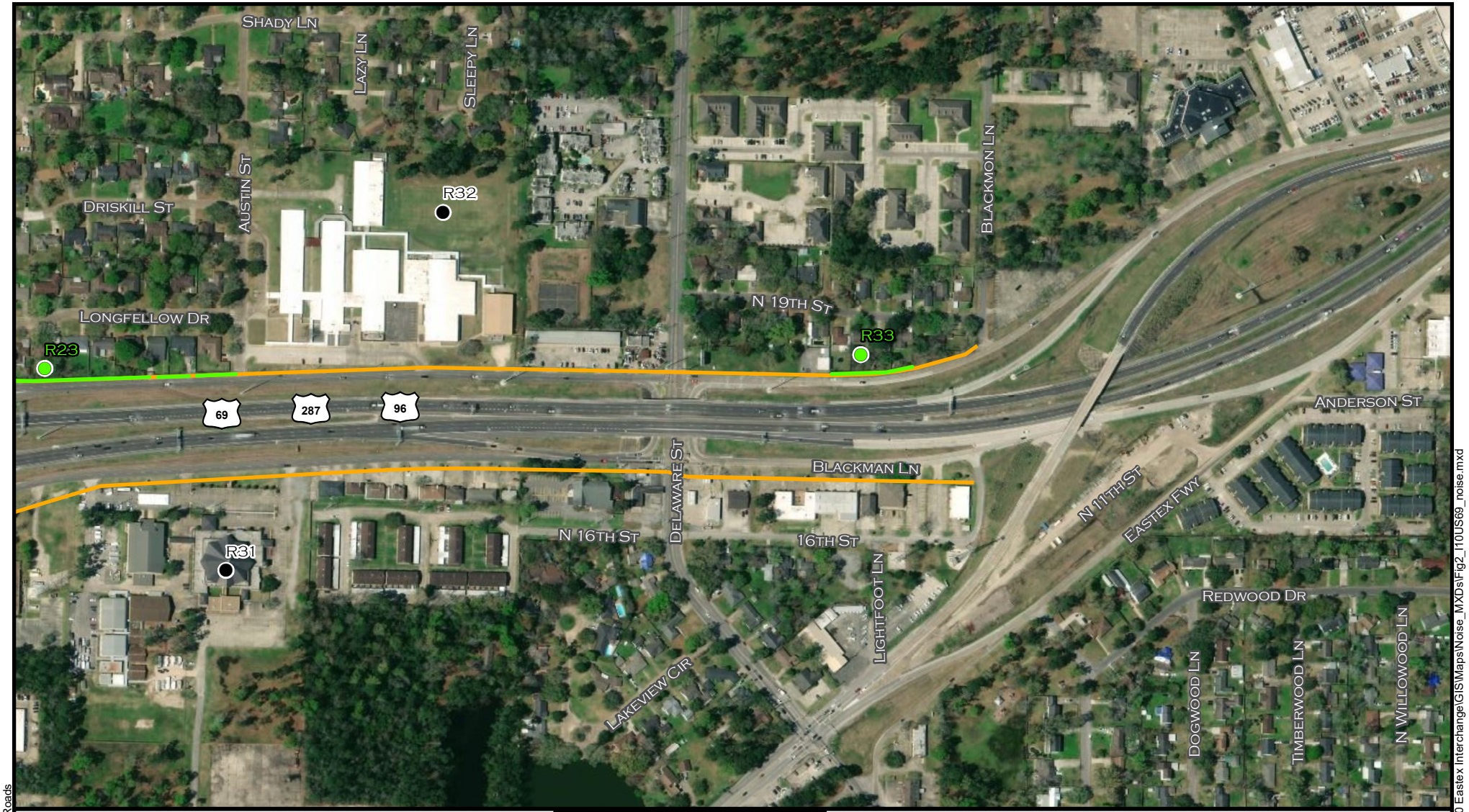
0 190 380 Feet

Appendix F:
Figure 9
Sheet 12

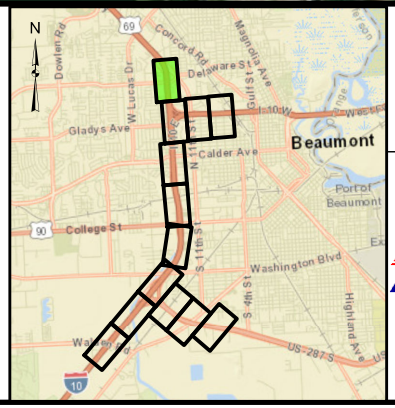
Date:
February 2020

Sources: ESRI Aerial 2017, World Street Map, TIGER Roads

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Noise_MXDs\Fig2_I10US69_noise.mxd



Benefited Noise Receiver
Non-Impacted Noise Receiver
Proposed Right-of-Way
Proposed Barrier



10/69 Interchanges Project
CSJ: 0028-13-135 & 0739-02-140
Noise Receivers Map

Jefferson County, Texas

Texas Department of Transportation

N

0 190 380 Feet

Appendix F:
Figure 9
Sheet 13

Date:
February 2020

Sources: ESRI Aerial 2017, World Street Map, TIGER Roads

Document Path: R:\Projects\HOU0146_TxDOT-BMT_I10 Eastex Interchange\GIS\Maps\Noise_MXDs\Fig2_I10US69_noise.mxd

APPENDIX G:

RESOURCE AGENCY COORDINATION

TEXAS GENERAL LAND OFFICE
GEORGE P. BUSH, COMMISSIONER

January 10, 2020

Texas Department of Transportation
118 E. Riverside Drive
Austin, Texas 78704
ATTN: Mario Mata

Re: TXDOT Beaumont District
IH 10 Bridge Construction over Hillebrandt Bayou
Jefferson County, Texas
CMP#: 20-1104-F5

Dear Mr. Mata:

Based on information provided to the Texas Coastal Management Program on the above project, it has been determined that it will likely not have adverse impacts on coastal natural resource areas (CNRAs) in the coastal zone. However, siting and construction should avoid and minimize impacts to CNRAs. If a U. S. Army Corps of Engineers permit is required, it will be subject to consistency review under the Texas Coastal Management Program.

Please forward this letter to applicable parties. If you have any questions or concerns, please contact me at (409) 741-4057 or at federal.consistency@glo.texas.gov.

Sincerely,

Allison Buchtien
Coastal Protection
Texas General Land Office

U.S. Department of Homeland Security

United States Coast Guard

Commandant
United States Coast Guard
Hale Boggs Federal Building

500 Poydras Street, Room 1313
New Orleans, LA 70130-3310
Staff Symbol: dpb
Phone: (504) 671-2128
Fax: (504) 671-2133
D8DPBALL@uscg.mil

16591C
January 23, 2020

MEMORANDUM

From: Douglas A. Blakemore
CGD EIGHT (dpb)

Douglas A. Blakemore

To: Abraham Ramirez, Assistant Division Bridge Engineer
Federal Highway Administration

Subj: Surface Transportation Assistance Act Concurrence

1) We received your email dated January 9, 2019, the proposed replacement of I-10 (Dual) bridges crossing Hillebrandt Bayou, Jefferson County, Texas. These projects meet the criteria for the Surface Transportation Assistance Act (STAA) and qualifies for exemption from Coast Guard bridge permit requirements.

2) Federal Highway Administration has the responsibility for the STAA and based on the information provided by Louisiana Department of Transportation and Development (LDOTD), the Coast Guard accepts your determination that these bridge projects meet the criteria for the STAA and are exempt from permitting for Coast Guard Bridge Administration purposes. Plans for the proposed bridge construction project should provide for navigational clearances to accommodate any recreational boating that may exist at high water and should be at an appropriate elevation to pass floodwaters.

3) These bridges are not exempt from Coast Guard lighting and other signals regulated under 33 Code of Federal Regulations (CFR) Part 118. TXDOT must light the bridge according to 33 CFR 118 or request a modification according to 33 CFR 118.40. The owner, TXDOT must request the lighting exemptions and provide the reason, the only exemption being Title 33 CFR 118.40(b). The statement of the reason for this exemption must fulfill the requirements of this section. Specifically, if it is determined that no significant nighttime navigation occurs at this bridge site, a statement to this effect is required before a decision can be made. Once we receive the required information from the bridge owner, we will evaluate the specified conditions and respond accordingly.

4) If we can be of further assistance, please contact this office.

#

Copy: Texas Department of Transportation, Mr. Mario Mata

From:	Suzanne Walsh
To:	Jered Simpson
Cc:	Leanna Sheppard; David Crenshaw
Subject:	RE: 0028-13-135, 10/69 Interchanges TPWD Coordination
Date:	Tuesday, December 17, 2019 4:33:58 PM

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jered,

Thank you for including the additional BMPs listed below to the project.

Thank you for submitting the following project for early coordination: I-10/US 69 Interchanges (CSJ: 0028-13-135). TPWD appreciates TxDOT's commitment to implement the practices listed in the Tier I Site Assessment form submitted on October 7, 2019. Based on a review of the documentation, the avoidance and mitigation efforts described, and provided that project plans do not change, TPWD considers coordination to be complete. However, please note it is the responsibility of the project proponent to comply with all federal, state, and local laws that protect plants, fish, and wildlife.

According to §2.204(g) of the 2013 TxDOT-TPWD MOU, TxDOT agreed to provide TXNDD reporting forms for observations of tracked SGCN (which includes federal- and state-listed species) occurrences within TxDOT project areas. Please keep this mind when completing project due diligence tasks. For TXNDD submission guidelines, please visit the following link: http://tpwd.texas.gov/huntwild/wild/wildlife_diversity/txndd/submit.phtml

Sincerely,

Suzanne Walsh
Transportation Conservation Coordinator
(512) 389-4579

From: Jered Simpson <Jered.Simpson@txdot.gov>
Sent: Tuesday, December 17, 2019 4:30 PM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Leanna Sheppard <Leanna.Sheppard@txdot.gov>; David Crenshaw <David.Crenshaw@txdot.gov>
Subject: RE: 0028-13-135, 10/69 Interchanges TPWD Coordination

Hi Suzanne,

Although it is possible that the project developer could use drilled shafts at Hillebrandt Bayou, further internal conversations with the designer and bridge engineer have led to the probability that the contract documents will direct the developer to use driven piles at this location. An EPIC will be included to coordinate with the TPWD KAST should any dewatering occur on this project.

Yes, TxDOT will implement the BMPs listed below and notify the contractor of the appropriate species.

Thank you,

Texas Department of Transportation
Jered Simpson
Beaumont District
Environmental Specialist
Office: 409-898-5830
Jered.Simpson@txdot.gov

From: Suzanne Walsh [mailto:Suzanne.Walsh@tpwd.texas.gov]
Sent: Tuesday, December 17, 2019 4:06 PM
To: Jered Simpson <Jered.Simpson@txdot.gov>
Cc: Leanna Sheppard <Leanna.Sheppard@txdot.gov>; David Crenshaw <David.Crenshaw@txdot.gov>
Subject: RE: 0028-13-135, 10/69 Interchanges TPWD Coordination

Hi Jered,

I appreciate the additional information about the project. Per our conversation this afternoon, it is still not known whether this project will or will not require temporary crossings or dewatering for construction. If dewatering activities are necessary, TxDOT and or the contractor should coordinate with the TPWD Kills and Spills Team (KAST) to obtain necessary permits. Please contact Colleen Roco, TPWD Region 3 KAST, by phone at (281) 534-0139 or by email at colleen.roco@tpwd.texas.gov for more information.

The Tier I form indicates that the project is within range and contains suitable habitat for following species which have no approved BMPs in the 2017 BMP PA. Could the district implement the following BMPs to the project:

- For western and eastern box turtle: Terrestrial Reptile BMPs (BMPs that are already being implemented for timber rattlesnake)
- For smooth softshell: Amphibian and Aquatic Reptile BMPs (BMPs that are already being implemented for alligator snapping turtle)
- For eastern spotted skunk: Contractors will be advised of the potential occurrence in the project area, and to avoid harming the species if encountered, and avoid unnecessary impacts to dens.
- For mink, swamp rabbit, long-tailed weasel, southern short-tailed shrew: Contractors will be advised of the potential occurrence in the project area, and to avoid harming the species if encountered.

If you have any questions, let me know.

Thanks,
Suzanne

From: Jered Simpson <Jered.Simpson@txdot.gov>
Sent: Thursday, December 12, 2019 3:26 PM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Leanna Sheppard <Leanna.Sheppard@txdot.gov>; David Crenshaw <David.Crenshaw@txdot.gov>
Subject: RE: 0028-13-135, 10/69 Interchanges TPWD Coordination

Hi Suzanne,

This is a design-build project. As such, exact impacts cannot be determined. The project is being designed to avoid and minimize impacts to streams and wetlands wherever possible. For permitting and environmental clearance purposes we are assuming full impacts within the ROW.

Regarding stream and wetland impacts: Please see the last three paragraphs of Section 4.3 on pdf page 10 of 74 of the water resources report in ECOS with filename "APPROVED 0028-13-135_1069_Interchanges_WaterResourcesReport_2019Sep13.pdf". The wetland delineation report can also be found in ECOS with filename "APPROVED 0028-13-135_1069_Interchanges_WetlandDelineationReport_2019Sep13.pdf". We have identified only 0.01 acres of potentially jurisdictional wetlands. Currently, in the absence of an AJD, we are anticipating a NWP 14 with PCN, for which no *compensatory* mitigation will be required. TxDOT will obtain an AJD from USACE on this project. As stated above, avoidance and minimization mitigation measures are being utilized. Of the fourteen identified streams, all but two are within culverts or are concrete lined. The bridge over Hillebrandt Bayou will be widened with columns placed in the water.

Regarding the mussel survey: yes, we will have a consultant do a habitat assessment to determine definitively if there could be mussels in Hillebrandt Bayou at the project location. If so, we will conduct a mussel survey.

I am checking with the design engineer regarding any temporary crossings or dewatering, and I will follow up with an e-mail as soon as I have that answer for you.

The full BMP language listed in the MOU will be utilized for Bird, Fish, Water Quality, Bat, Mussel, Aquatic Reptile, and Terrestrial Reptile BMPs listed in the Tier I form. The first and last bullets of the Vegetation BMPs will be implemented. I have attached the MOU with the BMP language to this e-mail.

Yes, existing pavement will be removed. We received the 90% schematic in November and I will drop box that to you. It shows the locations in pink hashing where pavement is to be removed, whereas I think the previous one I sent you (60% schematic) did not.

Please let me know if you have any questions or need any additional information.

Thank you,

Texas Department of Transportation
Jered Simpson
Beaumont District
Environmental Specialist
Office: 409-898-5830
Jered.Simpson@txdot.gov

From: Suzanne Walsh [mailto:Suzanne.Walsh@tpwd.texas.gov]
Sent: Wednesday, November 27, 2019 12:23 PM
To: Jered Simpson <Jered.Simpson@txdot.gov>
Cc: Leanna Sheppard <Leanna.Sheppard@txdot.gov>
Subject: RE: 0028-13-135, 10/69 Interchanges TPWD Coordination

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jered,

I apologize for the delay in responding and appreciate your patience. Thank you for providing me with the project schematic and KMZ files. I had a few questions about the project.

Can you provide more information about permanent and temporary impacts to streams and wetlands? Are there plans for TxDOT to mitigate for project impacts?

Does the district plan to survey for mussels? Will temporary crossings or dewatering be needed for construction?

The Tier I form lists the general BMP to be implemented (i.e. Bird, Aquatic Reptile, etc.). Could you send me the full BMP language that the district will implement for the project?

Will TxDOT be removing the existing pavement?

Thanks,
Suzanne

From: Jered Simpson <Jered.Simpson@txdot.gov>
Sent: Friday, October 25, 2019 2:26 PM

To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Leanna Sheppard <Leanna.Sheppard@txdot.gov>
Subject: RE: 0028-13-135, 10/69 Interchanges TPWD Coordination

Hi Suzanne,

Yes, attached is the a .kmz, and I will follow up with a drop box of the 60% schematic in .pdf form.

Thanks,

Texas Department of Transportation
Jered Simpson
Beaumont District
Environmental Specialist
Office: 409-898-5830
Jered.Simpson@txdot.gov

From: Suzanne Walsh [mailto:Suzanne.Walsh@tpwd.texas.gov]
Sent: Friday, October 25, 2019 1:34 PM
To: Jered Simpson <Jered.Simpson@txdot.gov>
Cc: Leanna Sheppard <Leanna.Sheppard@txdot.gov>
Subject: RE: 0028-13-135, 10/69 Interchanges TPWD Coordination

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jered,

Do you have a project schematic that you can send me?

Thank you,
Suzanne

Suzanne Walsh
Transportation Conservation Coordinator
(512) 389-4579

From: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Sent: Tuesday, October 8, 2019 11:01 AM
To: Jered Simpson <Jered.Simpson@txdot.gov>; Leanna Sheppard <Leanna.Sheppard@txdot.gov>
Cc: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>

Subject: RE: 0028-13-135, 10/69 Interchanges TPWD Coordination

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 42599. The Habitat Assessment Biologist who will complete your project review is copied on this email.

Thank you,

John Ney
Administrative Assistant
Texas Parks & Wildlife Department
Wildlife Diversity Program – Habitat Assessment Program
4200 Smith School Road
Austin, TX 78744
Office: (512) 389-4571

From: Jered Simpson <Jered.Simpson@txdot.gov>
Sent: Monday, October 7, 2019 4:39 PM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: Leanna Sheppard <Leanna.Sheppard@txdot.gov>
Subject: 0028-13-135, 10/69 Interchanges TPWD Coordination

Please find uploaded to ECOS, the completed Tier I form for TxDOT – Beaumont District's 10/69 Interchanges Project, CSJ: 0028-13-135 (**NEPA Document - Environmental Assessment**) with an estimated environmental clearance date of **02/01/2020**.

The filename is "**Approved_0028-13-135_1069_Interchanges_BioEvalwithTier1_2019Oct04.pdf**" uploaded 10/07/2019.

Thank you,

Texas Department of Transportation

Jered Simpson
Beaumont District
Environmental Specialist
Office: 409-898-5830
Jered.Simpson@txdot.gov

APPENDIX H:

COMMENT RESPONSE MATRIX FROM APRIL 2019 PUBLIC MEETING

I-10/US 69 Interchange Improvement Project Public Meeting

Comment Response Matrix Legend

Topic	Response
A (Congestion)	Decreased mobility and increasing congestion within the project limits is an inherent safety issue for not only daily commuting traffic, but local and commercial through traffic. Part of the purpose for the proposed project is to alleviate congestion.
B (Construction)	While temporary disruption of traffic for residents, businesses and travelers may occur, TxDOT will make every effort to maintain access to residences and businesses throughout construction.
C (Design Process)	Currently, the proposed project is in the alternatives analysis process, which considers multiple roadway alignments. An evaluation process will be used to identify a preferred alternative that minimizes impacts to the extent possible in the corridor. Factors considered during the alternative analysis include safety, mobility, access, right of way (ROW) impacts, environmental impacts, and public input. Once a preferred alternative is identified, TxDOT will further analyze impacts to specific properties. Safety is TxDOT's top priority. With the proposed project, residents and businesses with existing access will continue to have access via the proposed continuous frontage roads, but the availability or location of certain ramps may change in order to provide sufficient space for merging and weaving traffic. A detailed traffic analysis is currently underway, and this study will include a capacity analysis for anticipated future traffic, ramp spacing, and intersection analyses to determine if improvements would be necessary for frontage road intersections, as well. Ultimately, for Interstate facilities, the Federal Highway Administration has final approval over this process.
D (Drainage)	A detailed drainage analysis will be performed as part of the final design process.
E (General Project Information)	A Public Meeting Summary Report will be prepared to document the public meeting and will be available on TxDOT's website after approval. In addition, all the drawings and supporting documents provided at the public meeting are available at the following link: https://www.txdot.gov/inside-txdot/projects/studies/beaumont/i10-us69-interchange-improvements.html
F (Loop around Beaumont)	Your comment regarding a Bypass/Loop around Beaumont is acknowledged. This project addresses an existing roadway system. Further information on projects in the TxDOT Beaumont District are available at the following link: https://www.txdot.gov/inside-txdot/projects/studies/beaumont.html
G (Maintenance)	TxDOT will make every effort to ensure regular roadway maintenance would continue in areas not immediately under construction.
H (Maury Meyers Bridge)	The project will include changes to the Maury Meyers Bridge (Liberty/Laurel Overpass) to address the existing height constraint for freight movements.
I (Purpose and Need)	The I-10 interchanges are insufficient to adequately meet the existing and future transportation demand and traffic volumes occurring along the I-10 corridor in Beaumont. The Eastex Freeway and Cardinal Drive interchanges restrict the free flow of traffic and freight through the area and result in bottlenecked traffic where I-10 and US 69 converge. The purpose of the project is to alleviate congestion, to provide a more reliable transportation and evacuation route, to enhance connectivity and mobility, and to address safety. The two I-10 interchanges with US 69 in Beaumont are a critical part of the strategic freight network and hurricane evacuation capacity in Southeast Texas. This project will complete an initiative to provide six lanes of interstate traffic from Houston to Louisiana.
J (Noise)	A noise analysis will be conducted in accordance with state and federal guidelines. The result of the noise analysis will be provided as part of the Environmental Assessment prepared for the project. If the noise analysis identifies noise impacts and finds noise walls to be feasible and reasonable, a noise workshop would be conducted for owners of property adjacent to proposed noise barrier(s) locations.
K (Other BMT Projects)	These impacts are outside the limits of this project. Further information on projects in the TxDOT Beaumont District are available at the following link: https://www.txdot.gov/inside-txdot/projects/studies/beaumont.html
L (Pedestrian Facilities)	Pedestrian and bicycle needs will be considered as design progresses. Any pedestrian and bicycle facilities incorporated into the proposed project will be consistent with the Metropolitan Transportation Plan 2040 from the South East Texas Regional Planning Commission Metropolitan Planning Organization and applicable federal guidelines.

M (ROW Acquisition)*	TxDOT offers relocation counseling and assistance to residences and businesses that may be displaced by the acquisition of highway right of way (ROW) in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (PL 91-646). Once it is determined that a structure must be acquired in order to construct that highway, the property owner and/or tenant is contacted by a relocation counselor who provides information on benefits for which the owner/tenant is eligible and assists the owner/tenant in applying for those benefits. In general, the relocation counselor will help by providing listings of comparable housing, transportation to inspect the housing if needed, and referrals to other agencies that provide additional assistance.
*ROW – Right of Way	

No	First Name	Last Name	Date Received	Source	MetroQuest Screen Page	Comment Topic	Comment	Response	Eastex Alternatives	Cardinal Alternatives
1	Michael J.	Meyer	43571	Written Comment	N/A	ROW Acquisition	I own an office building at 1090 Longfellow which backs up to the access road. I object to any encroachment on my property for widening of the access road, since my building is currently very close to the existing access road. I do not see any need to widen the current access road. As is, traffic flow is not a problem and accidents are not significant.	See Response M in the Legend.		
2	Sue Ann	Parker	43571	Written Comment	N/A	Preferred Alternative	rew4	Your preference for Eastex Alt 2 is acknowledged.	Eastex Alternative 2	
3	Linda	McMahen	43571	Written Comment	N/A	General	This is very much needed-not only for safety, evacuation but to bring Beaumont up to date. We are thankful something is going to be done.	Your support of the project is acknowledged.		
4	Les	McMahen	43571	Written Comment	N/A	General	Any of the alternatives for specific locations would be welcome improvements to the outdated designs. Sorry to see the Maury Meyer Bridge go, but it does stand in the way of progress.	Your support of the project is acknowledged.		
5	Steve	Megas	43571	Written Comment	N/A	Design Process	Both alternative I and II proposed exits for Walden Road west bound are far too complicated and too far from existing Walden Roadway & I10 Intersection. Please keep existing or similar Walden Road exit ramp. We just finished new 32,000 sq ft strip center on Walden in January 2019. We feel both alternatives presented will pose great difficulty for persons to access our property and hinder our ability to lease our property.	See Response C in the Legend.		
6	Michael	Leach	43571	Written Comment	N/A	Design Process	If you remove the ramps at the Maury Myers Bridge, then you need to do one of two things. Either put in CD's on both sides or close North St. & Harrison St. underpasses and use stop signs for North & Harrison. The frontage road for North Eastex & East bound I-10 should not have to stop every block and increase pollution.	See Response C in the Legend.		
7	Doug	Canant	43571	Written Comment	N/A	Drainage	Drain under Cardinal Drive badly needs to be enlarged. Ditch from Sams badly needs to be repaired.	See Response D in the Legend.		
8	Michael	Maredia	43571	Written Comment	N/A	Construction	I don't want road closures around my property as it would hurt my business. Lane reduction is understandable but not closures. How will traffic congestion due to the Construction be addressed?	See Response B in the Legend.		
9	Brenda	Travis	43571	Written Comment	N/A	Design Process	Access to 2945 IH-10. For Sale. 1.Tie existing service road together with bridges. Lower existing Bridge over LNVA Canal. Void existing turnaround at LNVA. 2.Squeeze service road up to freeway. Add 2-way frontage road.	See Response C in the Legend.		
10	Stephen	Hoffman	43571	Written Comment	N/A	Design Process	1.Entrance Ramp onto I-10 at Liberty/Laurel needs to stay so that traffic can enter onto I-10 or Hwy 69. 2.Any plan needs to have direct exit from I-10W to Gladys	See Response C in the Legend.		
11	Andrew	Gall	43571	Written Comment	N/A	Design Process	Need to eliminate North St. and Harris St. intersections to allow people coming from College St. to get into IH 10 lanes.	See Response C in the Legend.		
12	Dr. J. M.	Sherwood	43571	Written Comment	N/A	Preferred Alternative	If you put I-10 over the Maury Meyer Bridge you have destroyed the largest soap box derby west of the Missippi River or you need to be able to provide us with another hill. This event has been put on for 16 years and is an asset to Beaumont.	Your preference to keep the Maury Meyers Bridge is acknowledged.		
13	Anonymous		43571	Written Comment	N/A	Design Process	Proposed Typical Sections- Like the increase in lanes Eastex Interchange – do not like 1 lane heading to LA on Alternative 2 Cardinal Drive Interchange – like the frontage roads depicted on Alternative 1 Maurey Meyers Bridge – getting rid of it looks like it would work, but I love that bridge!	See Response C in the Legend.		
14	Mike	Williams	43571	Written Comment	N/A	Preferred Alternative	Please keep the Maury Myers bridge!	Your preference to keep the Maury Meyers Bridge is acknowledged.		
15	Toral	Shah	43571	Written Comment	N/A	General	Supportive of the project - let us know how we can be of help. Or collaborate on a mutual solution.	Your support of the project is acknowledged.		
16	Leonard	Bell	43571	Written Comment	N/A	General	My name is Leonard Bell and I am in all for it. And I work on highway 69 and west cardinal drive and I see how it is please do this.	Your support of the project is acknowledged.		
17	Rodney	Franks	43571	Written Comment	N/A	General	I'm just a concerned citizen. I've viewed the various options for Freeway improvements and all look great. There was one option that impressed me the most concerning the I-10 & 69 Interchange that showed elevated bridges and streets that continued heading North. The option looked safe and well thought out. Appreciate your hard work.	Your support of the project is acknowledged.		
18	Beverly H.	Hatcher	43571	Written Comment	N/A	Preferred Alternative	Like to use the Alternative 1 for Cardinal. Why? This has the much needed frontage roads.	Your preference for Cardinal Interchange Alternative 1 is acknowledged.		Cardinal Alternative 1
19	Mike	Blount	43571	Written Comment	N/A	General	I travel the entire I-10 from Walden to [Dowlen? indecipherable] every day. Your proposed plan is exciting and a definite improvement. Just hurry!	Your support of the project is acknowledged.		
20	Eric	Bender	43571	Written Comment	N/A	Safety/Speed Limit Pedestrian Facilities Wildlife	Feeder roads need lower speed limits and – accomodations for people who ride bicycles. Also – Bat boxes under bridges.	See Response L in the Legend. Thank you for your suggestion.		
21	Melinda	McNulty	43571	Written Comment	N/A	Pedestrian Facilities Preferred Alternative Landscaping	I am hoping for sidewalks and sharrows to accommodate active transportation as well – I seems that Option "1" both on the North and South interchange are cleanest routes. Please don't plant tall trees along the road – low growing maybe flowering plants more pleasing to the eye.	See Response L in the Legend. Thank you for your suggestion.	Eastex Alternative 1	Cardinal Alternative 1
22	W. R. (Bill)	Sam	43571	Written Comment	N/A	Community Impact	I'm concern with cars off the freeways into the neighborhood, 4th street, Sarah and Virginnia Street. Plus their are two grade schools in the area that have more cars in the morning and evening.	Community Impact Assessment will be conducted as part of the Environmental Assessment.		
23	Bill	Maxey	43571	Written Comment	N/A	Preferred Alternative Design Process	Option #1 is preferred. I have an office located at 2920 Eastex (North of Delaware). I like the service road extension straight thru from the curve to the Eastex. I like the Delaware exit moved back to allow for better traffic management at the Delaware/service rd. inters.	See Response C in the Legend. Your preference for the Eastex Alternative 1 is acknowledged.	Eastex Alternative 1	

24	Lean	Pyle	43571	Written Comment	N/A	Preferred Alternative	Alternative 2 or 3 seems best to me. Just so we can get to Delaware from the east or south without too much trouble.	Your Preference for Eastex Alternative 2 and Eastex Alternative 3 is acknowledged.	Eastex Alternative 2 &3	
25	David	Paderas	43571	Written Comment	N/A	General	I've lived in Beaumont since 1945. These improvements are sorely needed! I think they all have merit and would help traffic congestion. Beaumont is growing and we need the help.	Your support of the project is acknowledged.		
26	Stan	Ruth	43571	Written Comment	N/A	Preferred Alternative	Informative presentation. Alternative 1 looks best in planning for the future as well as safety for I-10/69, 287 Interchange.	Your preference for Eastex Alternative 1 is acknowledged.	Eastex Alternative 1	
27	Duane	Forrest	43571	Written Comment	N/A	Preferred Alternative Design Process	I like all Alternative 1's. Continuous frontage roads & additional travel lanes are the way to go!	Your preference for Eastex Alternative 1 and Cardinal Alternative 1 is acknowledged.	Eastex Alternative 1	Cardinal Alternative 1
28	Heather	Weeks	43571	Written Comment	N/A	Preferred Alternative Design Process	US 69/IH 10 Interchange – Alternative 1 We live just off the Laurel exit and drive up US 69 North to work every day. I would prefer those ramps to stay open for easy access to my home and the highway for work. If we cannot keep the ramps, I would like an entrance ramp past Calder to access US 69 N so that we could quickly get on the highway safely without drivers being able to swerve to IH 10 East. To allow traffic to flow more smoothly on the frontage roads. I support taking out the North and Harrison bridges/underpasses/lights to allow for this. I would also like another US 69 Southbound exit ramp between Delaware and College.	See Response C in the Legend. Your preference for the Eastex and Cardinal Alternative 1 in acknowledged.	Eastex Alternative 1	Cardinal Alternative 1
29	Joseph	Henderson	43571	Written Comment	N/A	Preferred Alternative Design Process	Eastex Freeway Interchange #1 is the best design. It does need an off ramp between Glady's and North Street to amek the hospital emergency room more accessable.	See Response C in the Legend. Your preference for the Eastex Alternative 1 is acknowledged.	Eastex Alternative 1	
30	Kalan	Payne	43571	Written Comment	N/A	Preferred Alternative Design Process	I prefer Alternative 1 for IH-10/US-69 interchange. I am unhappy about the deletion of the Laurel exit and the entrance ramp on the other side (by McDonald's), but I would be okay with the addition of an entrance past Calder to access US-69 North. I need this ramp for convenient access to work. It would also help with traffic on the frontage road after the Delaware/Calder exit since adding the Calder entrance ramp would mean eliminating the North & Harrison bridges/underpasses/lights.	See Response C in the Legend. Your preference for Eastex and Cardinal Alternative 1 is acknowledged.	Eastex Alternative 1	Cardinal Alternative 1
31	Justin	Weeks	43571	Written Comment	N/A	Design Process	I have several concerns as a resident of an area directly adjacent to the Laurel exit. We currently have a convenient on ramp on one side of the interstate and an off ramp on the other that serve a huge swath of Beaumont. These entrances and exits are convenient not just for nearby residents, but also for patrons & business owners alike who count on this easy access that these ramps provide. I can tell you with certainty that people have based home purchases and business locations based on the placement of these ramps, and removing them would be detrimental to much of Beaumont.	See Response C in the Legend.		
32	Michaela	McKenzie	43571	Written Comment	N/A	Preferred Alternative Design Process	At the 69/96/10 interchange I prefer option 1. The design allows highest speeds & smoothest interchanges. I propose the frontage road remove lights/bridges/underpasses at Harrison & North. This will allow smoother traffic patterns for people accessing Calder areas. There is a long distance between Delaware and College exits currently with many lights & slow speeds.	See Response C in the Legend. Your preference for Eastex and Cardinal Alternative 1 is acknowledged.	Eastex Alternative 1	Cardinal Alternative 1
33	Damaarkus	Baines	43571	Written Comment	N/A	General	The Lord said that there's other things he's concerned about and he would rather these funds be spent on providing homes for the widows, homeless…Because it doesn't make sense that people commit crimes just to have somewhere to eat and sleep.	Your comment against the project is acknowledged.		
34	Make	Mahood	43571	Written Comment	N/A	Preferred Alternative Design Process	Add southbound U.S. 69 off ramp in front of Austin School now, as part of the Eastex widening project. This off ramp is shown on Alt. 1	See Response C in the Legend. Your preference for Eastex Alternative 1 is acknowledged.	Eastex Alternative 1	
35	Chris	Jones	43571	Written Comment	N/A	Maintenance Other Beaumont Projects Lighting	1.The Westbound curve (out of project area) over Pine I-10 past the Purple heart bridge. This curve is not in current plans, but it needs to be straightened out. 2.There are many dangerous bumps and holes in the roadways on I-10 especially West of College Street towards Cardinal Drive. Could some these be fixed before the whole road, or do we have to wait until 2021 to improve. 3.Lights. Our roadways and highways are dark. Lights Beaumont is too dark. There are many older street lights in the proposed I-10 area, but many don't have light bulbs. This is dangerous at night and during fog and pouring rain, car lights don't always cut it. Safety factor.	See Responses G and K in the Legend. Lighting locations and roadway signage locations will be developed as part of the detailed design phase of this project.		
36	Chris	Jones	43571	Written Comment	N/A	Preffered Alternative	1.Cardinal Drive, I like Alternative I over II because the access roads cuts through from West and continues to Washington. 2.I hate losing the M Meyers Bridge, but progress better. 3.Eastex I don't like Alt 3 because I don't like the clover leaf to I-10 west. They are dangerous. You are rebuilding to Elevated North and South 287 anyway. Just hook the feeder road from 11th street into feeder road I-10 west. Alt 1 is nice to connect feeder road but do not take channel 6/4 I-Heart property-Use Alt 2 roadway. 4.Eastex Alternative. Don't be caught up fixing the feeder problems people are used to 287 I-10 feeder issues. Some relief is good. Big problem I-10 feeder at 11th street to I-10 west, but could tie into I-10 feeder road west. No need for clover leaf-entrance to I-10. People won't mind a stop light if they can go west easier from 11th street.	Your preference for Cardinal Alternative 1 and Eastex Alternative 2 is acknowledged.	Eastex Alternative 1	Cardinal Alternative 1
37	Joseph R.	Messima		Written	N/A	Noise	I live at 2485 Beech Street Beaumont, TX 77702. My name is Joseph R and Mary Beth Messima. We are concerned with the tow block area of Beech along the I-10 Road. We have experienced a [Indistinguishable] fatal experience with a 18 wheeler tire coming off and bouncing into our house setting fire to our furniture and doing over 100,000 worth of damage. The expansion will cause more noise and less usage of our front yard. Would love to meet with our two block neighbors with your.	See Response J in the Legend.		

38	David	Cargill		Written	N/A	Noise	I have lived on the 2300 block of Gladys for 80 years whatever you do you will not have done a good job if you have not addressed noise. The historic neighborhood "old town" is subject to excessive noise making living indoors and out less pleasant, a sound wall on the south side of I-10 to 7th would help the always high noise level. It increases as trucks increase speed approach the railroad overpass. Washing DC area has lots of sound walls. The wall could help the dust from cement & stone plants on 7th.	See Response J in the Legend.		
39	Robert J.	Withrow		Written	N/A	General	Afer attending your seminar/exposition on April 16, 2019 and reviewing all of the proposals, it is obvious that the 500 million [formarble] for this project would be a gigantic waste of money, time and resources. You will be putting an undue hardship on the citizens of beaumont and the motorists thraveling through beaumont. Your information provided clearly indicates that this project will not solve or alleviate the traffic congestion.	Your comment against the project is acknowledged.		
40	E Harvey	Steinhagen III	43577	Written	N/A	Design Process	Re: I-10 Westbound Exit 848 @ Walden Road, Beaumont. This serves to notify that I myself and multiple business and property owners are staunchly opposed to ANY relocation change to the existing westbound Exit #848 accessing Walden Road in Beaumont. Please contact me directly for further discussion, sincerly,	See Response C in the Legend.		
41	E Harvey	Steinhagen III	43577	Written	N/A	Design Process	Re: Beaumont Northbound Delaware Exit Ramp. I support TxDOT widening US 69 (Eastex Fwy) but DO NOT Support the out-right elimination of Northbound Delaware Exit Ramp. It is suggested that TxDOT re-position existing Exit Ramp sliding same sleightly further back from Intersection and add another turning lane at light.	See Response C in the Legend.		
42	Juhlee			Written	N/A	Design Process	I take the Delaware exit on a regular basis (going north) to go to my property on 2525 Delaware. I want to have an exit there because that is the first exit after the exchange and if there isn't an exit at Delaware it is difficult to make a U-turn on the direction and go to Concord to come back to Delaware. That is a long way around to go a couple of blocks. Therefore, I would like the Delaware exit to remain.	See Response C in the Legend.		
43	Katy	Jansen		Written	N/A	Congestion	Conjestion on the service rd. traveling towards College Street is our main concern. If a potential or exsisting customer has to wait in traffic to gain entry to our property more than likely they will not store with us. We would like to see how you propose to keep traffic flowing for the next 5 years.	See Response A in the Legend.		
44	Michael	Amos		Written	N/A	Design Process	The removal of the Laurel exit will severley impact our patients & their families when driving to our office. Currently the paitents have a difficult enough time finding the exit and getting to our location. Having the patients needing to exit 2 miles before our location is a henderance to them & their families. Patients will look for another provider that is easier to get to and will stop coming to our office.	See Response C in the Legend.		
45	Jennie & Ricky	Ware		Written	N/A	Design Process	Mr. Adams, We are the family that owns land off I-10 between LNVA and the old Wallstreet journal was disheartened to see our land totally left out for ease of egress & ingress to IH-10 we made a few suggestions of lowering the bridge over the LNVA and to make it 2-way, another proposal is to delete the turn around connect the service roads.	See Response C in the Legend.		
46	Sue	Lumpkins	43572	Email	N/A	Construction Loop Around Beaumont	A couple of issues; 1. The survey site does not work. 2. As far as the comments regarding the construction, I live in NW Beaumont. This is basically the only way to get from Beaumont to Nederalnd and Port Arthur etc. without going through the country side. Many of us have dentists, doctors, or shopping spots we like in Nederland, Groves, Port Neches etc. I do not deny the need for expedited access to us69 and 287 but let's find an option that does not destroy more than it fixes. I hope one of the options being explored is an upper deck solution somewhat akin to what Austin opted for years ago. That would allow much of the current area to remain open until the upper deck is completed, then work on the 365 exits. 3. Beaumont has worked hard to attract restaurants (other than just fast food) and I would hate to see this project destroy Cheddar, old and new hotels, and ventures like the Black Bear diner that just opened at I-10 and Walden...that is simply not fair to folks who invest in franchises and the workers who are employed there. Bottom line: There is no denying truckers nearly blow us off teh road in that stretch and subsequently it has become very dangerous and needs improvement and extensions. Please find a method to retain resonable access to 69 from Beaumont while preserving access to businesses in the area.	See Response B and F in the Legend.		
47	Paul	Trevino	43584	Email	N/A	Design Process	Thank you for the opportunity to comment on the I 10 US 69 interchange improvement project. We appreciate the work that is being contemplated to ensure driver safety as well as efficient traffic flow throughout our community. In regards to the specifics of the project as they are known today, I am writing to express our concerns related to the impact to the critical care delivery system that is provided by CHRISTUS Southeast Texas St. Elizabeth to Southeast Texas and the surrounding area. As the most relied upon trauma center between Houston and Baton Rouge, ambulance and personal car traffic must be able to reach our facilities in the most efficient manner possible. To accomplish this critical and life-saving objective CHRISTUS is strongly advocating for an access ramp that will take westbound traffic to the Calder and I-10 intersection without delay from numerous intersections that are currently experience on the access road. This project provides great opportunity to improve patient safety, signage, and general public access to critical care facilities located at our hospital for which time is an essential element between life and death. Additionally, successful approval of this request will allow appropriate access to Laurel Street and the CHRISTUS South East Texas Orthopedic Specialty Center where over 300 patients a day or seen by the physicians of Beaumont Bone and Joint which is critical to many elderly and disabled citizens in our community. Thank you for your consideration of this important request to our hospital system and community.	See Response C in the Legend.		

48	Richmond	Bennett	43581	Email	N/A	ROW Acquisition	The proposed improvements will completely eliminate my property, parking lot, building and my business. We are Certified Public Accountants who work at our own office. Clients come to us with their information and we prepare the payroll, financial statements, general ledgers and various state and federal tax reports. There is no reasonably priced alternate location. We could not recover from the expense of a move, nor could we recover from the loss of business that will occur due to our move. Other business to the east and to the south are faced with a similar dilemma. Texas Department of Transportation has many intelligent, motivated staff who can propose an alternate that will not adversely impact our firm and other business entities who are located on the interstate 10 access road. Thank you for your prompt attention to this matter.	See Response M in the Legend.		
49	Richmond	Bennett	43584	Email	N/A	Loop around Beaumont	Please consider elevating the through lanes of Highway 69 and Interstate 10 high above the existing grade with no entrance ramps or exit ramps. The interstate 10 traffic would flow through the elevated lanes. The local traffic and the local business would remain as they are. This idea is so much better than uprooting existing business and forcing them to move. It would allow local traffic to use the existing roadways, some of which is new. Many cities in Texas have a Loop. Houston has three, San Antonio has two and Conroe has one. Tyler, Lufkin and Palestine also have loops around the cities. There is undeveloped land (rice fields and forests) in the Beaumont area. A loop could increase traffic flow and move traffic away from the central city	See Response F in the Legend.		
50	Richmond	Bennett			N/A	ROW Acquisition	I am located at the intersection of Louisiana Street and the freeway access road, adjacent to the Channel 6 news station. The proposed interchange completely covers my property and I will have to move. Please consider the west side of Highway 69 and Interstate 10. The freeway could be moved to the west with no adverse impact on my property or my neighbors.	See Response M in the Legend.		
51	Susan	Yarbrough	43572	Email	N/A	Loop around Beaumont	Beaumont needs a loop. Stop trying to cram everyone, big trucks included, through such a small space. I rarely go to Beaumont for this reason. If there were a loop big trucks could bypass local traffic and make it more safe. Even Lufkin has a loop!	See Response F in the Legend.		
52	Carlton	LaBeff	43578	Email	N/A	Design Process	If you are westbound on I-10 and needed to exit for Hwy 90 or College St. per the three alternative schematics you would have to do so near the I10/11th St. area. This would cause you to travel through several intersections to get to Hwy 90/College St. Hwy 90/College St. west of I10 has a traffic count of 42,482 AADT and east of I10 the count is 35,825 AADT. This road has to be one of the busiest roads in Beaumont. The exit needs to be placed somewhere between the railroad tracks/Hollywood Ave and Hwy90/College St. This would prevent traffic having to stop at several traffic signals to get to Hwy 90/College St.	See Response C in the Legend.		
53	Kay	Moffitt	43576	email	N/A	Loop around Beaumont	If you just made a loop around that fed into both 90 west and I10 west side and 105 West and 69N ~ then you could send many travelers headed to the beyond Bmt area without clogging up traffic and save a lot of us who actually live here a bit hassle for the next ?????? years.	See Response F in the Legend.		
54	Kachina	Boyd-Foscalina	43567	Email	N/A	General Project Information	I wanted to get some information on the I10/US 69 Interchange Improvement Project. We own the building at 805 I10 South Beaumont, TX. What should we expect? I tried calling the number on the flyer but I keep getting a busy signal.	See Response E in the Legend.		
55	Andrew	Mann	43563	Email	N/A	ROW Acquisition	It is dissapointing that when this was first publicised it was stated that the freeway would be widened WITHOUT seizing land; the latest correspondence indicates that we are at risk of having our land seized. We are a small business with only 8 parking spaces, 3 of which are used for our employees leaving only 5 for our patients. Please place it on record that taking any of our parking space will effectively put us out of business.	See Response M in the Legend.		
56	3438115		2-4-2019 15:18:46	MetroQuest	Screen 2: Identify Priorities, Suggest another item for future consideration	Other BMT Projects	Finish construction of Interstate 10 from Vidor to the state line before working on other sections of interstate 10	See Response K in the Legend.		
57	3441528		4-4-2019 17:44:14	MetroQuest	Screen 2: Identify Priorities, Suggest another item for future consideration	Congestion	Reduce congestion	See Response A in the Legend.		
58	3437850		2-4-2019 12:07:09	MetroQuest	Screen 2: Identify Priorities, Suggest another item for future consideration	Construction	Businesses along the route should receive help to maintain being in business during construction. This was not addressed during the Calder Avenue improvement and resulted in some businesses folding or loss of jobs temporarily as businesses had to cut overhead to survive.	See Response B in the Legend		
59	3437823		2-4-2019 11:06:25	MetroQuest	Screen 2: Identify Priorities, Suggest another item for future consideration	Safety/Speed Limit	Stop speeding	See Response C in the Legend.		
60	3437813		2-4-2019 10:43:24	MetroQuest	Screen 2: Identify Priorities, Suggest another item for future consideration	General	Population Growth	Your comment is acknowledged.		
61	3437484		2-4-2019 00:00:57	MetroQuest	Screen 2: Identify Priorities, Suggest another item for future consideration	Other BMT Projects	Before starting any more construction, finish everything from Walden to Winnie, that would help congestion and wrecks considerably.	See Response K in the Legend.		
62	3437640		2-4-2019 02:38:32	MetroQuest	Screen 2: Identify Priorities, Suggest another item for future consideration	General	Reduce Construction on So many areas that take Place at THe SAME time!!!!!!	Your comment is acknowledged.		
63	3437640		2-4-2019 02:38:32	MetroQuest	Screen 2: Identify Priorities, Suggest another item for future consideration	General	Reduce Construction on So many areas that take Place at THe SAME time!!!!!! Finish a project before starting a new one!!!!!!!	Your comment is acknowledged.		

64	3437194		1-4-2019 22:10:02	MetroQuest	Screen 2: Identify Priorities, Suggest another item for future consideration	Loop around Beaumont	There needs to be a loop around Beaumont. It's rediculous that there is only ONE way to get from one side to the other. Everyone living in, working and going to school in Beaumont should not have to deal with the passing thru traffic and there is ZERO alternatives besides the one road we are all trying to share. Stop expanding it and make a way around it!	See Response F in the Legend.		
65	3442331		5-4-2019 02:10:03	MetroQuest	Screen 2: Identify Priorities, Reduce Congestion	Congestion	I travel this way every day. The evening is so frustrating and sometimes it takes me a hour to get home from port Arthur.	See Response A in the Legend.		
66	3425461		22-3-2019 14:02:02	MetroQuest	Screen 2: Identify Priorities, Reduce Congestion	Congestion	I-10 gets congested at peak work and off hours and I do not think adding another lane will diminish that.	See Response A in the Legend.		
67	3432568		28-3-2019 13:58:30	MetroQuest	Screen 2: Identify Priorities, Reduce Congestion	Congestion	It's always congested and is only getting worse as the population grows and more people utilize this highway.	See Response A in the Legend.		
68	3434771		29-3-2019 19:13:01	MetroQuest	Screen 2: Identify Priorities, Reduce Congestion	Lighting	Recent efforts to reduce congestion have failed. Engineering needs to be more realistic and provide signage and other education to motorists, especially local area residents	Lighting locations and roadway signage locations will be developed as part of the detailed design phase of this project.		
69	3437516		2-4-2019 00:25:15	MetroQuest	Screen 2: Identify Priorities, Reduce Congestion	Design Process	The current situation, while better, is still a traffic nightmare. Close the Delaware ramps.	See Response C in the Legend.		
70	3437749		2-4-2019 04:44:49	MetroQuest	Screen 2: Identify Priorities, Reduce Congestion	Safety/Speed Limit	NB 69 merging to EB 10 is a joke, these fools drop down to 35-40mph and less when they have a dedicated lane all the way past US 90. Some slow down is expected but everyone's scared to get on 10 EB AT 55-60	See Response C in the Legend.		
71	3438542		2-4-2019 19:32:48	MetroQuest	Screen 2: Identify Priorities, Reduce Congestion	Congestion	THIS IS A MAJOR ISSUE ESPECIALLY COMING FROM THE PRISON COMPLEX HEADED TOWARDS THE IH-10 / 69 EXITS BY HWY 124.	See Response A in the Legend.		
72	3439725		3-4-2019 15:13:42	MetroQuest	Screen 2: Identify Priorities, Reduce Congestion	Congestion	I want to improve traffic congestion from Hwy 69 to I10. It's horrible traveling from hwy 69 and 4th street to washington to parkdalemall area and beyond.	See Response A in the Legend.		
73	3440454		3-4-2019 20:08:49	MetroQuest	Screen 2: Identify Priorities, Reduce Congestion	Congestion	This section of the highway is only congested maybe 1 hr in the morning and 1 hr in the afternoon. This expansion will only cause more problems for the citizens of Beaumont	See Response A in the Legend.		
74	3438173		2-4-2019 15:50:18	MetroQuest	Screen 2: Identify Priorities, Improve safety	Lighting	You need to finish the work you are doing first in the area before you even consider this. Also, what aisle of Walmart do you get your flat paint to put on the roadways? Near zero reflective qualities. During certain situations, you can't even see the lines. This is very dangerous. I know there are other options which make it look like you are driving down a well-lit runway. This needs to be changed because you have a very dangerous situation out there with this crappy paint.	Lighting locations and roadway signage locations will be developed as part of the detailed design phase of this project.		
75	3437850		2-4-2019 12:07:09	MetroQuest	Screen 2: Identify Priorities, Improve safety	Congestion	These roads are usually congested and require improvement, either bite the bullet now or later, it needs doing.	See Response A in the Legend.		
76	3437496		2-4-2019 00:08:34	MetroQuest	Screen 2: Identify Priorities, Improve safety	Congestion	Too many conversions to each exit.Unsafe.	See Response A in the Legend.		
77	3437749		2-4-2019 04:44:49	MetroQuest	Screen 2: Identify Priorities, Improve safety	Safety/Speed Limit	I drive this section 69 NB-10 EB, everyday and theses fools still slow down to 35-40mpg not realizing they have a dedicated lane on 10 all the way past US 90	See Response C in the Legend.		
78	3437516		2-4-2019 00:25:15	MetroQuest	Screen 2: Identify Priorities, Improve safety	Design Process	The current situation, while better, is still a traffic nightmare. Close the Delaware ramps.	See Response C in the Legend.		
79	3434771		29-3-2019 19:13:01	MetroQuest	Screen 2: Identify Priorities, Improve safety	Safety/Speed Limit	Lanes merging right before an interchange is dangerous and inefficient, as are conditions requiring motorists on primary roadway to change into lanes that are merging onto primary roadway (eg, US69 NB joining I-10 EB near Washington Blvd in Beaumont	See Response C in the Legend.		
80	3442331		5-4-2019 02:10:03	MetroQuest	Screen 2: Identify Priorities, Improve safety	Safety/Speed Limit	There are a lot of accidents that happen and we are stuck in traffic for hours. This is really bad when u had a long day at work.	See Response C in the Legend.		
81	3439994		3-4-2019 16:31:55	MetroQuest	Screen 2: Identify Priorities, Improve safety	Design Process	The College and Calder exits both follow too closely after the US 69 merge and the Washington on ramp, making access to either Exit unsafe for IH-10 Eastbound traffic coming into Beaumont.	See Response C in the Legend.		
82	3437939		2-4-2019 13:35:54	MetroQuest	Screen 2: Identify Priorities Hurricane evacuation	Congestion	Hwy 69/96 being the only north bound route out of Beaumont is a choke point in its self. The interchange with I-10 doesn't help at all.	See Response A in the Legend.		
83	3437331		1-4-2019 23:06:38	MetroQuest	Screen 2: Identify Priorities Enhance connectivity	General	It's great the way it is!!	Your comment is acknowledged.		
84	3435629		31-3-2019 12:12:40	MetroQuest	Screen 2: Identify Priorities Enhance connectivity	Design Process	Cardinal drive entrance to I 10 us terrible	See Response C in the Legend.		
85	3436469		1-4-2019 18:18:50	MetroQuest	Screen 2: Identify Priorities Enhance connectivity	Design Process	Connecting service roads Walden to Washington and Walden to Hwy 124 and Hwy 124 to Washington	See Response C in the Legend.		
86	3438542		2-4-2019 19:32:48	MetroQuest	Screen 2: Identify Priorities Enhance connectivity	Congestion	THIS PHOTO HERE IS A MAJOR PROBLEM AREA, GETS CONGESTED EVERY SINGLE DAY 8AM AND 5PM	See Response A in the Legend.		
87	3437850		2-4-2019 12:07:09	MetroQuest	Screen 2: Identify Priorities Enhance connectivity	General	While the construction process is very disruptive, the results are worth it for both ease of travel and enhanced commercial activities.	Your support of the project is acknowledged.		
88	3439725		3-4-2019 15:13:42	MetroQuest	Screen 2: Identify Priorities Enhance connectivity	General	Due to today's busy on the go life, I need to be able to get to different areas more quickly and safely.	Your support of the project is acknowledged.		
89	3437850		2-4-2019 12:07:09	MetroQuest	Screen 2: Identify Priorities, Improve the economy	Construction	As a business owner that was drastically affected by the Calder Avenue improvement project in Beaumont, business for those in this area will be impacted and, as such, they need to plan for the extended disruption to their business. However, once completed, the new road enhances access and people's willingness to go to their business due to the improvements. Warning, the construction phase is very disruptive to business.	See Response B in the Legend		
90	3437819		2-4-2019 10:51:42	MetroQuest	Screen 2: Identify Priorities, Improve the economy	Other BMT Projects	The Dowlen road exit ramp and on ramp must be maintained.	See Response K in the Legend.		
91	3437189		1-4-2019 22:08:38	MetroQuest	Screen 2: Identify Priorities, Improve the economy	Construction	My concern is the impact this will have on traffic during construction. This area is used by almost everyone in southeast Texas	See Response B in the Legend		
92	3432568		28-3-2019 13:58:30	MetroQuest	Screen 2: Identify Priorities, Improve the economy	Congestion	Local businesses would benefit from more on-off ramps and decreased congestion.	See Response A in the Legend.		
93	3437819		2-4-2019 10:51:42	MetroQuest	Screen 2: Identify Priorities, Maintain the highway	Other BMT Projects	The Dowlen road exit ramp and on ramp must be maintained.	See Response K in the Legend.		
94	3438535		2-4-2019 19:28:37	MetroQuest	Screen 2: Identify Priorities, Maintain the highway	Maintenance	We should have well maintained roads	See Response G in the Legend.		
95	3442331		5-4-2019 02:10:03	MetroQuest	Screen 2: Identify Priorities, Maintain the highway	Maintenance	The highway is bumpy and stressful in the afternoon.	See Response G in the Legend.		

96	3440518		3-4-2019 20:38:26	MetroQuest	Screen 2: Identify Priorities, Limit visual impact	Aesthetics	I welcome a visual impact and want it to be a gateway to our community via oil derricks or something unique to our area.	Aesthetic guidance will be incorporated into the construction contract.		
97	3437939		2-4-2019 13:35:54	MetroQuest	Screen 2: Identify Priorities, Provide local mobility	Congestion	The Hwy 69 I-10 interchange has been a choke point for years, hwy69 to I-10 east single lane should have been expanded in the last revamp.	See Response A in the Legend.		
98	3439725		3-4-2019 15:13:42	MetroQuest	Screen 2: Identify Priorities, Provide local mobility	Congestion	Need more mobility due to congestion. Also there will be less accidents and less loss of life on Texas Roadways.	See Response A in the Legend.		
99	3438542		2-4-2019 19:32:48	MetroQuest	Screen 2: Identify Priorities, Provide local mobility	N/A	TBD	Comment acknowledged.		
100	3438637		2-4-2019 20:29:22	MetroQuest	Screen 2: Identify Priorities, Provide local mobility	Maintenance	Please repair the hump bumps at Ih-10 Hollywood E/B overpass and the inside lane at the service Rd. near Mc Donald's. It throw us bike riders out our seat.	See Response G in the Legend.		
101	3433764		28-3-2019 23:45:52	MetroQuest	Screen 2: Identify Priorities, Provide local mobility	Other BMT Projects	Hoping frontage roads and lightning poles (the multi lighted and tall) will be added between fm 364 (Major Drive) to 365 nea Fannett.	See Response K in the Legend.		
102	3432568		28-3-2019 13:58:30	MetroQuest	Screen 2: Identify Priorities, Provide local mobility	General	Additional on/off ramps would improve neighborhood access.	Your support of the project is acknowledged.		
103	3437484		2-4-2019 00:00:57	MetroQuest	Screen 2: Identify Priorities, Provide local mobility	Design Process	do not shut Fannett and Labelle off from Beaumont.	See Response C in the Legend.		
104	3434795		29-3-2019 19:46:20	MetroQuest	Screen 2: Identify Priorities, Provide local mobility	Design Process	I can get on i10 heading West fairy easy from my house. I have to drive 10 minutes by way of 11th street to access i10 East, which is a mild annoyance. Closing the Delaware exit for US69 is unacceptable.	See Response C in the Legend.		
105	3437819		2-4-2019 10:51:42	MetroQuest	Screen 2: Identify Priorities, Provide local mobility	Other BMT Projects	The Dowlen road exit ramp and on ramp must be maintained.	See Response K in the Legend.		
106	3448009		10-4-2019 11:22:50	MetroQuest	Screen 2: Identify Priorities, Reduce Congestion	Congestion	I believe Beaumont is in need of less congestion. More lanes will assist in thi.	See Response A in the Legend.		
107	3450162		11-4-2019 13:44:48	MetroQuest	Screen 2: Identify Priorities, Reduce Congestion	Design Process	ADD 1 INSIDE LANE EACH WAY LUCAS TO LUMBERTON-ADD N-S GLADYS ST EXITS	See Response C in the Legend.		
108	3452825		13-4-2019 22:01:42	MetroQuest	Screen 2: Identify Priorities, Reduce Congestion	Design Process	Switching from I-10 WB to US 69 then immediately exiting on the Delaware exit is useless for drivers attempting to make a left turn onto Delaware or who take the loop under the highway. However, the Delaware exit from US 69 also needs significant improvements. One suggestion is to make a separate lane for traffic that will be going around the loop rather than requiring those drivers to merge right into a long line of traffic waiting at a red light that they'll eventually bypass anyway. Also, the right-of-way for traffic is an issue at that exit. Since most drivers attempt to either go straight or turn right, they must wait at the light. This causes congestion for drivers who are waiting to connect from i10 WB to US 69.	See Response C in the Legend.		
109	3457215		17-4-2019 17:10:31	MetroQuest	Screen 2: Identify Priorities, Reduce Congestion	Congestion	This interchange is one of the most dangerous I've ever seen: too many connections too close together, too many blind spots, too many lanes crisscrossing around turns and over blind overpasses.	See Response A in the Legend.		
110	3459756		18-4-2019 21:36:21	MetroQuest	Screen 2: Identify Priorities, Reduce Congestion	Congestion	I do not want the long long mess of congestion trying to resolve congestion. if the roads would be repaired consistently that would make sense. nothing else makes sense. i10 near orange and vidor have been a mess about 15 years.	See Response A in the Legend.		
111	3463483		22-4-2019 22:25:22	MetroQuest	Screen 2: Identify Priorities, Reduce Congestion	Congestion	I believe going up wider will help mergers to and from the interstate allowing safe transit and traffic transitions.	See Response A in the Legend.		
112	3463483		22-4-2019 22:25:22	MetroQuest	Screen 2: Identify Priorities, Reduce Congestion	Congestion	I believe going wider and inclining will help mergers to and from the interstate allowing safe transit and traffic transitions.	See Response A in the Legend.		
113	3464031		23-4-2019 11:53:31	MetroQuest	Screen 2: Identify Priorities, Reduce Congestion	Congestion	It rarely gets congested, only during 5pm rush hour..	See Response A in the Legend.		
114	3476651		1-5-2019 16:54:12	MetroQuest	Screen 2: Identify Priorities, Reduce Congestion	Loop around Beaumont	Why not create a by-pass on the north side of Beaumont, possibly upgrade 105 or 90 routes to interstate level.	See Response F in the Legend.		
115	3444863		8-4-2019 15:25:16	MetroQuest	Screen 2: Identify Priorities, Reduce Congestion	Congestion	Congestion applies to the adjacent access roads as well due to how the access roads are connected to off ramps.	See Response A in the Legend.		
116	3455841		16-4-2019 21:35:06	MetroQuest	Screen 2: Identify Priorities, Improve safety	Other BMT Projects	Bottleneck is Pine Island Bayou (have to cross).	See Response K in the Legend.		
117	3464129		23-4-2019 13:22:21	MetroQuest	Screen 2: Identify Priorities, Improve safety	Congestion	This could potentially reduce congestion if safety of mergers was determined to be the cause of the frequent wrecks causing delays.	See Response A in the Legend.		
118	3460292		19-4-2019 07:35:06	MetroQuest	Screen 2: Identify Priorities, Improve safety	Design Process	I ride a motorcycle and the on ramp from Washington Blvd is dangerous for bikers due to the fact that oncoming traffic does not yield to traffic and just come flying onto the highway, I personally would like to see that on ramp on the curve going toward Port Arthur relocated or removed.	See Response C in the Legend.		
119	3462034		22-4-2019 01:25:13	MetroQuest	Screen 2: Identify Priorities, Improve safety	Safety/Speed Limit	Improve safety by not having a 70/75mph speed limit through my city	See Response C in the Legend.		
120	3452825		13-4-2019 22:01:42	MetroQuest	Screen 2: Identify Priorities, Improve safety	Sinage	Merging safely at some onramps and offramps is unclear due to lack of lines on the road (e.g. no lines at all for merge lane, reflectors instead of a solid or dotted line to signify when merging is appropriate). Better signage could also improve this problem.	Lighting locations and roadway signage locations will be developed as part of the detailed design phase of this project.		
121	3462963		22-4-2019 19:11:04	MetroQuest	Screen 2: Identify Priorities, Improve safety	Pedestrian Facilities	Movement of non-vehicular traffic is not safe in the Beaumont area. Some streets are wide enough to accommodate shared lanes and bike paths, but there isn't any protection for cyclist. Many roads, Phelan, Calder, Dowlen, are dangerous to ride a bike. The Calder Bike lane actually connects to nothing and runs out as the lane nears shopping and many restaurants. That particular bike lane leaves the ride on a very high traffic spot when the lanes end.	See Response L in the Legend.		

122	3456206		17-4-2019 02:02:07	MetroQuest	Screen 2: Identify Priorities, Improve safety	Pedestrian Facilities	I don’t think iH 10 needs to be widened. I do think it’s not very intelligently engineered between Calder & Washington. We don’t have congestion issues 95% of the time. There was a jam every day when the NECHES river bridge was being overhauled. But that’s over. We do need work on access roads connecting in areas they don’t. And we need accommodations for ACTIVE Transportation. People who walk & people who ride bicycles. 14 foot wide access Road Diet Lanes with Sharrows and lower speed limits are important. This project has neighborhoods on both sides. We don’t need an Indy race track. This is still a community. It’s not an industrial corridor. Active Transportation accommodation needs to be made over the railroad tracks by college st. We don’t need five lanes or a 75 mph speed limit thru town. That’s crazy! Ps. This is the 57 year old me, not the 19 year old me talking. I want my kids to see 57 or more, eh?!	See Response L in the Legend.		
123	3450162		11-4-2019 13:44:48	MetroQuest	Screen 2: Identify Priorities, Improve safety	Drainage	CARS HAVE HYDROPLANED IN FRONT OF CLASSIC OFTEN AFTER A LIGHT RAIN- HAVE ALL DRAINES DUG OUT AND CLEANED OUT AND DITCHES DUG OUT AND CEMENTED	See Response D in the Legend.		
124	3448191		10-4-2019 13:39:41	MetroQuest	Screen 2: Identify Priorities, Improve safety	Design Process	This is a priority, but complete removal of the Deleware exit will cause major logistical changes. It will double the already substantial traffic at 69 and Lucas.	See Response C in the Legend.		
125	3448009		10-4-2019 11:22:50	MetroQuest	Screen 2: Identify Priorities, Hurricane evacuation	General	Due to the amount of Hurricanes over the last several years, I believe that more lanes of highway will assist with the flow of traffic leaving the area and make it safer for people to travel.	Your support of the project is acknowledged.		
126	3460742		19-4-2019 17:11:31	MetroQuest	Screen 2: Identify Priorities, Hurricane evacuation	Safety/Speed Limit	Whatever changes are made needs to keep in mind the ever present hurricane danger.	See Response C in the Legend.		
127	3450162		11-4-2019 13:44:48	MetroQuest	Screen 2: Identify Priorities, Hurricane evacuation	Other BMT Projects	ADD 1 INSIDE LANE EACH WAY FROM LUCAS TO LUMBERTON	See Response K in the Legend.		
128	3459756		18-4-2019 21:36:21	MetroQuest	Screen 2: Identify Priorities, Hurricane evacuation	Congestion	I would like the roadways to include more exits out of the city and more ways to get to higher grounds with in the city limits. 110 should never ever shut down to stop the flow of traffic in or out of beaumont	See Response A in the Legend.		
129	3464129		23-4-2019 13:22:21	MetroQuest	Screen 2: Identify Priorities, Hurricane evacuation	Congestion	How is this different from the physical solution to 1, Reduce congestion?	See Response A in the Legend.		
130	3463483		22-4-2019 22:25:22	MetroQuest	Screen 2: Identify Priorities, Hurricane evacuation	Congestion	All east and west bound lanes should be hurricane accessible and able to divert in times of evacuation	See Response A in the Legend.		
131	3445300		8-4-2019 18:35:35	MetroQuest	Screen 2: Identify Priorities, Suggest another	Construction	Maintain access for current businesses	See Response B in the Legend		
132	3455915		16-4-2019 22:13:56	MetroQuest	Screen 2: Identify Priorities, Suggest another	Noise	Limit Noise - I would make that number one	See Response J in the Legend		
133	3467387		24-4-2019 20:09:24	MetroQuest	Screen 2: Identify Priorities, Suggest another	Construction	minimum impact during work	See Response B in the Legend		
134	3464031		23-4-2019 11:53:31	MetroQuest	Screen 2: Identify Priorities, Suggest another	General	We don’t need to add more roads	Your comment is acknowledged.		
135	3462963		22-4-2019 19:11:04	MetroQuest	Screen 2: Identify Priorities, Suggest another	Congestion	Lanes that provide safe travel and connections across the city.	See Response A in the Legend.		
136	3460404		19-4-2019 12:52:25	MetroQuest	Screen 2: Identify Priorities, Suggest another	Design Process	Keep north-bound exit from I10/69 to Delaware St.	See Response C in the Legend.		
137	3460554		19-4-2019 15:03:20	MetroQuest	Screen 2: Identify Priorities, Suggest another	Drainage	fix our drainage problems in the somerset edition old old old pipes. this is more of a priority to me.sick of passing the greater issues to spend money on this	See Response D in the Legend.		
138	3454667		16-4-2019 03:37:41	MetroQuest	Screen 2: Identify Priorities, Suggest another	Noise	Reduce freeway noise	See Response J in the Legend		
139	3463483		22-4-2019 22:25:22	MetroQuest	Screen 2: Identify Priorities, Enhance connectivity	Safety/Speed Limit	Providing better connections in the curve of 69/96 west I-10 east to reduce the possibilities of hydroplaning in the curve	See Response C in the Legend.		
140	3463301		22-4-2019 21:23:19	MetroQuest	Screen 2: Identify Priorities, Enhance connectivity	General	also improves topics 4,5,6,7	Your comment is acknowledged.		
141	3463948		23-4-2019 07:47:48	MetroQuest	Screen 2: Identify Priorities, Enhance connectivity	Design Process	The proposed project we saw at the open house for our property located on I 10 south will hinder any future development of the 25 acres, we would like better consideration of access to and from our property like the surrounding business we’re. With better access such as was discussed at the open house, it would be potential economic development for our community.	See Response C in the Legend.		
142	3470593		26-4-2019 21:40:10	MetroQuest	Screen 2: Identify Priorities, Enhance connectivity	Other BMT Projects	Enhance connectivity by adding a loop around Beaumont for the major through traffic	See Response K in the Legend.		
143	3462034		22-4-2019 01:25:13	MetroQuest	Screen 2: Identify Priorities, Enhance connectivity	Pedestrian Facilities	consider all road users (people on bikes, people walking, people in wheelchairs, not just people in cars). Not everyone has a car,but everyone should be able to freely and safely travel within the city.	See Response L in the Legend.		
144	3463301		22-4-2019 21:23:19	MetroQuest	Screen 2: Identify Priorities, Improve the economy	General	also helps improve topics 4,5,6,7	Comment acknowledged.		
145	3462963		22-4-2019 19:11:04	MetroQuest	Screen 2: Identify Priorities, Improve the economy	Pedestrian Facilities	Improving bike lanes and access to local businesses will enhance economic development.	See Response L in the Legend.		
146	3450162		11-4-2019 13:44:48	MetroQuest	Screen 2: Identify Priorities, Improve the economy	Design Process	FEEDERROAD CROSSINGS 1H10 BY GATEWAY SHOPPING CENTER	See Response C in the Legend.		
147	3463483		22-4-2019 22:25:22	MetroQuest	Screen 2: Identify Priorities, Improve the economy	Other BMT Projects	Having interstate connections directly to the port of Beaumont and other growing industries will decrease the amount of heavy wheeled vehicles passing thru city roads and neighborhoods. A better off ramp to and from Pine Street could encourage residential and economic growth of the area	See Response K in the Legend.		
148	3463483		22-4-2019 22:25:22	MetroQuest	Screen 2: Identify Priorities, Improve the economy	Other BMT Projects	Having interstate connections directly to the port of Beaumont and other growing industries will decrease the amount of heavy wheeled vehicles passing thru city roads and neighborhoods.	See Response K in the Legend.		

149	3463483		22-4-2019 22:25:22	MetroQuest	Screen 2: Identify Priorities, Improve the economy	Other BMT Projects	Having interstate connections directly to the port of Beaumont and other growing industries will decrease the amount of heavy wheeled vehicles passing thru city roads and neighborhoods. A better off ramp to and from Pine Street could encourage residential and economic growth	See Response K in the Legend.		
150	3455967		16-4-2019 22:48:39	MetroQuest	Screen 2: Identify Priorities, Improve the economy	Design Process	I am against removing the existing Walden Road Easement. It will cause a loss of visibility to the restrants at tinseltown.	See Response C in the Legend.		
151	3459756		18-4-2019 21:36:21	MetroQuest	Screen 2: Identify Priorities, Maintain the highway	General Project Information	I would like to see this survey more accessible to everyone. it should be on the front page of the txdot website. not everyone has the time to call and get a special web address.	See Response E in the Legend.		
152	3448933		10-4-2019 17:28:18	MetroQuest	Screen 2: Identify Priorities, Maintain the highway	Congestion	MAIN THING IS REDUCE CONGESTION ANT QUITINGTIME GOING NORTH FROM THE 10-69 SPLIT TO LUMBERTON	See Response A in the Legend.		
153	3450162		11-4-2019 13:44:48	MetroQuest	Screen 2: Identify Priorities, Maintain the highway	Drainage	RAISE FEEDER 69/96/EASTEX IN FRONT OF CLASSIC-FLOODS 10-20 INCHES :(~~~~~ VERY DANGEROUS ! DEADLY HAZZARD ! !	See Response D in the Legend.		
154	3456312		17-4-2019 06:05:43	MetroQuest	Screen 2: Identify Priorities, Maintain the highway	General	These are all important to me, except for visual impact.	Your comment is acknowledged.		
155	3457513		17-4-2019 18:51:34	MetroQuest	Screen 2: Identify Priorities, Maintain the highway	Safety/Speed Limit	There have been way too many deaths on I-10! The recent and projected construction only adds to this problem. Something MUST be done!	See Response C in the Legend.		
156	3450162		11-4-2019 13:44:48	MetroQuest	Screen 2: Identify Priorities, Limit visual impact	Drainage	HAVE DRAINES CLEANED OUT	See Response D in the Legend.		
157	3462214		22-4-2019 13:51:17	MetroQuest	Screen 2: Identify Priorities, Limit visual impact	Congestion	Wider highways create and encourage congestion.	See Response A in the Legend.		
158	3463483		22-4-2019 22:25:22	MetroQuest	Screen 2: Identify Priorities, Limit visual impact	Construction	Still having access to develop within the area is a concern of many in the area after building something of this magnitude. It is needed to avoid encroachment and can minimize the scope of imminent domain request.	See Response B in the Legend.		
159	3464129		23-4-2019 13:22:21	MetroQuest	Screen 2: Identify Priorities, Limit visual impact	Aesthetics	What does this mean? Is this appropriating more funds to aesthetic vs basic architecture or something else?	Aesthetic guidance will be incorporated into the construction contract.		
160	3468333		25-4-2019 13:43:37	MetroQuest	Screen 2: Identify Priorities, Limit visual impact	General	The less length of elevated bridges the better! Helps not only with looks but limits the property created under raised bridges that attract vagrants and crime. Also raised bridges limit visibility of adjacent land and business's!	Your comment is acknowledged.		
161	3463301		22-4-2019 21:23:19	MetroQuest	Screen 2: Identify Priorities, Provide local mobility	General	also improves topics 4,5,6,7	Comment acknowledged.		
162	3463483		22-4-2019 22:25:22	MetroQuest	Screen 2: Identify Priorities, Provide local mobility	Safety/Speed Limit	Having access to travel safely and efficiently across the city is a huge problem even after some expansion in the pass like MLK pkwy. Going up may be a great option	See Response C in the Legend.		
163	3463483		22-4-2019 22:25:22	MetroQuest	Screen 2: Identify Priorities, Provide local mobility	Safety/Speed Limit	Having access to travel safely and efficiently across the city is a huge problem even after some expansion in the pass like MLK pkwy. Going up with the interstate improvements may be a great option	See Response C in the Legend.		
164	3462963		22-4-2019 19:11:04	MetroQuest	Screen 2: Identify Priorities, Provide local mobility	Pedestrian Facilities	I want to see more Active Transportation, with more and safer access for bicycles and pedestrian. There is a sizable number of people in our community that use bicycles as a primary mode of transportation.	See Response L in the Legend.		
165	3462034		22-4-2019 01:25:13	MetroQuest	Screen 2: Identify Priorities, Provide local mobility	General	Induced demand. Making more lanes has never helped relieve traffic. Just look to the Katy Freeway for all the evidence you need.	Your comment is acknowledged.		
166	3460742		19-4-2019 17:11:31	MetroQuest	Screen 2: Identify Priorities, Provide local mobility	General	In looking at the three alternatives, I see a lot of change but very little benefit to the local area. In fact, Alt 1 seems to be the worst.	Your comment is acknowledged.		
167	3449616		10-4-2019 22:11:28	MetroQuest	Screen 2: Identify Priorities, Provide local mobility	Congestion	It appears that the point furtherest north on 69 would create a bottle-neck during rush hour since the number of lanes stays the same. Seems like you are just pushing the can down the road.	See Response A in the Legend.		
168	3458060		17-4-2019 23:11:04	MetroQuest	Screen 2: Identify Priorities, Provide local mobility	Design Process	Maury Meyers bridge is an essential route for commuters from West side to down town. Interruption of bridge traffic or demo of the bridge would have a significant impact on residents lives.	See Response C in the Legend.		
169	3458266		18-4-2019 01:56:52	MetroQuest	Screen 2: Identify Priorities, Provide local mobility	General Project Information	I am concerned about how long the project will take. The longer it takes the more motorists will die in accidents-just like the I-10 work in Orange County.	See Response E in the Legend.		
170	3458893		18-4-2019 15:34:56	MetroQuest	Screen 2: Identify Priorities, Provide local mobility	Design Process	I do not agree with closing the existing Walden Road exit. Proposed new flyover exit is too far and will impact existing businesses and deter new businesses from locating there.	See Response C in the Legend.		
171	3456815		17-4-2019 15:06:51	MetroQuest	Screen 2: Identify Priorities, Provide local mobility	Loop around Beaumont	Beaumont needs a loop around town. Beaumont needs another bridge across the river. This would ease I-10 from it's daily congestion.	See Response F in the Legend.		
172	3456868		17-4-2019 15:23:47	MetroQuest	Screen 2: Identify Priorities, Provide local mobility	Design Process	I live on Sandwood Ln. I would like to exit off Fwy without extended driving.	See Response C in the Legend.		
173	3441528		4-4-2019 17:44:14	MetroQuest	Screen 3: Prioritize Ramp Relocations Suggest another	Design Process	College Avenue	See Response C in the Legend.		
174	3441528		4-4-2019 17:44:14	MetroQuest	Screen 3: Prioritize Ramp Relocations Suggest another	Design Process	College Avenue Delaware Avenue Walden Road	See Response C in the Legend.		
175	3442331		5-4-2019 02:10:03	MetroQuest	Screen 3: Prioritize Ramp Relocations Suggest another	Construction	The construction is horrible with the weather if it’s raining.	See Response B in the Legend.		
176	3438811		2-4-2019 21:49:27	MetroQuest	Screen 3: Prioritize Ramp Relocations Suggest another	Other BMT Projects	Hwy 69 exit and entrance ramps to Hwy 365. This area is very congested	See Response K in the Legend.		
177	3437549		2-4-2019 00:53:09	MetroQuest	Screen 3: Prioritize Ramp Relocations Suggest another	Design Process	East Bound I-10 from Calder, instead of going to 11th St.	See Response C in the Legend.		
178	3437341		1-4-2019 23:08:45	MetroQuest	Screen 3: Prioritize Ramp Relocations Suggest another	General	What's wrong with what was built less than a decade ago? LEAVE IT ALONE!	Your comment against the project is acknowledged.		

179	3437850		2-4-2019 12:07:09	MetroQuest	Screen 3: Prioritize Ramp Relocations Gladys Avenue	Design Process	A ramp inserted by the Classic Acura building would make entering Hwy. 69 and IH10 much easier.	See Response C in the Legend.		
180	3438637		2-4-2019 20:29:22	MetroQuest	Screen 3: Prioritize Ramp Relocations Washington Boulevard	Traffic Signal	The service Rd. Lights from Gladys to College should sync to not stop at everyone.	Traffic signal evaluation would be conducted as applicable during the detailed design phase.		
181	3437516		2-4-2019 00:25:15	MetroQuest	Screen 3: Prioritize Ramp Relocations Washington Boulevard	Design Process	The current situation, while better, is still a traffic nightmare. Close the Delaware ramps.	See Response C in the Legend.		
182	3440714		3-4-2019 22:04:54	MetroQuest	Screen 3: Prioritize Ramp Relocations Washington Boulevard	Design Process	Exit from East bound lane of IH10	See Response C in the Legend.		
183	3440731		3-4-2019 22:12:17	MetroQuest	Screen 3: Prioritize Ramp Relocations Washington Boulevard	Design Process	IH10 East bound from Houston	See Response C in the Legend.		
184	3425461		22-3-2019 14:02:02	MetroQuest	Screen 3: Prioritize Ramp Relocations Washington Boulevard	Design Process	I feel that there needs to be another round about under the Washington ramp on the side coming from Houston. It creates a lot of congestion when everyone has to go to the stop light when riding the access road. I feel it is also unsafe to have vehicles waiting under the underpass for the light to turn green.	See Response C in the Legend.		
185	3437189		1-4-2019 22:08:38	MetroQuest	Screen 3: Prioritize Ramp Relocations Washington Boulevard	Construction	How are we supposed to get to work on time when we are fighting construction all the time?	See Response B in the Legend.		
186	3437341		1-4-2019 23:08:45	MetroQuest	Screen 3: Prioritize Ramp Relocations Washington Boulevard	General	I use these 2 streets with no problem.	Your support of the project is acknowledged.		
187	3437496		2-4-2019 00:08:34	MetroQuest	Screen 3: Prioritize Ramp Relocations Washington Boulevard	Design Process	East bond is way too confusing.	See Response C in the Legend.		
188	3434771		29-3-2019 19:13:01	MetroQuest	Screen 3: Prioritize Ramp Relocations Calder Avenue	Design Process	more direct access for south/west bound traffic is needed for Calder Ave due to needs for accessing hospital, commercial destinations, and residential neighborhoods.	See Response C in the Legend.		
189	3439725		3-4-2019 15:13:42	MetroQuest	Screen 3: Prioritize Ramp Relocations Calder Avenue	Design Process	Calder needs a ramp for sure. I CANNOT get onto the Hwy because there is no ramp. I have to use the feeder road past the news station and then get to 11th street. Or go the other way and take Calder to Lucas which is very long and time consuming. Calder needs an on ramp.	See Response C in the Legend.		
190	3437516		2-4-2019 00:25:15	MetroQuest	Screen 3: Prioritize Ramp Relocations Calder Avenue	Design Process	The current situation, while better, is still a traffic nightmare. Close the Delaware ramps.	See Response C in the Legend.		
191	3440454		3-4-2019 20:08:49	MetroQuest	Screen 3: Prioritize Ramp Relocations College Avenue	General	Ramps are already conveniently located	Your support of the project is acknowledged.		
192	3439725		3-4-2019 15:13:42	MetroQuest	Screen 3: Prioritize Ramp Relocations College Avenue	Design Process	College is on of the main arteries of Beaumont. It will need a ramp.	See Response C in the Legend.		
193	3434771		29-3-2019 19:13:01	MetroQuest	Screen 3: Prioritize Ramp Relocations College Avenue	Design Process	I-10 Eastbound onto College needs a dedicated rightmost lane that extends all the way from where US 69 N joins all the way to College exit.	See Response C in the Legend.		
194	3437516		2-4-2019 00:25:15	MetroQuest	Screen 3: Prioritize Ramp Relocations College Avenue	Design Process	The current situation, while better, is still a traffic nightmare. Close the Delaware ramps.	See Response C in the Legend.		
195	3434771		29-3-2019 19:13:01	MetroQuest	Screen 3: Prioritize Ramp Relocations Delaware Avenue	Design Process	the ability to easily but safely exit from I-10 Eastbound/ US 69 Northbound onto Delaware is greatly needed please do not take away or limit this access while finding a way to improve both congestion and safety in this area.	See Response C in the Legend.		
196	3436469		1-4-2019 18:18:50	MetroQuest	Screen 3: Prioritize Ramp Relocations Delaware Avenue	Design Process	Gladys does not need an exit ramp	See Response C in the Legend.		
197	3437819		2-4-2019 10:51:42	MetroQuest	Screen 3: Prioritize Ramp Relocations Delaware Avenue	Design Process	Delware is the Main Street I use to access I-10. Without it, I would be burdened with additional commute times to and from work.	See Response C in the Legend.		
198	3440518		3-4-2019 20:38:26	MetroQuest	Screen 3: Prioritize Ramp Relocations Delaware Avenue	Design Process	Delaware ramp is a hazard and crash records indicate something should be done so if I need to go so be it.	See Response C in the Legend.		
199	3455915		16-4-2019 22:13:56	MetroQuest	Screen 3: Prioritize Ramp Relocations Suggest another	General	I use existing ramps between 11th and 7th streets.	Your support of the project is acknowledged.		
200	3460850		19-4-2019 18:53:09	MetroQuest	Screen 3: Prioritize Ramp Relocations Suggest another	General	None of the above	Your comment is acknowledged.		
201	3456686		17-4-2019 14:32:30	MetroQuest	Screen 3: Prioritize Ramp Relocations Suggest another	Design Process	Laurel Ave. exit ramp	See Response C in the Legend.		
202	3456815		17-4-2019 15:06:51	MetroQuest	Screen 3: Prioritize Ramp Relocations Suggest another	Design Process	Existing the highway at 11st and needing to head west i-10 is frustrating	See Response C in the Legend.		
203	3450162		11-4-2019 13:44:48	MetroQuest	Screen 3: Prioritize Ramp Relocations Suggest another	Design Process	2ND RAMP FOR IH10 SOUTH GOING NORTH AND SOUTH OVER CANAL BY TINSELTOWN--ADD RAILROAD FEEDER CROSSOVERS IH10 BY CHILLIS -	See Response C in the Legend.		

204	3467387		24-4-2019 20:09:24	MetroQuest	Screen 3: Prioritize Ramp Relocations Suggest another	Design Process	11st	See Response C in the Legend.		
205	3460554		19-4-2019 15:03:20	MetroQuest	Screen 3: Prioritize Ramp Relocations Suggest another	Drainage	i want drainage problems fixed	See Response D in the Legend.		
206	3456312		17-4-2019 06:05:43	MetroQuest	Screen 3: Prioritize Ramp Relocations Suggest another	Design Process	Walden Rd	See Response C in the Legend.		
207	3452825		13-4-2019 22:01:42	MetroQuest	Screen 3: Prioritize Ramp Relocations Suggest another	Design Process	N 11th Street	See Response C in the Legend.		
208	3463483		22-4-2019 22:25:22	MetroQuest	Screen 3: Prioritize Ramp Relocations Gladys Avenue	Design Process	This is also the same issue as the Calder Street. You have to ride the long feeder before being able to access east or west I-10 69/96	See Response C in the Legend.		
209	3445537		8-4-2019 20:21:44	MetroQuest	Screen 3: Prioritize Ramp Relocations Gladys Avenue	Design Process	Gladys is a major four-lane East/West connector. However, when driving east, it basically dead ends at I-10. To get onto I-10 East, you must turn right and drive south on the access road, turn under the freeway at Harrison and follow the curve around past 11th street to get an up ramp on to I-10 East. In order to get to Hwy 96/69 Eastex Frwy., one must do all that and then turn north on 11th to access an up ramp to the Eastex frwy. This makes Gladys all but a dead end. A plan should include a much easier access to I-10 and Eastex than there is now.	See Response C in the Legend.		
210	3459559		18-4-2019 19:31:49	MetroQuest	Screen 3: Prioritize Ramp Relocations Gladys Avenue	General	Doesn't need improvements.	Your support of the project is acknowledged.		
211	3462963		22-4-2019 19:11:04	MetroQuest	Screen 3: Prioritize Ramp Relocations Gladys Avenue	Other BMT Projects	Access to I-10 towards Louisiana is absurd. The Lake Charles exit was redone and seems to have made thing worse.	See Response K in the Legend.		
212	3462963		22-4-2019 19:11:04	MetroQuest	Screen 3: Prioritize Ramp Relocations Washington Boulevard	Pedestrian Facilities	This road runs through the poorer part of town. Many people in this area use bicycles and walk to work on this already dangerous roadway. Much of Washington Boulevard was recently reworked. To not include safe cycling lanes was a real missed opportunity.	See Response L in the Legend.		
213	3463483		22-4-2019 22:25:22	MetroQuest	Screen 3: Prioritize Ramp Relocations Washington Boulevard	Safety/Speed Limit	Very dangerous on ramp merging onto the I-10 69/96 highway	See Response C in the Legend.		
214	3457215		17-4-2019 17:10:31	MetroQuest	Screen 3: Prioritize Ramp Relocations Washington Boulevard	Safety/Speed Limit	Washington Boulevard access may reduce street level congestion, but it causes extreme havoc on the freeway, especially westbound I-10 + southbound US69. Also the onramp from the I-10 service road onto S US69 is blind, on a dangerously sharp curve, with other connections coming within only a few hundred feet. KILLER!	See Response C in the Legend.		
215	3450162		11-4-2019 13:44:48	MetroQuest	Screen 3: Prioritize Ramp Relocations Washington Boulevard	Other BMT Projects	FINISH N&S EXIT RAMPS FOR UNFINISHED AT COLLEGE ST OVERPASS FOR OVER 15 YEARS - SAD - FAILURE !!!	See Response K in the Legend.		
216	3451000		11-4-2019 20:56:58	MetroQuest	Screen 3: Prioritize Ramp Relocations Washington Boulevard	Design Process	Washington exits now inadequate for multiple hotels & businesses.	See Response C in the Legend.		
217	3453214		15-4-2019 05:06:14	MetroQuest	Screen 3: Prioritize Ramp Relocations Washington Boulevard	Design Process	The westbound ramp for this exit (which I use frequently to get home) is probably a bit too short & close to the interchange, which results in a lot of last minute lane changes. There should be a more direct ramp exit to Washington coming from eastbound I-10, without having to route all the way around and under 69. Lastly, the westbound ramp to I-10 coming from Washington should be reviewed for safety- I've rode with people who would have to pull onto the shoulders when attempting to merge sometimes because it can be difficult to merge while the road is curving, which somewhat reduces the ability to see oncoming traffic from your rear view mirror.	See Response C in the Legend.		
218	3463483		22-4-2019 22:25:22	MetroQuest	Screen 3: Prioritize Ramp Relocations Washington Boulevard	Safety/Speed Limit	Very dangerous on ramp merging onto the I-10 69/96 highway east and coming from college street going west bound or coming from washington blvd heading east. Also the 10 west access is a distance to travel before merging to come to a stop is traffic is rounding the curve.	See Response C in the Legend.		
219	3463483		22-4-2019 22:25:22	MetroQuest	Screen 3: Prioritize Ramp Relocations Washington Boulevard	Safety/Speed Limit	Very dangerous on ramp merging onto the I-10 69/96 highway east and west bound	See Response C in the Legend.		
220	3475445		30-4-2019 23:24:10	MetroQuest	Screen 3: Prioritize Ramp Relocations Calder Avenue	Design Process	Relocate not remove	See Response C in the Legend.		
221	3456034		16-4-2019 23:13:39	MetroQuest	Screen 3: Prioritize Ramp Relocations Calder Avenue	General	Currently use Laurel	Your comment is acknowledged.		
222	3450162		11-4-2019 13:44:48	MetroQuest	Screen 3: Prioritize Ramp Relocations Calder Avenue	Other BMT Projects	FINISH WASHINGTON EXIT ON COLLEGE OVERPASS-GLADYS ADD N&S EXITS	See Response K in the Legend.		
223	3456312		17-4-2019 06:05:43	MetroQuest	Screen 3: Prioritize Ramp Relocations Calder Avenue	Design Process	The old northbound I-10 exit ramp that spits out so close to the Delaware intersection is so dangerous in rush-hour and a massive source of congestion. Eliminating it so the service road can have 2 continuous lanes up to the traffic light, instead of getting squeezed down to 1 lane at the last minute to make room for that now-redundant exit, would be much safer. I know the small number of businesses on that stretch of service road were whining about this plan, but you already made another Delaware exit (with a much safer position/design) that I thought was intended all along to replace that one, people just have to change their route a bit to use the new one.	See Response C in the Legend.		

224	3454772		16-4-2019 12:23:06	MetroQuest	Screen 3: Prioritize Ramp Relocations Calder Avenue	Design Process	Eliminate on ramp at Liberty/Laurel	See Response C in the Legend.		
225	3457215		17-4-2019 17:10:31	MetroQuest	Screen 3: Prioritize Ramp Relocations Calder Avenue	Design Process	Calder Avenue is the MAIN access to THE main hospital in all of SE Texas.	See Response C in the Legend.		
226	3452825		13-4-2019 22:01:42	MetroQuest	Screen 3: Prioritize Ramp Relocations Calder Avenue	Design Process	I would like to be able to easily get from Calder to I-10 EB.	See Response C in the Legend.		
227	3452825		13-4-2019 22:01:42	MetroQuest	Screen 3: Prioritize Ramp Relocations Calder Avenue	Design Process	I would like to be able to easily get from Calder to I-10 EB. There is no ramp heading East at this location.	See Response C in the Legend.		
228	3453214		15-4-2019 05:06:14	MetroQuest	Screen 3: Prioritize Ramp Relocations Calder Avenue	Design Process	There should be a way to access I-10 eastbound from Calder without driving all the way past the 11th street interchange.	See Response C in the Legend.		
229	3463483		22-4-2019 22:25:22	MetroQuest	Screen 3: Prioritize Ramp Relocations Calder Avenue	Design Process	It takes to long to get onto the interstate with having to drive along the feeder to merge onto I-10 East	See Response C in the Legend.		
230	3462963		22-4-2019 19:11:04	MetroQuest	Screen 3: Prioritize Ramp Relocations Calder Avenue	Pedestrian Facilities	Calder is a street frequently used by bicyclist. It is extremely difficult to move through this intersection if you are walking or riding. Please consider that when when making any changes. We don't need to isolate the neighborhoods that exist either side of the interstate anymore.	See Response L in the Legend.		
231	3457215		17-4-2019 17:10:31	MetroQuest	Screen 3: Prioritize Ramp Relocations College Street	Design Process	College is a major interchange with a busy US highway, shopping, warehouses, and hospital district.	See Response C in the Legend.		
232	3457018		17-4-2019 16:16:23	MetroQuest	Screen 3: Prioritize Ramp Relocations College Street	Design Process	I believe adding a Gladys street onrap and eliminating a Delaware st. will negatively impact the free flow of commerce Calder avenue is close enough to college street as to not hinder the free flow of commerce	See Response C in the Legend.		
233	3460742		19-4-2019 17:11:31	MetroQuest	Screen 3: Prioritize Ramp Relocations College Street	Congestion	This is by far the most traffic load and consequently the most dangerous. Washington is used as an alternative.	See Response A in the Legend.		
234	3468333		25-4-2019 13:43:37	MetroQuest	Screen 3: Prioritize Ramp Relocations College Street	ROW Acquisition	I gave my choices but at this time, really don't have enough info and understanding of how the ramps and cross streets effect access to my large boat business on the curve.	See Response M in the Legend.		
235	3463483		22-4-2019 22:25:22	MetroQuest	Screen 3: Prioritize Ramp Relocations College Street	Design Process	Add a second turning for traffic heading west on college to get to west 1-10	See Response C in the Legend.		
236	3464129		23-4-2019 13:22:21	MetroQuest	Screen 3: Prioritize Ramp Relocations Delaware Street	Design Process	Concerned that taking a ramp away from Delaware would hurt the businesses on this road, which could lead to some shutting down, hurting the local economy and lowering property values in that area (commercial and residential)	See Response C in the Legend.		
237	3465102		23-4-2019 19:11:51	MetroQuest	Screen 3: Prioritize Ramp Relocations Delaware Street	Design Process	Yes, the Delaware ST exit gets congested..but it's because so many of us use it and need to continue to have this access available. Thanks!	See Response C in the Legend.		
238	3444863		8-4-2019 15:25:16	MetroQuest	Screen 3: Prioritize Ramp Relocations Delaware Street	Other BMT Projects	For US 69 northbound, separate exit lane overpass could be constructed to land on the northbound access road eliminating the congestion with traffic coming from westbound I-10 going north on US69.	See Response K in the Legend.		
239	3457215		17-4-2019 17:10:31	MetroQuest	Screen 3: Prioritize Ramp Relocations Delaware Street	Design Process	Delaware Street access is a key way to reduce congestion on the freeway by getting people to and from the neighborhoods PRIOR to approaching more built up areas to the north and south.	See Response C in the Legend.		
240	3457783		17-4-2019 20:59:28	MetroQuest	Screen 3: Prioritize Ramp Relocations Delaware Street	General	7th St.	Comment acknowledged.		
241	3459559		18-4-2019 19:31:49	MetroQuest	Screen 3: Prioritize Ramp Relocations Delaware Street	Purpose and Need	They just finished construction of the new on off ramps why start over.	See Response I in the Legend.		
242	3459756		18-4-2019 21:36:21	MetroQuest	Screen 3: Prioritize Ramp Relocations Delaware Street	Purpose and Need	I really wish Delaware was never tampered with . it has not made traveling easy in that area I wish this survey would be placed on the front page of the txdot website. not everyone is going to call to get the special web address.	See Response I in the Legend.		
243	3424547		21-3-2019 18:08:46	MetroQuest	Screen 4: In Your Own Words Vision Comment	Safety/Speed Limit	The northbound lanes where 69 & I10 converge from Fannett Road to Washington are a nightmare. Several wrecks occur on US69 during peak travel times. Also, I suggest a u-turn lane on the I10 access at Washington on the south side of the intersection. There is already on on the north side.	See Response C in the Legend.		
244	3425461		22-3-2019 14:02:02	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	I feel that it may improve traffic flow, but it will cause major congestion when the project is taking place. I feel that 69 could be widened to three lanes so that it could help congestion with the high peak hours . I also feel that something needs to be done with the access ramp and merging lanes for the ramp near Washington in the round about. Congestions happens there from 3:30 until about 6 o'clock.	See Response C in the Legend.		
245	3425925		22-3-2019 20:38:19	MetroQuest	Screen 4: In Your Own Words Vision Comment	Safety/Speed Limit	I look at the day to day local impact & hurricane impact of construction. 1) I want to be able to go through on US69 & I-10 without major conjestion & to be able to still travel those lanes even when accidents occur. The amount of time lost by travelers on both of those roads during an accident is horrible bc there are only a couple lanes available usually so a wreck causes complete blockage. 2) Hurricane evacuation conditions are EXTREMELY SLOW at times & becomes dangerous conditions for travelers at times. A widening of these roads - I would hope - help in the evacuation process in a timely manner.	See Response C in the Legend.		

246	3426208		23-3-2019 02:38:44	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	Improve entrances and exits on i10 westbound between College and Washington. Easier entrance i10 eastbound at Maury Meyers bridge	See Response C in the Legend.		
247	3429281		26-3-2019 13:21:38	MetroQuest	Screen 4: In Your Own Words Vision Comment	General	TXDOT's proposal to reconstruct IH-10 through the City of Beaumont is a breath of fresh air because it's priority is to help reduce traffic congestion and to enhance safer travels not only for the citizens of Southeast Texas, but also for the hundreds of folks who drive through our City each day.	Your support of the project is acknowledged.		
248	3432568		28-3-2019 13:58:30	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	Easier access to Calder from the westbound side would be a dramatic improvement over the current 4 cross street/traffic light (Delaware, Gladys, Harrison, North) situation. It would also alleviate congestion on surface streets currently used to bypass IH10. The eastbound side is not quite as bad. As local population shifts to areas served by US 69 Northbound then more efficient flyovers or a higher capacity road would help alleviate congestion with IH 10 E traffic as both types of traffic are currently comingled with the worst congestion at rush hour.	See Response C in the Legend.		
249	3434771		29-3-2019 19:13:01	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	Please do not remove or limit access to Delaware for traffic exiting I-10 Eastbound/US69 Northbound. Please improve signage about how to use additional lane - much of congestion is due to merging vehicles stopping when it is unnecessary because they are unaware that lane continues (for instance, new lane that extends from I-10/US69 interchange all the way to Lucas Dr (clarity that exit at Delaware not required from this lane)	See Response C in the Legend.		
250	3434795		29-3-2019 19:46:20	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	I love that both i10 and US 69. I do not want the Delaware exit will be closed or relocated. This will make getting home for me more difficult. One of the reasons I bought my house was the fact that I could exit Delaware and be home in a few minutes	See Response C in the Legend.		
251	3435630		31-3-2019 12:16:23	MetroQuest	Screen 4: In Your Own Words Vision Comment	General	The entrance to I 10 from Cardinal Drive is terrible	Your comment is acknowledged.		
252	3435653		31-3-2019 14:50:05	MetroQuest	Screen 4: In Your Own Words Vision Comment	Congestion	The US 69 I10 east interchange at Cardinal drive is the worst traffic is always backed up at 4:00 Pm and in the summer at 7:30 with the sunlight glare from the east , that section really needs to be done!!!	See Response A in the Legend.		
253	3436075		1-4-2019 14:39:58	MetroQuest	Screen 4: In Your Own Words Vision Comment	Safety/Speed Limit	My MAIN concern is WHY Is there so many wrecks in the Beaumont area lately? It appears there is an abundance of traffic as well as hazardous driving that is causing these incidents which places a HUGE burden on ALL other drivers... it is DAILY! WHY? THIS is what needs to be resolved... Is it "unlicensed" (out of town) drivers? Is it texting and driving? Or is it it "looky lou's" looking at whats going on around them not paying attention... more patrol would be nice to eliminate these issues... whatever they are!	See Response C in the Legend.		
254	3436410		1-4-2019 17:46:27	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	Improve the 69 to I-10 merge. My business is across the freeway from the Fannett road on ramp and there are multiple accidents per week from 4pm to 6pm due to the back up getting onto I-10. The merge from I-10 to 69 North is not much better. There needs to be enough lanes between the 69 mergers north and south that I-10 maintains the lanes it already has plus additional lanes for the length that 1-10 and 69 on one freeway.	See Response C in the Legend.		
255	3436469		1-4-2019 18:18:50	MetroQuest	Screen 4: In Your Own Words Vision Comment	General	work safe and get started....!!	Your support of the project is acknowledged.		
256	3436469		1-4-2019 18:18:50	MetroQuest	Screen 4: In Your Own Words Vision Comment	Safety/Speed Limit	work safe and get started....!! Laurel Ave exit can be removed it was always dangerous....!!!	See Response C in the Legend.		
257	3437097		1-4-2019 21:25:23	MetroQuest	Screen 4: In Your Own Words Vision Comment	Congestion	Improved traffic flow is a must.	See Response A in the Legend.		
258	3437189		1-4-2019 22:08:38	MetroQuest	Screen 4: In Your Own Words Vision Comment	General	This area works well enough as it is. All construction will do is make it worse. Finish all of the other construction first before you start tearing up something that works	Your comment is acknowledged.		
259	3437194		1-4-2019 22:10:02	MetroQuest	Screen 4: In Your Own Words Vision Comment	Loop around Beaumont	Beaumont is larger than most cities with loops around them. We need a loop!	See Response F in the Legend.		
260	3437195		1-4-2019 22:10:48	MetroQuest	Screen 4: In Your Own Words Vision Comment	General	Just stop. Waste of more money.	Your comment against the project is acknowledged.		
261	3437291		1-4-2019 22:52:46	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	I know that this project will take time but I am excited for it and hope it happens. The only thing I don't want to lose is the phelan bridge. Thank you for all the work you do.	See Response C in the Legend.		
262	3437379		1-4-2019 23:16:14	MetroQuest	Screen 4: In Your Own Words Vision Comment	Congestion	this widening is almost to late. the congestion at the interchange of I10 and cardinal drive and I10 and 69 is very dangerous and should have been corrected long ago. the continuous tearing up and re designing 69 is such a waste of money and dangerous for the people that travel that area.	See Response A in the Legend.		
263	3437458		1-4-2019 23:49:09	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	From 69 merging to I-10,it would be nice to have two merging lanes instead of just one lane.	See Response C in the Legend.		
264	3437481		2-4-2019 00:00:28	MetroQuest	Screen 4: In Your Own Words Vision Comment	General	I think to close existing businesses and homes is ridiculous and should be cancelled completely.	Your comment against the project is acknowledged.		
265	3437496		2-4-2019 00:08:34	MetroQuest	Screen 4: In Your Own Words Vision Comment	General	This has been a long time coming and badly needed to maintain road safety.	Your support of the project is acknowledged.		
266	3437507		2-4-2019 00:19:26	MetroQuest	Screen 4: In Your Own Words Vision Comment	Construction	Find some way to include an enforceable liquidated damages clause. The Major Drive overpass was done in no time, the Eastex change took forever. I understand the scope was larger, but the execution of the work on Eastex was terribly innefficient. The speed of complettion will have a lot to do with the positive or negative community and safety impact.	See Response B in the Legend.		
267	3437516		2-4-2019 00:25:15	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	The NB Delaware off-ramp is a safety hazard and should be closed. Too many drives exiting the freeway want to turn E/B on Delaware despite striping prohibiting the lane change for most of the length to the intersection. This creates a bottleneck with traffic on the Eastex East Service Rd. approaching the intersection in the outside lane.	See Response C in the Legend.		
268	3437521		2-4-2019 00:30:17	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	Need better access to travel north on 69 from Calder or Gladys Avenue	See Response C in the Legend.		
269	3437601		2-4-2019 01:48:06	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	We need an on ramp to I-10 at Calder.	See Response C in the Legend.		
270	3437640		2-4-2019 02:38:32	MetroQuest	Screen 4: In Your Own Words Vision Comment	Other BMT Projects	Please finish the other projects that are going on around this city! This city is to small to have all this construction going on at the same time!!!!!!	See Response K in the Legend.		

271	3437723		2-4-2019 03:56:11	MetroQuest	Screen 4: In Your Own Words Vision Comment	General	Get it done fast!	Your support of the project is acknowledged.		
272	3437739		2-4-2019 04:25:39	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	Entire project is poorly conceived. Look at the west and east portions of I-10 that connect with the questionable project, They are two lanes, which means that the project will only increase congestion at either end with a bottleneck effect. The project accomplishes nothing. As it stands now, the bottleneck on either end of I-10 converges from 4 lanes to 2 lanes, Six lanes to 2 lanes will only exacerbate congestion and create even less safe conditions. The surface roads, ie. Washington Blvd. and the North side feeder road need to be widened to handle the local traffic not I-10. A much more serious problem exists with the bottleneck from 4 lanes to 2 lanes, ie. Eastex Freeway and the I-10 east past the Eastex exit. Your proposal does nothing to address the bigger problem.	See Response C in the Legend.		
273	3437749		2-4-2019 04:44:49	MetroQuest	Screen 4: In Your Own Words Vision Comment	Congestion	Since folks don’t know how to shuffle and merge into one dedicated lane, I don’t see an alternative, personally I don’t think signage will help, but traffic back up all the way to Erie st is rediculous	See Response A in the Legend.		
274	3437803		2-4-2019 10:09:21	MetroQuest	Screen 4: In Your Own Words Vision Comment	Congestion	Easing congestion while making the off ramps more accessible, are two things I consider very important. These improvements will also help the city of Beaumont grow.	See Response A in the Legend.		
275	3437807		2-4-2019 10:34:05	MetroQuest	Screen 4: In Your Own Words Vision Comment	Congestion	Widen roads to reduce congestion and provide more connections to other parts of the city.	See Response A in the Legend.		
276	3437811		2-4-2019 10:39:10	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	Add multiple bridges each bridge has ramps to different roads	See Response C in the Legend.		
277	3437811		2-4-2019 10:39:10	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	Add multiple bridges each bridge has ramps to different roads	See Response C in the Legend.		
278	3437813		2-4-2019 10:43:24	MetroQuest	Screen 4: In Your Own Words Vision Comment	Congestion	Allow only so many cars to merge into traffic during peak times. Some cities have a 2 car minimum that is timed for traffic getting onto the highway. Managed by a traffic light. When cars pull up the light is red. The timer turns the light green long enough for two cars to enter the highway. When two cars have entered the light turns red again. I feel during peak times this will help alleviate traffic congestion and only allow a certain amount of cars to enter the highway.	See Response A in the Legend.		
279	3437819		2-4-2019 10:51:42	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	The Dowlen road exit ramp and on ramp must be maintained for I-10 and SH 69 access. Houston makes use of high ramps when going through a major highway exit. A similar solution should be engineered to accommodate existing traffic flows instead of just changing exits up. I hope the two lane direct connectors is similar to what I am mentioning. TXDots last project to modify the Delaware exit alleviated one problem only to create another. No one uses the exit at 69 north because then they get trapped in turning lane by cars exiting on the same ramp from the I-10 exit.	See Response C in the Legend.		
280	3437823		2-4-2019 11:06:25	MetroQuest	Screen 4: In Your Own Words Vision Comment	Safety/Speed Limit	I think the project should only proceed if there can be something done about people speeding constantly. People weaving in and out of traffic speeding and riding the bumpers of other vehicles because they are actually doing the speed limit is what causes accidents the most.	See Response C in the Legend.		
281	3437843		2-4-2019 11:46:50	MetroQuest	Screen 4: In Your Own Words Vision Comment	Loop around Beaumont	I 10 traffic shouldn't come through the city unless they really have to. Create a loop around the city or a bypass for strictly I10 traffic. The city of Beaumont has too many on ramps close together to access the highway.	See Response F in the Legend.		
282	3437849		2-4-2019 12:01:38	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	when coming from PA to Beaumont, there needs to be enough lanes to merge properly onto I 10. There is an issue with I 10 traffic coming east trying to exit at College (decelerating) on 10, while at the same time 69 north traffic trying to merge (accelerating). Same can be said coming from Lumberton in the opposite direction to PA.. (Maybe a flyover so no one has to get on 10 in either direction??)	See Response C in the Legend.		
283	3437883		2-4-2019 12:43:37	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	Please eliminate Delaware ramps.	See Response C in the Legend.		
284	3437889		2-4-2019 12:54:52	MetroQuest	Screen 4: In Your Own Words Vision Comment	Other BMT Projects	I'm all for the proposed improvements but also recommend the following in addition. This would relieve even more congestion/safety since there are a lot of plant worker traveling to/from Mid-County. Re-work MLK to provide a non-stop route for people travailing to/from Mid-County to I-10W. This route would probably be used for people traveling to/from Lumberton to Mid-County too.	See Response K in the Legend.		
285	3437921		2-4-2019 13:24:08	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	I think its a great idea that this project will take place. The issue i see is that many people who live in the west end (myself included) all work in downtown. So having the easy exit from i-10 to gladys or delaware works out perfect for the majority of us. i will assume that will be your biggest hardship in conving the citizens of beaumont to get rid of those exits.	See Response C in the Legend.		
286	3437943		2-4-2019 13:38:28	MetroQuest	Screen 4: In Your Own Words Vision Comment	Safety/Speed Limit	My main concern has been safety	See Response C in the Legend.		
287	3437989		2-4-2019 14:08:14	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	I normally take the college st on-ramp to get to I10. It can be quite dangerous to move from the on-ramp to the I10 lane. I would love to see y'all improve this!	See Response C in the Legend.		
288	3437998		2-4-2019 14:13:32	MetroQuest	Screen 4: In Your Own Words Vision Comment	Safety/Speed Limit	based on the traffic we're witnessing, it is best to update the road and connectivity. This will ultimately reduce the risk of injury in long term.	See Response C in the Legend.		
289	3438115		2-4-2019 15:18:46	MetroQuest	Screen 4: In Your Own Words Vision Comment	Construction	Suggest Completing other work on interstate 10 before starting new work and making more traffic congestion. In other words Finish what you started before starting something new.	See Response B in the Legend.		
290	3438151		2-4-2019 15:39:56	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	6 lanes instead of 4 would be great. Can it be done building the extra lines over the frontage road where needed to 0 impact on businesses near by? Keep up the good work.	See Response C in the Legend.		

291	3438173		2-4-2019 15:50:18	MetroQuest	Screen 4: In Your Own Words Vision Comment	Safety/Speed Limit	You need to finish the work you are doing first in the area before you even consider this. Also, what aisle of Walmart do you get your flat paint to put on the roadways? Near zero reflective qualities. During certain situations, you can't even see the lines. This is very dangerous. I know there are other options which make it look like you are driving down a well-lit runway. This needs to be changed because you have a very dangerous situation out there with this crappy paint.	See Response C in the Legend.		
292	3438215		2-4-2019 16:10:18	MetroQuest	Screen 4: In Your Own Words Vision Comment	General	One big thing. It seems to take to long to fix roads. seems Houston can get theirs done in no time. what is up with that?	Your comment is acknowledged.		
293	3438254		2-4-2019 16:41:46	MetroQuest	Screen 4: In Your Own Words Vision Comment	Loop around Beaumont	A design where area residents and get around the city in a timely manner and travelers/truckers have option to stop fuel and food or lodging or can easily bypass without gumming up the flow	See Response F in the Legend.		
294	3438287		2-4-2019 16:58:57	MetroQuest	Screen 4: In Your Own Words Vision Comment	Congestion	The worst congestion is 69 to IH10 after the Washington BLVD exit.	See Response A in the Legend.		
295	3438313		2-4-2019 17:07:44	MetroQuest	Screen 4: In Your Own Words Vision Comment	General	I feel this has been need for sometime now and glad to see it might happen.	Your support of the project is acknowledged.		
296	3438330		2-4-2019 17:21:14	MetroQuest	Screen 4: In Your Own Words Vision Comment	Congestion	the number one improvement needed in this stretch is widening lanes / adding lanes. traffic is unnecessarily bad through our busiest stretch of highway.	See Response A in the Legend.		
297	3438332		2-4-2019 17:21:59	MetroQuest	Screen 4: In Your Own Words Vision Comment	Construction	Finish Washington Blvd construction before adding more construction to that particular area.	See Response B in the Legend.		
298	3438374		2-4-2019 17:43:36	MetroQuest	Screen 4: In Your Own Words Vision Comment	Other BMT Projects	Please consider some alternatives that include express travel through (elevated lanes) OR around (like a loop) Beaumont. A great amount of 18-wheelers are don't need to stop since the truck stops are before or after Beaumont. An elevated express route or a separate loop could reduce and minimize congestion and offer an alternate emergency route.	See Response K in the Legend.		
299	3438410		2-4-2019 18:03:57	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	remove some ramps all together. How is a city with over 100K still have four lanes on 96/69? that should be 6 to 8 lanes. I10 should be 8 lanes thru Beaumont. There are too many ramps on 96/69. To keep traffic off that road eliminate some ramps. put the traffic back on the surface streets and let 96/69 be a thru way as it should be.	See Response C in the Legend.		
300	3438437		2-4-2019 18:19:42	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	A great deal of congestion could be alleviated by moving traffic from Cardinal Drive to College and Calder by greater use of access roads adjacent to IH10. There is a large amount of traffic that gets to College and Calder by use of IH10 main lanes. Access roads for a short distance would greatly smooth traffic flow in eastbound IH10 all hours of the day	See Response C in the Legend.		
301	3438497		2-4-2019 19:04:33	MetroQuest	Screen 4: In Your Own Words Vision Comment	Other BMT Projects	I am glad TxDot wants to improve our interstate roads but please do something about Dowlen Road!	See Response K in the Legend.		
302	3438499		2-4-2019 19:06:59	MetroQuest	Screen 4: In Your Own Words Vision Comment	General	yes ..you have to route 1-10 to la just opposite of pic on bottom left...that way people coming into Beaumont can get to right and stay on 10 people coming off 69 do not have to cross to get to 10 it will take one additional overpass...Think about it..no criss crossing lanes at crunch time....	Your comment is acknowledged.		
303	3438502		2-4-2019 19:09:31	MetroQuest	Screen 4: In Your Own Words Vision Comment	General	College and Hwy 105 are in great need for traffic improvements.	Your support of the project is acknowledged.		
304	3438534		2-4-2019 19:28:26	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	Traffice during the commute north around 5 oclock is most caused by people getting into the 2 I-10 bound lanes to pass slowing traffic in the 2 Hwy 69 lanes, then merging back over at the last minute before the 4 lanes truly divide, further exacerbating the issue. How to fix this best? Might be hard to do given what we have to work with - the existing roadways - but an I-10 loop around the city for traffic that does not intend to stop within Beaumont, would certainly help - if such a thing is even possible.	See Response C in the Legend.		
305	3438535		2-4-2019 19:28:37	MetroQuest	Screen 4: In Your Own Words Vision Comment	Safety/Speed Limit	Should be widened for Safety and smooth traffic flow	See Response C in the Legend.		
306	3438542		2-4-2019 19:32:48	MetroQuest	Screen 4: In Your Own Words Vision Comment	Congestion	MAIN CONCERN IS THE CONGESTION WITH THE HWY 69 & IH-10 ROAD BY HWY 124. TWO LANE DIRECT CONNECTORS DO NOT SOUND BAD.	See Response A in the Legend.		
307	3438546		2-4-2019 19:34:39	MetroQuest	Screen 4: In Your Own Words Vision Comment	Congestion	I-10/US69 is the major traffic artery within Beaumont. The road needs to be improved to reduce congestion. Adequate exits need to be provided so that we can get to our homes and businesses. Specifically, closing the Delaware exit would isolate a large residential area.	See Response A in the Legend.		
308	3438634		2-4-2019 20:28:20	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	We need a way to turn northbound somewhere between Delaware and College St.	See Response C in the Legend.		
309	3438637		2-4-2019 20:29:22	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	There shoud be a flyover from 69 S/B to Cardinal Dr. instead of the 2 lane curve under Ih-10S	See Response C in the Legend.		
310	3438677		2-4-2019 20:44:05	MetroQuest	Screen 4: In Your Own Words Vision Comment	General	I support the proposed improvements	Your support of the project is acknowledged.		
311	3438678		2-4-2019 20:44:12	MetroQuest	Screen 4: In Your Own Words Vision Comment	N/A	NA	Comment acknowledged.		
312	3438706		2-4-2019 20:59:18	MetroQuest	Screen 4: In Your Own Words Vision Comment	Safety/Speed Limit	Make the I-10 East and West service roads coming off of Cardinal Drive/Eastex 2 lanes all the way onto the interstate. Major choke point during Hurricane evacuations.	See Response C in the Legend.		
313	3438732		2-4-2019 21:11:38	MetroQuest	Screen 4: In Your Own Words Vision Comment	General	I wonder why beaumont has spent all this money on these projects to help flow and keeps redoing them over and over? The new 69/10 merge ramps by Washington should have been done a long time ago. If you are bring that end together you better make it easier to get to lumberton out 69 or it will all back up right there. The ramps in between are fine except where 10/69 merge at 11th street. That was a total waste of money.	Your comment is acknowledged.		
314	3438761		2-4-2019 21:21:02	MetroQuest	Screen 4: In Your Own Words Vision Comment	General Project Information	I am concerned about the potential delays in construction like we have had on the Purple Heart Memorial Bridge and Orange road construction projects. They lasted much longer than seemed necessary with very little communication with the public as to why and the traffic situation was so much worse in the meantime. How will the public be able to get regular and frequent updates on the project status especially during construction?	See Response E in the Legend.		

315	3438836		2-4-2019 22:02:26	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	I think widening the lanes would be a good idea, as well as relocating entrance ramps for a smoother transition. The area where I-10E and 69 meet comes quickly, and if a driver is not paying attention, they can get slammed by the 18 wheelers that are already speeding down I-10E. Then all of sudden there is an entrance ramp, then the exit to College. Too much happening all at once. Maybe the exit to College street could be moved back further west, and make a overpass from the feeder of I-10 going up over 69, then back down to continue onto I-10 feeder road. Houston did that with the 290/610 interchange. It is a much safer area now. I think all of this would be good for Beaumont. My fear is that my little town would be in construction forever, just like Houston. If Beaumont can be assured that this would not happen and that the project would have a definate end, then it might be more well received by the residents. Thanks for asking my opinion. Greta Ott, Beaumont resident.	See Response C in the Legend.		
316	3438915		2-4-2019 22:33:20	MetroQuest	Screen 4: In Your Own Words Vision Comment	General	No comment	Comment acknowledged.		
317	3439263		3-4-2019 02:45:46	MetroQuest	Screen 4: In Your Own Words Vision Comment	Other BMT Projects	Widen hey 69 to Three lanes from port Arthur to Lumberton	See Response K in the Legend.		
318	3439398		3-4-2019 08:13:28	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	More lanes and design so people have to slow down through town.	See Response C in the Legend.		
319	3439413		3-4-2019 10:44:49	MetroQuest	Screen 4: In Your Own Words Vision Comment	General	Needs to be done, glad to hear it's under consideration. Maybe an earlier split from 69N to 10W? When 10E backs up all the way to 69N, no need to interfere with lighter, free flowing traffic to westbound exit	Your support of the project is acknowledged.		
320	3439448		3-4-2019 11:50:00	MetroQuest	Screen 4: In Your Own Words Vision Comment	General	long over due	Your support of the project is acknowledged.		
321	3439502		3-4-2019 13:11:15	MetroQuest	Screen 4: In Your Own Words Vision Comment	General	i think it great improvement, long over due	Your support of the project is acknowledged.		
322	3439515		3-4-2019 13:35:37	MetroQuest	Screen 4: In Your Own Words Vision Comment	Lighting	Whatever you decide, please make the lighting and reflectors very visible. Also, please avoid lane closures during rush hour. Thanks	Lighting locations and roadway signage locations will be developed as part of the detailed design phase of this project.		
323	3439525		3-4-2019 13:46:42	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	The Deleware exit should not be relocated. There are many businesses on service road that would be negatively impacted.	See Response C in the Legend.		
324	3439725		3-4-2019 15:13:42	MetroQuest	Screen 4: In Your Own Words Vision Comment	Congestion	And on ramp on Calder will be nice. 6 lanes would be nice and will relieve the congestion of those going north to Lumberton which will make us local Beaumont Citizens happy because the congestion will be fixed. Also congestion starts to back up at 4pm on Hwy6 69 and 4th street area.	See Response A in the Legend.		
325	3439752		3-4-2019 15:24:06	MetroQuest	Screen 4: In Your Own Words Vision Comment	Safety/Speed Limit	In addition to these improvements, you need to reduce speed through this area or create a separate lane for through trucks.	See Response C in the Legend.		
326	3439760		3-4-2019 15:27:53	MetroQuest	Screen 4: In Your Own Words Vision Comment	General	Excellent idea. Especially the Calder access from I-10.	Your support of the project is acknowledged.		
327	3439836		3-4-2019 15:45:53	MetroQuest	Screen 4: In Your Own Words Vision Comment	Safety/Speed Limit	It would be nice to not have any for a short time and but I know that's not possible. 1. I-10 needs to be widen for hurricane evacuations. 2. I'm not sure if the widening will bring about better security because there's certain people that don't pay attention to the rules and you've just given them more lanes to driver on.0	See Response C in the Legend.		
328	3439994		3-4-2019 16:31:55	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	IH-10W to US69 N should be a flyover that merges into traffic from the left. IH-10E on ramp from Washington should be after College St Exit or non-existant. IH-10W on ramp from College should be its own lane, since the on ramp from Calder also merges into the same lane currently. Maintain exit to US 69 as two lanes after widening IH-10.	See Response C in the Legend.		
329	3440454		3-4-2019 20:08:49	MetroQuest	Screen 4: In Your Own Words Vision Comment	General	I think the highway should stay as it is... The small amout of congestion it has each day does not constitute to construction and causing traffic delays for the next 5 years.	Your comment against the project is acknowledged.		
330	3440518		3-4-2019 20:38:26	MetroQuest	Screen 4: In Your Own Words Vision Comment	Aesthetics	Please add aesthetics unique to our region such as oil derricks for Spindletop, etc. in the interchange column features.	Aesthetic guidance will be incorporated into the construction contract.		
331	3440609		3-4-2019 21:16:12	MetroQuest	Screen 4: In Your Own Words Vision Comment	General	Provide the means for the largest amount of people to travel as quickly as possible in all directions as safely as possible.	Your support of the project is acknowledged.		
332	3440983		4-4-2019 01:35:20	MetroQuest	Screen 4: In Your Own Words Vision Comment	Construction	Night work would be better for day work traffic	See Response B in the Legend.		
333	3440993		4-4-2019 02:05:59	MetroQuest	Screen 4: In Your Own Words Vision Comment	Design Process	1. Make a safer entry ramp on I-10 west of Washington. Unsafe with elevated curve with traffic from 69 heading west also. 2.Eastbound Washington exit is too close to light. Traffic has to exit at 69/96 on service road to get to hotels & restaurants on westbound side. Confusing for Visitors & travelers. Taking exit is unsafe with 69/96 traffic heading east. This also occurs at eastbound College exit. Not sure what can be done but it should be studied.	See Response C in the Legend.		
334	3441119		4-4-2019 13:37:34	MetroQuest	Screen 4: In Your Own Words Vision Comment	General	I’ve been waiting on this for Years. I’m so excited that it’s actually happening. I love infrastructure design so I have some ideas on how this should all look and function if anyone is interested.	Your support of the project is acknowledged.		
335	3441193		4-4-2019 15:03:19	MetroQuest	Screen 4: In Your Own Words Vision Comment	General	This is a great idea, it’s about time and shows the growth and upward mobility of our city.	Your support of the project is acknowledged.		
336	3442470		5-4-2019 12:03:34	MetroQuest	Screen 4: In Your Own Words Vision Comment	Safety/Speed Limit	Definitely in favor of improving safety of connecting I-10 to US69 in both directions. That is a dangerous intersection.	See Response C in the Legend.		
337	3444863		8-4-2019 15:25:16	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	Congestion	It’s hard to tell from the graphic, but it should be designed to eliminate the congestion between the exiting US69 northbound traffic to Delaware and the i-10 traffic.	See Response A in the Legend.		
338	3448074		10-4-2019 12:47:21	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	Safety/Speed Limit	Speed limit of 65 would be a better option.	See Response C in the Legend.		
339	3451738		12-4-2019 16:01:46	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	Safety/Speed Limit	I think that this model has too many single lane connectors, which cause traffic to get bogged down. I do like the 70mph speed limit.	See Response C in the Legend.		
340	3453214		15-4-2019 05:06:14	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	Design Process	I am not a fan of the left merge coming onto 69 from I-10 EB. However I do like the way that the Delaware ramps are placed, that's a much better configuration than what is currently the case. I also like the I-10 entrance ramp on 69 NB that allows drivers to enter I-10 either WB or EB. I don't understand the left exit after the exit on I-10 WB that leads to some turnaround frontage road interchange next to Brentwood? I'm sure this agency can find a way to directly route to Gladys.	See Response C in the Legend.		

341	3456312		17-4-2019 06:05:43	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	Design Process	This design seems like it takes an unnecessarily large chunk of ROW to the southeast, eliminating pretty much all the existing businesses along the service road in that area. And it fails to get rid of the old congestion-causing northbound Delaware exit that's too close to the intersection. That full service road intersection in the middle would be nice, but I don't know if so much tradeoffs would be worth it.	See Response C in the Legend.		
342	3448191		10-4-2019 13:39:41	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	Design Process	For someone going to Deleware, where is the exit? Do they have to get off at the Calder exit?	See Response C in the Legend.		
343	3456368		17-4-2019 11:45:08	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	Purpose and Need	I like this overall design but it’s main downfall is that too much right of way needs to be acquired and nearby businesses and the news station wouldn’t want that at all and I don’t blame them.	See Response I in the Legend.		
344	3456530		17-4-2019 13:47:50	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	Safety/Speed Limit	The curve in 69 would likely create accidents and bottlenecks in our fog/ heavy rain	See Response C in the Legend.		
345	3456928		17-4-2019 15:45:08	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	Design Process	The I-10 WB to 69/96/287 NB lane bottlenecks down to 1 lane (Exactly like today). Cars backup and stop on the I-10 exit from 4-6PM every workday from thousands of Plant & downtown workers trying to leave town, go north to Lumberton, etc.. This still necks down to 1 lane. I think it should be 2 full lanes taking that traffic onto 69N, that then have their own lanes, and don't have to merge to slow down the traffic heading north already on the 3 lane. I do like how the entrance crosses over to the inside of 69N so that we don't have to fight across cars trying to exiit onto feeder to Deleware while we;re trying to get on 69N.	See Response C in the Legend.		
346	3456398		17-4-2019 12:11:25	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	General	no contruction	Your comment is acknowledged.		
347	3456508		17-4-2019 13:39:56	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	Other BMT Projects	I suggest 3 lanes north and southbound on 69 north of I10 all the way to the Silsbee Business 96 exit and on ramps	See Response K in the Legend.		
348	3456928		17-4-2019 15:45:08	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	Design Process	The I-10 WB to 69/96/287 NB lane bottlenecks down to 1 lane (Exactly like today). Cars backup and stop on the I-10 exit from 4-6PM every workday from thousands of Plant & downtown workers trying to leave town, go north to Lumberton, etc.. This still necks down to 1 lane. I think it should be 2 full lanes taking that traffic onto 69N, that then have their own lanes, and don't have to merge to slow down the traffic heading north already on the 3 lane. I do like how the entrance crosses over to the inside of 69N so that we don't have to fight across cars trying to exiit onto feeder to Deleware while we;re trying to get on 69N. The mainlines look good to me.	See Response C in the Legend.		
349	3457513		17-4-2019 18:51:34	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	Safety/Speed Limit	70 Miles an hour? Are you serious? No more than 65! We've had enough deaths already!	See Response C in the Legend.		
350	3459756		18-4-2019 21:36:21	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	General	leave it all alone I wish this survey would be placed on the front page of the txdot website. not everyone is going to call to get the special web address.	Your comment against the project is acknowledged.		
351	3460742		19-4-2019 17:11:31	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	Preferred Alternative	This seems to take the most area with the least positive effect to the local population.	Your comment against the Eastex Alternative 1 is acknowledged.	Eastex Alternative 1	
352	3458893		18-4-2019 15:34:56	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	Preferred Alternative	This is the best alternative. I think that the existing Walden Road exit or a simple exit like we have will benefit the area for future growth. Not the flyover exit proposed.	Your preference for Eastex Alternative 1 is acknowledged.	Eastex Alternative 1	
353	3467387		24-4-2019 20:09:24	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	Preferred Alternative	interactive ordering is not working so my preferred order is 3,2,1	Your preference for Eastex Alternative 3 is acknowledged.	Eastex Alternative 3	
354	3470593		26-4-2019 21:40:10	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	Loop around Beaumont	You need to make a loop AROUND Beaumont! A loop won’t affect businesses and will allow all the major out of town traffic a way around Beaumont instead of forcing them right down the middle of Beaumont and also, building a loop around Beaumont will not affect local routines and businesses for 5+ years!!	See Response F in the Legend.		
355	3462963		22-4-2019 19:11:04	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	Congestion	I don't believe that adding lanes and speed to this area will be helpful. The main congestion in Beaumont is 69 towards Lumberton. I-10 in this area is congested largely to recent construction. Except for when there is an accident this traffic moves pretty effectively. I live in Orange and drive this frequently.	See Response A in the Legend.		
356	3475445		30-4-2019 23:24:10	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	Design Process	Must allow Delaware exit enough space for lane changes.	See Response C in the Legend.		
357	3475845		1-5-2019 11:50:14	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	Design Process	Need to consider 2 lanes all the way for flyover connecting I-10w to 69n because with one lane it presently causes traffic to stop/stall	See Response C in the Legend.		
358	3475845		1-5-2019 11:50:14	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	Design Process	Need to consider 2 lanes all the way for flyover connecting I-10w to 69n because with one lane it presently causes traffic to stop/stall Also, need to consider 4 lanes north/south for 69 flyovers between Harrison and Delaware because we already need 3 lanes there and by the time the project is completed we will need 4 lanes because of retail/refinery expansion/immigration	See Response C in the Legend.		
359	3475845		1-5-2019 11:50:14	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	Design Process	Need to consider 2 lanes all the way for flyover connecting I-10w to 69n because with one lane it presently causes traffic to stop/stall Also, need to consider 4 lanes north/south for 69 flyovers between Harrison and Delaware because we already need 3 lanes there and by the time the project is completed we will need 4 lanes because of retail/refinery expansion/immigration Plan for I-10w to 69n to be 2 lanes because it presently stalls/stops with only 1 lane and 69s to I-10e to be 1 lane because I’ve never seen it stall/stop; if both can’t have 2 lanes	See Response C in the Legend.		
360	3476229		1-5-2019 14:41:39	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	Preferred Alternative	Continuous northbound frontage is essential for members of the Calder Place community. Paired with the higher speed limit, this look best by far.	Your preference for the Eastex Alternative 1 is acknowledged.	Eastex Alternative 1	
361	3455967		16-4-2019 22:48:39	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 1	Design Process	Dont like removal of Walden exising ramp on westbound traffic	See Response C in the Legend.		

362	3456034		16-4-2019 23:13:39	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 2	Preferred Alternative	do not like only one lane coming from the north, heading East on Alt. 2	Your comment against Eastex Alternative 2 is acknowledged.		
363	3455915		16-4-2019 22:13:56	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 2	Safety/Speed Limit	Don't make higher speeds.	See Response C in the Legend.		
364	3475445		30-4-2019 23:24:10	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 2	Preferred Alternative	Seems simplest & safest of the three.	Your preference for the Eastex Alternative 2 is acknowledged.	Eastex Alternative 2	
365	3470593		26-4-2019 21:40:10	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 2	Loop around Beaumont	You need to make a loop AROUND Beaumont! A loop won't affect businesses and will allow all the major out of town traffic a way around Beaumont instead of forcing them right down the middle of Beaumont and also, building a loop around Beaumont will not affect local routines and businesses for 5+ years!!	See Response F in the Legend.		
366	3460742		19-4-2019 17:11:31	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 2	Loop around Beaumont	To be honest, this entire project is poorly thought out. The old term express way needs to be brought forward to today ... interstate/cross town traffic should be separated from local traffic and that would make these problem areas so much safer. Kansas does this why can't Texas.	See Response F in the Legend.		
367	3459756		18-4-2019 21:36:21	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 2	Drainage	please leave it alone except for raising it up so that standing water does not hinder travelers I wish this survey would be placed on the front page of the txdot website. not everyone is going to call to get the special web address.	See Response D in the Legend.		
368	3457513		17-4-2019 18:51:34	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 2	Safety/Speed Limit	The 60 MPH speed limit is appropriate. Maybe even consider 55 MPH.	See Response C in the Legend.		
369	3456928		17-4-2019 15:45:08	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 2	Design Process	Does a good job not making I10 WB to 69 NB traffic enter and fight against the 69N lane trying to exit to deleware. However, The I-10 WB to 69/96/287 NB lane bottlenecks down to 1 lane (Exactly like today). Cars backup and stop on the I-10 exit from 4-6PM every workday from thousands of Plant & downtown workers trying to leave town, go north to Lumberton, etc.. This still necks down to 1 lane. I think it should be 2 full lanes taking that traffic onto 69N, that then have their own lanes, and don't have to merge to slow down the traffic heading north already on the 3 lane. The mainlines look good to me. I really don't like that the NB Feeder road doesn't continue all the way north under the interchange.	See Response C in the Legend.		
370	3456928		17-4-2019 15:45:08	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 2	Design Process	Does a good job not making I10 WB to 69 NB traffic enter and fight against the 69N lane trying to exit to deleware. However, The I-10 WB to 69/96/287 NB lane bottlenecks down to 1 lane (Exactly like today). Cars backup and stop on the I-10 exit from 4-6PM every workday from thousands of Plant & downtown workers trying to leave town, go north to Lumberton, etc.. This still necks down to 1 lane. I think it should be 2 full lanes taking that traffic onto 69N, that then have their own lanes, and don't have to merge to slow down the traffic heading north already on the 3 lane.	See Response C in the Legend.		
371	3456928		17-4-2019 15:45:08	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 2	Design Process	Does a good job not making I10 WB to 69 NB traffic enter and fight against the 69N lane trying to exit to deleware. However, The I-10 WB to 69/96/287 NB lane bottlenecks down to 1 lane (Exactly like today). Cars backup and stop on the I-10 exit from 4-6PM every workday from thousands of Plant & downtown workers trying to leave town, go north to Lumberton, etc.. This still necks down to 1 lane. I think it should be 2 full lanes taking that traffic onto 69N, that then have their own lanes, and don't have to merge to slow down the traffic heading north already on the 3 lane. The mainlines look good to me.	See Response C in the Legend.		
372	3456368		17-4-2019 11:45:08	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 2	Preferred Alternative	This one is better than the first option some right of way is needed but nowhere near as much as the first but it could use a bit more local accessibility with the amount of room that it already has.	Your preference for Eastex Alternative 2 is acknowledged.	Eastex Alternative 2	
373	3456312		17-4-2019 06:05:43	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 2	Design Process	This looks workable for most businesses along the southeast part of the service road here to just lose a small part of their parking lot and be able to stay. As long as you keep the U-turn lanes at the intersection with 11th St, I don't mind not having the straight-through service road of the 1st design; people who drive this route are used to having to do the 11th St U-turn to get from the southern part of this area's service road to the northern part heading to the Delaware intersection. I love that this design gets rid of the dangerously-placed congestion-causing old Delaware exit.	See Response C in the Legend.	Eastex Alternative 2	
374	3445830		8-4-2019 22:42:27	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 2	General	Improvements done as quickly and safely as possible. 2 years or less.	Your support of the project is acknowledged.		
375	3451738		12-4-2019 16:01:46	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 2	Safety/Speed Limit	This one seems easiest to navigate, without any single-lane connections splitting off. I would like to see an explanation as to why this model wouldn't accommodate a 70 mph speed limit.	See Response C in the Legend.	Eastex Alternative 2	
376	3453214		15-4-2019 05:06:14	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 2	Design Process	I appreciate how none of the exits and entrances are from the left. I'm not quite sure about the close proximity of the two Delaware exit ramps however, I'm concerned about merging issues.	See Response C in the Legend.		
377	3456530		17-4-2019 13:47:50	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 2	Preferred Alternative	By far the best plan over all.	Your preference for Eastex Alternative 2 is acknowledged.	Eastex Alternative 2	

378	3453214		15-4-2019 05:06:14	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 3	Safety/Speed Limit	I prefer the Delaware exits from this map out of the other two options. However, I don't like the left exits and entrances, and I'm also really not convinced that merging onto a freeway after driving around in a circle is the best option in terms of safety... I had thought TxDOT was working to remove these circular interchanges from the 50s?	See Response C in the Legend.		
379	3456312		17-4-2019 06:05:43	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 4	Safety/Speed Limit	Tightly looped ramps like the one in the middle of this design make me uncomfortable, I try to avoid them whenever possible. I do like that it gets rid of the old congestion-causing northbound Delaware exit, and doesn't take so much ROW to the southeast as to force multiple businesses to close/move like the 1st design would.	See Response C in the Legend.		
380	3451738		12-4-2019 16:01:46	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 5	Congestion	This model also has a lot of single lane connectors, which can cause traffic to back up.	See Response A in the Legend.		
381	3444863		8-4-2019 15:25:16	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 6	Preferred Alternative	If I could give a plan negative stars, this would be the one.	Your comment against the Eastex Alternative 3 is acknowledged.		
382	3448191		10-4-2019 13:39:41	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 7	Design Process	What is the purpose of the circle exit to Gladys?	See Response C in the Legend.		
383	3456358		17-4-2019 11:28:22	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 8	Preferred Alternative	When you try to enlarge Eastex alternative 3 you get the option 1. You can't see option 3.	Your comment is acknowledged.		
384	3456368		17-4-2019 11:45:08	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 9	Design Process	This is the best alternative hands down. It provides complete accessibility from all points in Frontage roads and main lanes connectors etc without acquiring too much more right of way. The only thing I'd change is that Gladys should have a left turn to the north bound frontage road that's closer to it but this is the best option.	See Response C in the Legend.	Eastex Alternative 3	
385	3456928		17-4-2019 15:45:08	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 10	Design Process	I like how the NB Feeder road continues along the whole way, and gives access to go west near brentwood/gladys. The I-10 WB to 69/96/287 NB lane bottlenecks down to 1 lane (Exactly like today). Cars backup and stop on the I-10 exit from 4-6PM every workday from thousands of Plant & downtown workers trying to leave town, go north to Lumberton, etc.. This still necks down to 1 lane. I think it should be 2 full lanes taking that traffic onto 69N, that then have their own lanes, and don't have to merge to slow down the traffic heading north already on the 3 lane. The mainlines look good to me.	See Response C in the Legend.		
386	3456508		17-4-2019 13:39:56	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 11	Design Process	69 southbound merging to I10 westbound is where most of the traffic merges. That path needs to stay in the most straight path. Very few vehicles turn onto the I10 eastbound. I dislike how the 2 lane before that merge turns into 3 lane, and you have to move lanes in order to go westbound if you are traveling in the left lane. All lanes should go westbound, with an eastbound exit.	See Response C in the Legend.		
387	3457513		17-4-2019 18:51:34	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 12	Safety/Speed Limit	60 MPH or even 55 MPH is appropriate.	See Response C in the Legend.		
388	3459756		18-4-2019 21:36:21	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 13	General	Delaware should have not been tampered with. it has not made for easier traveling I wish this survey would be placed on the front page of the txdot website. not everyone is going to call to get the special web address.	Your comment is acknowledged.		
389	3460742		19-4-2019 17:11:31	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 14	Preferred Alternative	Of all the options, this is the least objectionable.	Your preference for Eastex Alternative 3 is acknowledged.	Eastex Alternative 3	
390	3461258		20-4-2019 04:42:22	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 3	Purpose and Need	The whole point was that this contruction started on 2006 and has been ongoing for 14 years. I am not an engineer, but i coukd have solved this problem 10 years ago and at 1/2 the final cost.....yes it would have included an east side bypass of Lumberton which will have to happen anyway in the future....as well as connection of Beaumont or Lumberton with the Southside of Evadale....also major drive needs to be extended past Loeb to Lumberton to alleviate the traffic....it has to be done so just do it.	See Response I in the Legend.		
391	3470593		26-4-2019 21:40:10	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 4	Loop around Beaumont	You need to make a loop AROUND Beaumont! A loop won't affect businesses and will allow all the major out of town traffic a way around Beaumont instead of forcing them right down the middle of Beaumont and also, building a loop around Beaumont will not affect local routines and businesses for 5+ years!!	See Response F in the Legend.		
392	3462963		22-4-2019 19:11:04	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 5	General	"Right of way acquisition" equals disruption of neighbors in this area. I think that should be kept to a minimum. These are established neighborhoods is desirable areas. These homes and businesses contribute to the the local economy.	Your comment is acknowledged.		
393	3455959		16-4-2019 22:43:48	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 6	Preferred Alternative	Best option listed for Beaumont.	Your preference for Eastex Alternative 3 is acknowledged.	Eastex Alternative 3	
394	3464102		23-4-2019 13:02:46	MetroQuest	Screen 4: Proposed Alternatives, Comment on Eastex Alternative 7	Loop around Beaumont	None! Why build a loop around Beaumont so I terstste traffic dies not affect locals?	See Response F in the Legend.		
395	3465027		23-4-2019 18:41:32	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 1	Safety/Speed Limit	I have more concerns on this Alt for the following reasons: 1. additional drainage issues/more water runoff on my property at 3250 IH-10 South: more potential for flooding of property issues; taking of property to widen the fresh water Canal.to accommodate additional runoff 2. Safety concern on new overpass traffic merging on to frontage road with heavy PODS moving trucks coming down the frontage road from behind, merging into the frontage road as the off ramp traffic comes onto the frontage road	See Response C in the Legend.		
396	3456034		16-4-2019 23:13:39	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 1	Preferred Alternative	like the frontage roads depicted on Alt. 1	Your preference for Cardinal Alternative 1 is acknowledged.		Cardinal Alternative 1
397	3476229		1-5-2019 14:41:39	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 1	Design Process	No direct westbound westbound access from Washington Ave is a major issue. Furthermore, let's not create 2 way frontage roads in metro areas.	See Response C in the Legend.		

398	3462963		22-4-2019 19:11:04	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 1	Safety/Speed Limit	I do not want 75 mile an hour traffic through town. 75 means people will be traveling 85 and better.	See Response C in the Legend.		
399	3463301		22-4-2019 21:23:19	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 1	Design Process	service road connectors should all be 2 way traffic Walden /Washington / Hwy 124 and tie to existing service roads already in place.	See Response C in the Legend.		
400	3463948		23-4-2019 07:47:48	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 1	General	My spouse gave 2 better options than either one of these	Your comment is acknowledged.		
401	3461965		21-4-2019 21:45:16	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 1	General Project Information	drawing is not clear on the actual locations of on and off exits....	See Response E in the Legend.		
402	3458893		18-4-2019 15:34:56	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 1	Design Process	we think this alternative is better with some minor corrections. Please take west bound service road west over water canal and move walden exit much closer to walden road. this way they do not need to be connected and walden exit can remain simple and not affect business in that area.	See Response C in the Legend.		Cardinal Alternative 1
403	3459756		18-4-2019 21:36:21	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 1	General	please ;leave it alone I wish this survey would be placed on the front page of the txdot website. not everyone is going to call to get the special web address.	Your comment against the project is acknowledged.		
404	3457513		17-4-2019 18:51:34	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 1	Safety/Speed Limit	I truly don't understand how you plan for 75 MPH! Please do not make any roads 70 or above! Think people!	See Response C in the Legend.		
405	3458060		17-4-2019 23:11:04	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 1	Safety/Speed Limit	75 mph too fast for local traffic to Washington	See Response C in the Legend.		
406	3451738		12-4-2019 16:01:46	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 1	Design Process	This does not appear to have an eastbound exit for Washington Blvd,and I don't feel that the description of "more direct access to Washington" is fitting.	See Response C in the Legend.		
407	3448074		10-4-2019 12:47:21	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 1	Safety/Speed Limit	Lower the speed limit. Too many people are driving well over 75 now making it very dangerous.	See Response C in the Legend.		
408	3444863		8-4-2019 15:25:16	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 1	Design Process	In either case, the restriction down to one lane northbound Cardinal Drive onto I-10 should be eliminated.	See Response C in the Legend.		
409	3458414		18-4-2019 10:56:12	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 1	General	too confusing	Your comment is acknowledged.		
410	3456530		17-4-2019 13:47:50	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 1	Drainage	Frontage roads currently flood in moderate rain	See Response D in the Legend.		
411	3456508		17-4-2019 13:39:56	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 1	Design Process	The only thing I see that needs done here is needing 2 lanes merging onto I10 east from 69 instead of 1, and an on ramp that will get you from the Twin Peaks area to I10 east, without having to go thru the movie theatre parking lot to catch the ramp.	See Response C in the Legend.		
412	3456398		17-4-2019 12:11:25	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 1	General	no construction	Your comment against the project is acknowledged.		
413	3456368		17-4-2019 11:45:08	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 1	Preferred Alternative	This one is perfectly spot on when it comes to traffic flow and local accessibility especially for business. Overall this one is the best option for improving all issue points.	Your preference for Cardinal Alternative 1 is acknowledged.		Cardinal Alternative 1
414	3449846		11-4-2019 01:14:03	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 1	Congestion	The Washington Blvd on ramp to 69 south is too short and causes a lot of congestion in the morning rush hour	See Response A in the Legend.		
415	3456312		17-4-2019 06:05:43	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 1	Design Process	I strongly prefer continuous service/frontage roads wherever practical. At this interchange (unlike Eastex Alternative 1) it wouldn't require any additional ROW, and would make this area less confusing and more accessible. (Even after living in Beaumont for 16 years, I still get confused on the service roads in this particular area, with all the mismatched curves (not mirroring what the main highway does as well as the service roads in some other areas do) and 'can't get there from here' situations where I end up having to drive in circles two or three times before catching the one opportunity to turn/merge onto the one bit that gets going the right direction.	See Response C in the Legend.		
416	3453214		15-4-2019 05:06:14	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 1	Design Process	I like this map overall. I would consider placing the Washington exit closer to the actual interchange instead of right after Walden. I also am not sure about the reason for keeping the turnarounds at the bayous if there are going to be continuous frontage roads built anyway.	See Response C in the Legend.		Cardinal Alternative 1
417	3454718		16-4-2019 11:18:01	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 1	Design Process	Improve access to I-10 westbound from Washington - better signage and ramp alignment.	See Response C in the Legend.		
418	3451738		12-4-2019 16:01:46	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 2	Design Process	I like the eastbound exit for Washington Blvd.	See Response C in the Legend.		
419	3453214		15-4-2019 05:06:14	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 2	Design Process	I like how the Washington exit ramps are closer to the actual interchange, while still being a good distance away to allow for people to make the sufficient lane changes.	See Response C in the Legend.		

420	3456312		17-4-2019 06:05:43	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 2	Preferred Alternative	I don't understand what benefit if any that this design would have compared to Cardinal Alternative 1. We really need more continuous service roads in this area, and Alternative 1 provides them very nicely, while Alternative 2 leaves the existing service roads almost entirely untouched. I also don't like Alternative 2's use of more single-lane ramps/connectors; 2 lanes wherever possible (as in Alternative 1) would mean less congestion at heavy traffic times.	Your preference for Cardinal Alternative 1 is acknowledged.		Cardinal Alternative 1
421	3456312		17-4-2019 06:05:43	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 2	Preferred Alternative	I don't understand what benefit if any that this design would have compared to Cardinal Alternative 1. (That extra exit ramp to Washington? Just use Alternative 1's continuous service road to get to Washington from the same direction instead!) We really need more continuous service roads in this area, and Alternative 1 provides them very nicely, while Alternative 2 leaves the existing service roads almost entirely untouched. I also don't like Alternative 2's use of more single-lane ramps/connectors; 2 lanes wherever possible (as in Alternative 1) would mean less congestion at heavy traffic times.	Your preference for Cardinal Alternative 1 is acknowledged.		Cardinal Alternative 2
422	3456368		17-4-2019 11:45:08	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 2	Preferred Alternative	This design is great due to the fact that it looks like it costs less and not too much construction needs to be done. But I feel that a few connectivity problems will arise with this one especially for local traffic and access to businesses.	Your preference for Cardinal Alternative 2 is acknowledged.		Cardinal Alternative 2.
423	3456358		17-4-2019 11:28:22	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 2	General Project Information	The enlarged cardinal alternative 2 brings up the #1 option so you can't see #2.	See Response E in the Legend.		
424	3456530		17-4-2019 13:47:50	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 2	General	Better exit design for Washington rd	Your comment is acknowledged.		
425	3456928		17-4-2019 15:45:08	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 2	Design Process	Good: Mainlines look good. Keeps ability to stay on feeder roads going WB/SB along I10, all the way without getting up onto I10 so I could keep going to walden. Have 2 lanes to take 69 N Traffic onto I10 NB/EB, keeping backups from happening from all the plant workers trying to travel straight north at the end of the day. BAD: HWY 69 before it starts to split is still the only way to get over that canal, so everyone from fannet road has to get up onto the 69, fighting/slowing down traffic on that road, then the only way to get to I10 WB is to fight across 2 lanes in what, 600 yards, to get to that exit, while everyone else coming from the south is trying to get onto I10 EB/NB.	See Response C in the Legend.		
426	3445830		8-4-2019 22:42:27	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 2	Safety/Speed Limit	mainlane speed greater than 65 is unsafe at a high capacity interchange	See Response C in the Legend.		
427	3448074		10-4-2019 12:47:21	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 2	Safety/Speed Limit	65MPH	See Response C in the Legend.		
428	3445830		8-4-2019 22:42:27	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 2	Safety/Speed Limit	mainlane speeds greater than 65 is unsafe at a high capacity interchange.	See Response C in the Legend.		
429	3458060		17-4-2019 23:11:04	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 2	Safety/Speed Limit	75 mph too fast for local traffic to Washington	See Response C in the Legend.		
430	3458414		18-4-2019 10:56:12	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 2	General	too confusing	Your comment is acknowledged.		
431	3457513		17-4-2019 18:51:34	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 2	Safety/Speed Limit	I truly don't understand how you can make these roads 75 MPH! You obviously have not been paying attention to the deaths on I-10. Maybe that's the problem. You're not paying attention.	See Response C in the Legend.		
432	3459756		18-4-2019 21:36:21	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 2	Purpose and Need	PLEASE LEAVE IT ALONE... NO CONSTRUCTION EVER STAYS CLOSE TO THE ESTIMATED TIME OF COMPLETION. TOO LONG.. 15 YRS AND VIDOR AND ORANGE STILL NOT DONE. LEAVE IT ALONE I wish this survey would be placed on the front page of the txdot website. not everyone is going to call to get the special web address.	See Response I in the Legend.		
433	3460850		19-4-2019 18:53:09	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 2	Other BMT Projects	Before these new improvements are started, we need to finish the work on I-10 near winnie, tx. it is very dangerous.	See Response K in the Legend.		
434	3463948		23-4-2019 07:47:48	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 2	General	Go back to the drawing board !	Your comment against the project is acknowledged.		
435	3462963		22-4-2019 19:11:04	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 2	Safety/Speed Limit	I will not support support a plan that increases the speed limit. This will increase traffic fatalities. I drive this road and most of the time it is not congested.	See Response C in the Legend.		
436	3476229		1-5-2019 14:41:39	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 2	Design Process	Westbound access from Washington without first stopping at Walden is essential. That is provided here. Needs to keep current 2 exit lanes from eastbound 10.	See Response C in the Legend.		
437	3476229		1-5-2019 14:41:39	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 2	Design Process	Westbound access from Washington without first stopping at Walden is essential. That is provided here.	See Response C in the Legend.		

438	3465027		23-4-2019 18:41:32	MetroQuest	Screen 4: Proposed Alternatives, Comment on Cardinal Alternative 2	Design Process	3250 IH-10 South property concerns: the safety issue is different in this Alternative as opposed to Alt #1, as the Direct Connector comes into the frontage road farther down, so the possibility of problems merging with the heavy PODS moving vans is possibly lessened. However, I think that with the Direct Connector, there will be more drainage/runoff issues with this Alternative onto the above property bc the Direct Connector will be wider than the proposed green frontage rd proposed in Alt #1. Thus increasing the likelihood of damage to the property due to more water runoff & possibility of property taking due to necessity of widening fresh water Canal.	See Response C in the Legend.		
439	3424547		21-3-2019 18:08:46	MetroQuest	Screen 5: Wrap Up Other comments	General	Twitter	Your comment is acknowledged.		
440	3424793		21-3-2019 20:45:29	MetroQuest	Screen 5: Wrap Up Other comments	Congestion	I travel to Beaumont to work. Rush hour is time consuming, especially with people merging onto the highway.	See Response A in the Legend.		
441	3425925		22-3-2019 20:38:19	MetroQuest	Screen 5: Wrap Up Other comments	General	I find your twitter account to be extremely useful & up to date! Thank you!!	Your support is acknowledged.		
442	3429281		26-3-2019 13:21:38	MetroQuest	Screen 5: Wrap Up Other comments	General Project Information	Have any aspects of this project already began, and thank you for giving our citizens an opportunity to give their input to this project.	See Response E in the Legend.		
443	3431210		27-3-2019 15:06:51	MetroQuest	Screen 5: Wrap Up Other comments	General	I live in Orange but commute to Beaumont via I-10 5-6 days a week to work in my small business.	Your comment is acknowledged.		
444	3434771		29-3-2019 19:13:01	MetroQuest	Screen 5: Wrap Up Other comments	General Project Information	Please do not disregard or dismiss public comment. Both TXDOT and City of Beaumont have made numerous poor decisions over the past 20 years that have created unnecessary traffic problems. The solutions existed within public comment in every circumstance. I do appreciate that there is a better process in place now for submitting comments.	See Response E in the Legend.		
445	3434795		29-3-2019 19:46:20	MetroQuest	Screen 5: Wrap Up Other comments	General	I was mailed a letter from TxDoT.	Your comment is acknowledged.		
446	3435630		31-3-2019 12:16:23	MetroQuest	Screen 5: Wrap Up Other comments	General	I gave land North of Beaumont. I'm pulling a lowboy with a tractor and other equipment	Your comment is acknowledged.		
447	3435653		31-3-2019 14:50:05	MetroQuest	Screen 5: Wrap Up Other comments	General Project Information	When is the project reposed to begin?	See Response E in the Legend.		
448	3436075		1-4-2019 14:39:58	MetroQuest	Screen 5: Wrap Up Other comments	Safety/Speed Limit	I AVOID Beaumont as MUCH as possible because the traffic and accidents have increased tremendously. I want NOTHING to do with the roadways in Beaumont, but unfortunately I work here and my job requires me to be on the roads everyday.	See Response C in the Legend.		
449	3436410		1-4-2019 17:46:27	MetroQuest	Screen 5: Wrap Up Other comments	ROW Acquisition	What is proposed to take place with the feeder road access on 69 South at my business 4175 W Cardinal Drive. We have multiple daily 18 Wheeler Traffic into our location and cannot operate without that ability.	See Response M in the Legend.		
450	3436469		1-4-2019 18:18:50	MetroQuest	Screen 5: Wrap Up Other comments	Noise	Existing Bridges have been making loud drum like noises and ground vibrations mainly when 18 wheelers cross them for the last 40years and they have lots of rust and cracked concrete.....	See Response J in the Legend.		
451	3437189		1-4-2019 22:08:38	MetroQuest	Screen 5: Wrap Up Other comments	General	Please don't. It will just make traffic worse.	Your comment against the project is acknowledged.		
452	3437194		1-4-2019 22:10:02	MetroQuest	Screen 5: Wrap Up Other comments	Loop around Beaumont	We need more than ONE option to get across town! Build a loop!	See Response F in the Legend.		
453	3437246		1-4-2019 22:38:00	MetroQuest	Screen 5: Wrap Up Other comments	General	12 News Now app	Your comment is acknowledged.		
454	3437291		1-4-2019 22:52:46	MetroQuest	Screen 5: Wrap Up Other comments	General	Done	Comment acknowledged.		
455	3437481		2-4-2019 00:00:28	MetroQuest	Screen 5: Wrap Up Other comments	Purpose and Need	Can you all finish one project first? I understand progress but every route is currently torn up!!!	See Response I in the Legend.		
456	3437486		2-4-2019 00:01:33	MetroQuest	Screen 5: Wrap Up Other comments	General	Start soon as possible!!!!	Your support of the project is acknowledged.		
457	3437507		2-4-2019 00:19:26	MetroQuest	Screen 5: Wrap Up Other comments	General	Good luck	Your support of the project is acknowledged.		
458	3437516		2-4-2019 00:25:15	MetroQuest	Screen 5: Wrap Up Other comments	Safety/Speed Limit	I'm a police officer who has worked this area since the early 90s. I have never understood how the dangerous Delaware ramps have remained open despite the numerous wrecks in this area.	See Response C in the Legend.		
459	3437723		2-4-2019 03:56:11	MetroQuest	Screen 5: Wrap Up Other comments	Other BMT Projects	Consider reducing congestion on 69 into Lumberton.	See Response K in the Legend.		
460	3437749		2-4-2019 04:44:49	MetroQuest	Screen 5: Wrap Up Other comments	Congestion	I'm a retired state trooper working at a plant in Nederland and driving home is madding for this reason	See Response A in the Legend.		
461	3437813		2-4-2019 10:43:24	MetroQuest	Screen 5: Wrap Up Other comments	General	Keep in mind to allow for city growth we have many industries in the area expanding	Your comment is acknowledged.		
462	3437843		2-4-2019 11:46:50	MetroQuest	Screen 5: Wrap Up Other comments	General	Please fix this	Your support of the project is acknowledged.		
463	3437849		2-4-2019 12:01:38	MetroQuest	Screen 5: Wrap Up Other comments	Construction	please try to not have so many lane closures and do not take 2 yrs for a 6 mth project by ensuring contractors on site 24/7. think of the goodwill and less potential for accidents if the project can be completed expeditiously. thank you	See Response B in the Legend.		
464	3437850		2-4-2019 12:07:09	MetroQuest	Screen 5: Wrap Up Other comments	Construction	Road improvements are necessary and beneficial when completed. But while in progress, businesses have to be able to survive.	See Response B in the Legend.		
465	3437883		2-4-2019 12:43:37	MetroQuest	Screen 5: Wrap Up Other comments	General	No.	Your comment against the project is acknowledged.		
466	3437925		2-4-2019 13:28:22	MetroQuest	Screen 5: Wrap Up Other comments	Safety/Speed Limit	All improvements will not help if speed of heavy trucking is not controlled..	See Response C in the Legend.		
467	3437939		2-4-2019 13:35:54	MetroQuest	Screen 5: Wrap Up Other comments	Design Process	Most of the traffic congestion happens when people are going to or getting off work and is due to I-10 to Hwy 69/96 interchange. 1 or 2 lanes from Hwy 69/96 on to or off of I-10 is not capable of handling the traffic flowing north or south from Hwy 69/96.	See Response C in the Legend.		

468	3437983		2-4-2019 14:03:37	MetroQuest	Screen 5: Wrap Up Other comments	General	All these project take way too long to complete, cost more than they are budgeted for and take 3 times as much labor as a contractor. Every time you drive by and see ONE guy working and Ten Standing around propped up on a shovel It really makes you mad.	Your comment is acknowledged.		
469	3437989		2-4-2019 14:08:14	MetroQuest	Screen 5: Wrap Up Other comments	General	I appreciate y'all asking for our opinions and suggestions!	Your support of the project is acknowledged.		
470	3438114		2-4-2019 15:18:32	MetroQuest	Screen 5: Wrap Up Other comments	General	This area needs to be able to participate in the expansive growth a lot of the rest of the state has seen	Your comment is acknowledged.		
471	3438151		2-4-2019 15:39:56	MetroQuest	Screen 5: Wrap Up Other comments	General	Building proper roads to fit everyone's needs isn't easy. Thank you for great work.	Your support of the project is acknowledged.		
472	3438173		2-4-2019 15:50:18	MetroQuest	Screen 5: Wrap Up Other comments	Purpose and Need	You need to finish the work you are doing first in the area before you even consider this. Also, what aisle of Walmart do you get your flat paint to put on the roadways? Near zero reflective qualities. During certain situations, you can't even see the lines. This is very dangerous. I know there are other options which make it look like you are driving down a well-lit runway. This needs to be changed because you have a very dangerous situation out there with this crappy paint.	See Response I in the Legend.		
473	3438215		2-4-2019 16:10:18	MetroQuest	Screen 5: Wrap Up Other comments	General	I am a senior and it took to long to do the bridge. I avoided going to doctors in beaumont because of this reason.	Your comment is acknowledged.		
474	3438254		2-4-2019 16:41:46	MetroQuest	Screen 5: Wrap Up Other comments	General	work in the city and live outside. Online survey on BE website	Your comment is acknowledged.		
475	3438377		2-4-2019 17:44:50	MetroQuest	Screen 5: Wrap Up Other comments	General	We need to get this moving quickly, and don't take 10 years to plan it, and 10 years to finish it!!	Your comment is acknowledged.		
476	3438437		2-4-2019 18:19:42	MetroQuest	Screen 5: Wrap Up Other comments	General	I'm a business owner as well as a commuter	Your comment is acknowledged.		
477	3438499		2-4-2019 19:06:59	MetroQuest	Screen 5: Wrap Up Other comments	General	Good Luck...MAGA	Your support of the project is acknowledged.		
478	3438534		2-4-2019 19:28:26	MetroQuest	Screen 5: Wrap Up Other comments	General	Thank you for your good work and trying to be proactive!	Your support of the project is acknowledged.		
479	3438542		2-4-2019 19:32:48	MetroQuest	Screen 5: Wrap Up Other comments	General	IN INTERESTED BECAUSE I'M A COMMUTER, NEARBY RESIDENT	Your comment is acknowledged.		
480	3438707		2-4-2019 21:00:31	MetroQuest	Screen 5: Wrap Up Other comments	General	no	Your comment against the project is acknowledged.		
481	3438732		2-4-2019 21:11:38	MetroQuest	Screen 5: Wrap Up Other comments	General	Do it right one time, no more wasting tax dollars on projects that clearly wont work	Your comment is acknowledged.		
482	3438740		2-4-2019 21:13:55	MetroQuest	Screen 5: Wrap Up Other comments	General	I am glad you are improving the lanes and on-ramps	Your support of the project is acknowledged.		
483	3438761		2-4-2019 21:21:02	MetroQuest	Screen 5: Wrap Up Other comments	General	I saw the booth at the South Texas State Fair and on KFDM website. Thank you for including the public!	Your support of the project is acknowledged.		
484	3439206		3-4-2019 02:03:59	MetroQuest	Screen 5: Wrap Up Other comments	Lighting	I am not sure if this is in the DPS drivers handbook, but light studs in the street that have the red reflection if you are going the wrong way needs to be public info so that if you see them, you know you are going the wrong way. I wasnt aware of this and unless you drive the wrong way, it needs to be public knowledge. Also, the red wrong way signs need to be solar and or have highly reflective material that gets the drivers attention. Too many wrong way accidents in this area. I do believe the wire in the median has saved lives. One last thing, post signs about the left hand lane for passing that are highly visible and on the screens all over the area highways. People don't get it and the camping at the state Park was brilliant, but the idiots in the left lane aren't reading them.	Lighting locations and roadway signage locations will be developed as part of the detailed design phase of this project.		
485	3439232		3-4-2019 02:24:13	MetroQuest	Screen 5: Wrap Up Other comments	Construction	Please consider the impact to the business. Some change is needed on access ramps but will fixing one problem just create another.	See Response B in the Legend.		
486	3439453		3-4-2019 11:55:33	MetroQuest	Screen 5: Wrap Up Other comments	General	Long overdue	Your support of the project is acknowledged.		
487	3439725		3-4-2019 15:13:42	MetroQuest	Screen 5: Wrap Up Other comments	Design Process	Please help with Congestion from hwy 69 and 4th street, all the way North to Lumberton. Also Calder Street needs an on ramp. We hare having to take the feeder road to 11th street or go opposite way and take Calder to Lucas which is also long. Thank you.	See Response C in the Legend.		
488	3439870		3-4-2019 15:58:39	MetroQuest	Screen 5: Wrap Up Other comments	General	I am a resident and commuter who takes these roads daily and I just see this causing nightmares if it's not implemented properly, so please plan out thoroughly for the local residents of this area.	Your comment is acknowledged.		
489	3440518		3-4-2019 20:38:26	MetroQuest	Screen 5: Wrap Up Other comments	General	Will be a difficult but well-worth while project when complete.	Your support of the project is acknowledged.		
490	3440825		3-4-2019 22:53:07	MetroQuest	Screen 5: Wrap Up Other comments	General	Best wishes for sunny weather during these improvements.	Your support of the project is acknowledged.		
491	3440949		4-4-2019 00:28:26	MetroQuest	Screen 5: Wrap Up Other comments	Congestion	Do something to stop bottleneck traffic!!!!!	See Response A in the Legend.		
492	3440949		4-4-2019 00:28:26	MetroQuest	Screen 5: Wrap Up Other comments	Other BMT Projects	Do something to stop bottleneck traffic!!!!! Need to repair and widen Dowlen Rd at Parkdale Mall also!!!!	See Response K in the Legend.		
493	3441119		4-4-2019 13:37:34	MetroQuest	Screen 5: Wrap Up Other comments	General	I want to be part of this. I'll be attending the public meeting about it. I have ideas.	Your support of the project is acknowledged.		
494	3441193		4-4-2019 15:03:19	MetroQuest	Screen 5: Wrap Up Other comments	General	I am a property and business owner.	Comment acknowledged.		
495	3441528		4-4-2019 17:44:14	MetroQuest	Screen 5: Wrap Up Other comments	Design Process	WE SHOUL BUILD RAMP FOR WALDEN RD SERVICE ROAD CONNECT TO IH-10 ABOVE BAYOU . OR MOVE THE RAMP FURTHER NORTH TOWARDS THE WASHINGTON	See Response C in the Legend.		
496	3442226		4-4-2019 23:53:16	MetroQuest	Screen 5: Wrap Up Other comments	Construction	Please finish up the current constrution it is causing to may accidents.	See Response B in the Legend.		

497	3442907		5-4-2019 15:55:01	MetroQuest	Screen 5: Wrap Up Other comments	Purpose and Need	Fund the project 100% upfront so there are no money delays during construction. Award the primary contact to Williams Brothers Construction Co., Inc. (regardless if they are not low bidder.... within reason), and include milestone completion bonuses for the fastest possible completion of the project. Do the project fastract fast, thereby reducing traffic accident risks, which will result in lives saved, reduced injuries while providing peace of mind to the local population that the project will be done with total TXDOT focus on the project to ensure completion as quickly as possible while providing minimal delays and accident risk to the motoring public who transit the project boundary.	See Response I in the Legend.		
498	3444863		8-4-2019 15:25:16	MetroQuest	Screen 5: Wrap Up Other comments	General	I look forward to attending the meeting on 4/16.	Comment acknowledged.		
499	3445830		8-4-2019 22:42:27	MetroQuest	Screen 5: Wrap Up Other comments	Design Process	A new flyover from US 69N to IH 10E really isn't necessary when adding an additional merge lane from US 69 North onto IH 10E would be sufficient instead of the choke point currently. IH 10 over Washington Blvd may need widening. Expanding US69 North over IH 10 from 2 lanes to 3 is probably not necessary once the current US 69 widening project is completed.	See Response C in the Legend.		
500	3445863		8-4-2019 22:57:28	MetroQuest	Screen 5: Wrap Up Other comments	Construction	I sure hope you do these in stages and not at the same time. I think it states doing in both directions at the same time for IH 10/96 by Delaware/11th St? Traffic will be horrendous.	See Response B in the Legend.		
501	3445976		8-4-2019 23:57:22	MetroQuest	Screen 5: Wrap Up Other comments	Safety/Speed Limit	I'm against 75 mp 65 seems more reasonable sure a heavy traffic area	See Response C in the Legend.		
502	3446570		9-4-2019 14:03:54	MetroQuest	Screen 5: Wrap Up Other comments	Design Process	I am completely open to the re-working of our highways, however I am worried about the traffic the construction will cause. Also, I would like to say that currently I use the Delaware exit every day to return home from work and school, if that were moved it would increase my drive time home about 10 minutes - I know the same goes for other people.	See Response C in the Legend.		
503	3448074		10-4-2019 12:47:21	MetroQuest	Screen 5: Wrap Up Other comments	General	Finish other projects before starting this one. This would leave alternate routes to bypass congestion.	Your comment is acknowledged.		
504	3448245		10-4-2019 13:59:38	MetroQuest	Screen 5: Wrap Up Other comments	General	need this badly. eastex is way to congested and this should help. would also help to connect major directly to hwy 69 on north end	Your support of the project is acknowledged.		
505	3448534		10-4-2019 15:18:57	MetroQuest	Screen 5: Wrap Up Other comments	Congestion	I'm definitely excited to see improved traffic flow. I commute to Beaumont mainly for leisure and business. With existing conditions, I try to avoid Beaumont during rush hours due to traffic problems. I would frequent Beaumont more often if it were easier and safer to travel along the 69 and I-10 corridor.	See Response A in the Legend.		
506	3448540		10-4-2019 15:20:15	MetroQuest	Screen 5: Wrap Up Other comments	Design Process	I would really love to have an option to go I-10 east from Delaware St heading south. And since I live off of Delaware, I really want a Delaware exit both directions on US 69. Most of the other exits do not affect me	See Response C in the Legend.		
507	3448933		10-4-2019 17:28:18	MetroQuest	Screen 5: Wrap Up Other comments	Congestion	NEED TO DO SOMETHING ABOUT THE TRAFFIC ON 69N AND S IN THE MORNING AND QUITING TIME	See Response A in the Legend.		
508	3449105		10-4-2019 18:35:09	MetroQuest	Screen 5: Wrap Up Other comments	General	It's time to fix this problem that's been here for 60 years. It's dangerous for all, local commuters and thru drivers. I know it costs companies a lot and frustrates big rig drivers trying to make a living.	Your support of the project is acknowledged.		
509	3449126		10-4-2019 18:42:05	MetroQuest	Screen 5: Wrap Up Other comments	Construction	I'm all for progress, but I question whether the benefits will justify the disruption we'll have for years while construction is going on. Eastex Freeway has been in disarray for years, and it took six years to replace the Purple Heart Bridge. My vote is to do the absolute minimum needed to resolve the bottleneck or two. Even when traffic is backed up, it typically lasts less than an hour. How bad is it going to get when everything is closed for construction? Will it look like I-10 did for 5+ years while the bridge was being rebuilt? That was a nightmare. With that said, I appreciate you guys trying to make things better. I'd prefer if the changes were kept to a minimum so that the construction window was smaller.	See Response B in the Legend.		
510	3449208		10-4-2019 19:26:59	MetroQuest	Screen 5: Wrap Up Other comments	General	Dreading the construction	Your comment is acknowledged.		
511	3449266		10-4-2019 19:56:19	MetroQuest	Screen 5: Wrap Up Other comments	General	Postcard sent in the mail, but I was tipped by a friend to look for it.	Your comment is acknowledged.		
512	3449616		10-4-2019 22:11:28	MetroQuest	Screen 5: Wrap Up Other comments	Safety/Speed Limit	If you design for 60 mph, drivers will go 70 mph. The same for any speed, drivers do not pay attention to speed limits anymore. This isn't what you do but we need more enforcement of the speed limit. Your part would be not to design a highway system with 70 mph limits. The biggest problem we have is the bottlenecking during rush hour. I would have though that this proposal would have been coordinated with the work being done as it seems there will be some overlap and changes made to the current construction.	See Response C in the Legend.		
513	3449846		11-4-2019 01:14:03	MetroQuest	Screen 5: Wrap Up Other comments	Other BMT Projects	69/96 Toward Lumberton from I-10 and MLK Pkwy is a brutal drive in the evening rush hour	See Response K in the Legend.		
514	3450162		11-4-2019 13:44:48	MetroQuest	Screen 5: Wrap Up Other comments	General	POST CARD MAILED TO MY HOME	Your comment is acknowledged.		
515	3450201		11-4-2019 14:15:29	MetroQuest	Screen 5: Wrap Up Other comments	Congestion	The turn from 69 to I10 coming from PA has to be fixed!!!! There is no reason traffic should be this slow and even come to stops. If Houston can do it, so can Beaumont.	See Response A in the Legend.		
516	3451738		12-4-2019 16:01:46	MetroQuest	Screen 5: Wrap Up Other comments	General Project Information	I'm a property owner in Beaumont and drive daily in Beaumont to/from and during the course of my work. I heard about the information meeting from a txdot sign on the road, and found the survey from the page about the meeting. I think it would be helpful if an approximate timeline for this project were included online.	See Response E in the Legend.		
517	3452814		13-4-2019 20:58:27	MetroQuest	Screen 5: Wrap Up Other comments	Design Process	need a closer off ramp from southbound 69 to Harrison calder area	See Response C in the Legend.		

518	3453214		15-4-2019 05:06:14	MetroQuest	Screen 5: Wrap Up Other comments	Aesthetics	I would love for some landscaping and visual designs to be a part of these new interchanges. I love how TxDOT incorporates designs into the freeways of nearly every other recent road project in Texas, including Houston, DFW, Austin, San Antonio, and even El Paso's freeway bridges, so it would be neat to see Southeast Texas have some visually pleasing bridges to make the surrounding area look even nicer. I like the themes that Houston has where it changes depending on where the freeway is heading (Plains for Katy Fwy, Forests for North Fwy, Waves for Gulf Fwy), but if the team wants to keep it simple and low-cost then I also like the brown stone design on the recent Major Dr interchange and the 59/287 interchanges in Lufkin.	Aesthetic guidance will be incorporated into the construction contract.		
519	3453476		15-4-2019 15:36:25	MetroQuest	Screen 5: Wrap Up Other comments	Design Process	I would like to keep the south/westbound Laurel exit ramp and the US 69 north entrance ramp right before the Maury Meyers Bridge. Losing those ramps is going to cause connectivity issues for residents in that area as well as the area hospitals.	See Response C in the Legend.		
520	3454667		16-4-2019 03:37:41	MetroQuest	Screen 5: Wrap Up Other comments	General Project Information	Mail-my parents live on Longfellow drive and our house backs 59. Want to know the plan??	See Response E in the Legend.		
521	3454683		16-4-2019 04:12:26	MetroQuest	Screen 5: Wrap Up Other comments	General	Saw the signs on the highway and the Twitter announcement. The Cardinal drive work is more critical than the Delaware St work.	Your comment is acknowledged.		
522	3454772		16-4-2019 12:23:06	MetroQuest	Screen 5: Wrap Up Other comments	General	Contractors must be severely penalized for completion date over runs.	Your comment is acknowledged.		
523	3455929		16-4-2019 22:23:20	MetroQuest	Screen 5: Wrap Up Other comments	Construction	Please consider moving the bulk of construction activities to nighttime hours especially during the summer. Not only would less road congestion be impacted but also worker productivity should increase due to less need for breaks to cool down	See Response B in the Legend.		
524	3456040		16-4-2019 23:15:49	MetroQuest	Screen 5: Wrap Up Other comments	General	Received a letter	Your comment is acknowledged.		
525	3456187		17-4-2019 01:33:16	MetroQuest	Screen 5: Wrap Up Other comments	General	Faster commute from cardinal dr.(mid county) To hwy 105 on the north side of Beaumont.	Your comment is acknowledged.		
526	3456217		17-4-2019 02:11:50	MetroQuest	Screen 5: Wrap Up Other comments	Other BMT Projects	I know this need's to be done , but how many year's will this take . as I see it traffic will be backed up from Winnie to the state line east and west bound . and from North of Lumberton to Port Arthur , for those seeking alternate route's hwy 73 will be backed up from hwy 62 thru Winnie , 124 will be back up from 69 to 73 . can this job be worked on a 24/7 schedule to speed up this project ..	See Response K in the Legend.		
527	3456312		17-4-2019 06:05:43	MetroQuest	Screen 5: Wrap Up Other comments	Bridge	I don't know what "changes to the Maury Meyers Bridge (Liberty/Laurel Overpass)" you have in mind, but I hope you can retain its unique decorative sides (shown here: https://i.imgur.com/v82fwkj.jpg) and keep it at an angle suitable for the soapbox derby races it has hosted for many years (which also happens to be shown in that photo, just because there aren't many other chances to get a good photo of the sides of that bridge).	See Response H in the Legend.		
528	3456325		17-4-2019 09:47:01	MetroQuest	Screen 5: Wrap Up Other comments	Maintenance	Near the end of the merge between i10 and 69, coming from beaumont towards port arthur, there is a bump that upsets the rear of vehicles as they traverse over it.	See Response G in the Legend.		
529	3456339		17-4-2019 10:36:21	MetroQuest	Screen 5: Wrap Up Other comments	General	If you can't design it correctly then leave it alone. Sincerely, Your neighborhood Civil Engineer	Your comment is acknowledged.		
530	3456358		17-4-2019 11:28:22	MetroQuest	Screen 5: Wrap Up Other comments	General	need to fix the enlargement options of the maps to open up to the actual option and not another option.	Your comment is acknowledged.		
531	3456368		17-4-2019 11:45:08	MetroQuest	Screen 5: Wrap Up Other comments	Preferred Alternative	My best bet for the Cardinal drive Interchange is Option 1 and for Eastex is Option 3 with a very minor change.	Your support for Cardinal Alternative 1 and Eastex Alternative 3 is acknowledged.	Eastex Alternative 3	Cardinal Alternative 1
532	3456398		17-4-2019 12:11:25	MetroQuest	Screen 5: Wrap Up Other comments	General	leave the roads alone. The Beaumont infrastructure is great. While maintenance is necessary, the 24/7 365 construction is ridiculous. LEAVE OUR HIGHWAYS ALONE.	Your comment against the project is acknowledged.		
533	3456418		17-4-2019 12:24:43	MetroQuest	Screen 5: Wrap Up Other comments	Safety/Speed Limit	Thank you for considering direct connects rather than merge lanes. US 69 should simply connect two lanes (or more) to IH-10 instead of ever forcing vehicles to merge into 70 MPH traffic.	See Response C in the Legend.		
534	3456510		17-4-2019 13:40:32	MetroQuest	Screen 5: Wrap Up Other comments	Other BMT Projects	Design an construct a Flyover Ramp from Northbound Hwy 69 to Parkdale Mall.	See Response K in the Legend.		
535	3456524		17-4-2019 13:45:21	MetroQuest	Screen 5: Wrap Up Other comments	General	I own a business in Beaumont and live in Lumberton.	Comment acknowledged.		
536	3456530		17-4-2019 13:47:50	MetroQuest	Screen 5: Wrap Up Other comments	Bridge	The Maury meyers bridge should be turned into a pedestrian bridge or deck park. The freeway could easily fit underneath it and its wide enough for 6 lanes as it currently stands	See Response H in the Legend.		
537	3456815		17-4-2019 15:06:51	MetroQuest	Screen 5: Wrap Up Other comments	Loop around Beaumont	Beaumont needs a loop around town. Beaumont needs another bridge across the river. This would ease I-10 from it's daily congestion.	See Response F in the Legend.		
538	3456928		17-4-2019 15:45:08	MetroQuest	Screen 5: Wrap Up Other comments	Congestion	Please take the 2 huge things causing rush hour backups to happen into account: End of Day - workers coming from the south (Plants and PA), trying to go north through town (Split onto Cardinal Drive and MLK), then all reconverge at the I-10/69 split in the middle of town. Keeping at least 2/3 lanes for each of those flows would keep cars from stopping on the interstate. The other is all the traffic in the morning from Lumberton & north beaumont apartments trying to go downtown and along I10 then 69 South towards the plants, jails, and Port Arthur plants. Keeping at least 2/3 lanes the whole way for traffic from lumberton to get to south of beaumont would be helpful.	See Response A in the Legend.		
539	3457018		17-4-2019 16:16:23	MetroQuest	Screen 5: Wrap Up Other comments	General	I am also a long time resident of Beaumont and these problems have persisted for over 2 decades. I'm very happy to hear the Tx DOT is putting our dollars to work in Texas...	Your support of the project is acknowledged.		
540	3457244		17-4-2019 17:24:05	MetroQuest	Screen 5: Wrap Up Other comments	Congestion	Priority is maximizing traffic flow and minimizing congestion and trigger points for accidents. Short ramps and complex interchanges cause wrecks. 3 lane minimum on 69 north and south is essential due to the high volume of rural areas commuting to Beaumont for work.	See Response A in the Legend.		
541	3457513		17-4-2019 18:51:34	MetroQuest	Screen 5: Wrap Up Other comments	Safety/Speed Limit	PLEASE, for the love of God do not make any speeds on I10/69 above 65 mph.	See Response C in the Legend.		

542	3457554		17-4-2019 19:07:57	MetroQuest	Screen 5: Wrap Up Other comments	Noise	Concerned about noise and safety along Beech Street. There should be a sound and safety barrier similar to what you see in other areas that have residential areas next to highways.	See Response J in the Legend.		
543	3457676		17-4-2019 20:08:32	MetroQuest	Screen 5: Wrap Up Other comments	Design Process	Make I-10 east bound 6 lanes between the cardinal drive exchange and the 96/69 exchange.	See Response C in the Legend.		
544	3457717		17-4-2019 20:25:47	MetroQuest	Screen 5: Wrap Up Other comments	General	I would be in favor of a bonus to contractors for early/on time completion of the project to reduce overall impact of the project itself.	Your comment is acknowledged.		
545	3457783		17-4-2019 20:59:28	MetroQuest	Screen 5: Wrap Up Other comments	Noise	What provisions do tgese plans have for sound barriers between the road and neighborhoids such as Old Town?	See Response J in the Legend.		
546	3458060		17-4-2019 23:11:04	MetroQuest	Screen 5: Wrap Up Other comments	Bridge	Don't demo the Maury Meyers bridge!!!	See Response H in the Legend.		
547	3458802		18-4-2019 14:54:23	MetroQuest	Screen 5: Wrap Up Other comments	Congestion	ANything to help alleviate congestion at 69 and 10 by Eligante hotel.	See Response A in the Legend.		
548	3458893		18-4-2019 15:34:56	MetroQuest	Screen 5: Wrap Up Other comments	Design Process	We feel proposed walden exit is complicated and too far from Walden. Please leave us a simple Walden exit much as it is today. Our business depends on it.	See Response C in the Legend.		
549	3459072		18-4-2019 16:37:20	MetroQuest	Screen 5: Wrap Up Other comments	General	I shop in Beaumont and work in Nederland .	Your comment is acknowledged.		
550	3459756		18-4-2019 21:36:21	MetroQuest	Screen 5: Wrap Up Other comments	General	I wish this survey would be placed on the front page of the txdot website. not everyone is going to call to get the special web address.	Your comment is acknowledged.		
551	3460850		19-4-2019 18:53:09	MetroQuest	Screen 5: Wrap Up Other comments	Safety/Speed Limit	I appreciate the TXDOT asking for feedback on this improvement project. Honestly, I don't see the case for action - what are we doing this above other needed improvements that need to be completed? The top priority for I-10 should be "how do we improve safety?". Too many accidents and we need to understand the root cause of that.	See Response C in the Legend.		
552	3461258		20-4-2019 04:42:22	MetroQuest	Screen 5: Wrap Up Other comments	General	Just fix it already ....14 years and counting.$$$$$$ somebody is getting rich off of this lifetime project	Your support of the project is acknowledged.		
553	3461258		20-4-2019 04:42:22	MetroQuest	Screen 5: Wrap Up Other comments	General	Just fix it already ....14 years and counting.$$$$$$ somebody is getting rich off of this lifetime project Oh yes....69 was the most unintelligent number for a highway.....idiot kids are going to steal those signs....idiot adults too...they are expensive to replace....if No one thought that the admin people are morons....I wrote letters many years ago about the interstate number 69 being a dumb choice.	Your support of the project is acknowledged.		
554	3461680		21-4-2019 01:10:44	MetroQuest	Screen 5: Wrap Up Other comments	Design Process	The access road bridge between Washington and Walden is sorely needed.	See Response C in the Legend.		
555	3461873		21-4-2019 17:32:34	MetroQuest	Screen 5: Wrap Up Other comments	General	Encourage use of local businesses in TxDOT construction rather than out of town contractors	Your comment is acknowledged.		
556	3462034		22-4-2019 01:25:13	MetroQuest	Screen 5: Wrap Up Other comments	Safety/Speed Limit	The people of the city of Beaumont deserve better than a race track running through town. Are we not worth slowing down for? Adding more lanes will not solve congestion. It will only create more traffic. Engineers needs to quit ignoring induced demand and realize that the only way to reduce traffic congestion is to encourage alternative forms of transportation.	See Response C in the Legend.		
557	3462214		22-4-2019 13:51:17	MetroQuest	Screen 5: Wrap Up Other comments	Safety/Speed Limit	There should NEVER be speeds above 60 mph in city limits. TXDOT designs are already killing hundreds every year.	See Response C in the Legend.		
558	3462782		22-4-2019 17:59:24	MetroQuest	Screen 5: Wrap Up Other comments	Design Process	Please don't leave the exit at Delware. It's more trouble than its worth.	See Response C in the Legend.		
559	3462963		22-4-2019 19:11:04	MetroQuest	Screen 5: Wrap Up Other comments	Safety/Speed Limit	I am primarily interested in how this can effect the safety of our community. I think that a bigger issue is 69 north to Lumberton which is gridlocked during rush hour to the point many people avoid traveling that direction during the rush. Further I think that changes to traffic pattern must consider the neighborhoods they are disrupting and those who us Active Transportation (walking and biking) I am less concerned with the person who wishes to get through our community at 75 miles an hour. Surely we don't want to make it easier for people to bypass our shops and restaurants. Orange, Texas would have been a much more vibrant and growing community if I-10 had taken it original course.	See Response C in the Legend.		
560	3463301		22-4-2019 21:23:19	MetroQuest	Screen 5: Wrap Up Other comments	General	long time needed.....	Your support of the project is acknowledged.		
561	3463399		22-4-2019 21:57:24	MetroQuest	Screen 5: Wrap Up Other comments	Pedestrian Facilities	Please consider bike or foot travel in your designs	See Response L in the Legend.		
562	3463404		22-4-2019 21:58:33	MetroQuest	Screen 5: Wrap Up Other comments	Pedestrian Facilities	I ride my bike a lot...I want the roads smooth safe and accessible to cyclists.	See Response L in the Legend.		
563	3463930		23-4-2019 05:46:09	MetroQuest	Screen 5: Wrap Up Other comments	General	N/A	Your comment is acknowledged.		
564	3463948		23-4-2019 07:47:48	MetroQuest	Screen 5: Wrap Up Other comments	ROW Acquisition	Really concerned how 'this will effect our property.	See Response M in the Legend.		
565	3464102		23-4-2019 13:02:46	MetroQuest	Screen 5: Wrap Up Other comments	Loop around Beaumont	Beaumont needs a loop like in Cleveland TX. Interstate traffic is a nightmare for locals. It would not affect local traffic but give travelers easier thru way. Any more contruction at this time is totally unnecessary. Fannett is virtually land locked due to all the construction going on around us. God forbid another hurricane comes here!	See Response F in the Legend.		
566	3464183		23-4-2019 14:12:44	MetroQuest	Screen 5: Wrap Up Other comments	General	It's fine as is. Use the money for something else.	Your comment against the project is acknowledged.		
567	3464977		23-4-2019 18:22:46	MetroQuest	Screen 5: Wrap Up Other comments	General	Happy for this forum to voice my opinion.	Your support of the project is acknowledged.		
568	3465027		23-4-2019 18:41:32	MetroQuest	Screen 5: Wrap Up Other comments	ROW Acquisition	I own the property at 3250 IH-10 South, the PODS warehouse. I am concerned about merging traffic safety issues with heaving moving vans on the frontage road, and also drainage issues from the increased concrete onto my property & the fact that you might take some of my property to widen the fresh water Canal to handle the extra runoff.	See Response M in the Legend.		

569	3467387		24-4-2019 20:09:24	MetroQuest	Screen 5: Wrap Up Other comments	Construction	Im very concerned with the longevity of projects of this nature, there is a tremendous amount of construction currently and it seems we should finish some before starting others. I am also very concerned about the ability of city officials for follow thru on promised deadlines and budgeting.	See Response B in the Legend.		
570	3468333		25-4-2019 13:43:37	MetroQuest	Screen 5: Wrap Up Other comments	ROW Acquisition	We have a large established boat dealership "Texas Marine", located on the curve at 1140 IH-10 North, that has been one of the most successful and well known boat dealers in the nation at this location for approximately 30 years. To have to relocate this business would have enormous negative financial and other business related negative effects including loss of a large amount of tax collections for the city and state.	See Response M in the Legend.		
571	3470593		26-4-2019 21:40:10	MetroQuest	Screen 5: Wrap Up Other comments	Loop around Beaumont	You need to make a loop AROUND Beaumont! A loop won't affect businesses and will allow all the major out of town traffic a way around Beaumont instead of forcing them right down the middle of Beaumont and also, building a loop around Beaumont will not affect local routines and businesses for 5+ years!!	See Response F in the Legend.		
572	3472370		29-4-2019 15:39:55	MetroQuest	Screen 5: Wrap Up Other comments	Design Process	As a healthcare worker, my primary concern is access to our area's only trauma hospital, St. Elizabeth, and the Beaumont Bone and Joint facility on Laurel. It is unclear to me from the schematics of how St. Elizabeth and Beaumont Bone and Joint will be access coming Southbound on 69/96 to I-10 West. Furthermore, with the removal of the Laurel St. exit southbound on 96 to I-10, I am concerned about ease of access for the tens of thousands of community members who access Beaumont Bone and Joint each year.	See Response C in the Legend.		
573	3473293		29-4-2019 21:15:57	MetroQuest	Screen 5: Wrap Up Other comments	Drainage	Please take this opportunity to install a larger street drainage pipe for Doctors Drive and the service road. Because of the limited size of the pipe, storm water will get as high as 30 inches if we get a rain rate of 1 to 2 inches per hour for a short period of time; similar to Lucas and Highway 69. Thank you for your consideration.	See Response D in the Legend.		
574	3473803		30-4-2019 02:29:05	MetroQuest	Screen 5: Wrap Up Other comments	Congestion	Congestion is mainly the problem. End all bottle neck roads. People just cannot merge from 2 lanes to 1	See Response A in the Legend.		
575	3474107		30-4-2019 13:35:43	MetroQuest	Screen 5: Wrap Up Other comments	Design Process	Please keep Delaware open and accessible, Gladys is already getting too busy.	See Response C in the Legend.		
576	3475281		30-4-2019 22:20:42	MetroQuest	Screen 5: Wrap Up Other comments	Safety/Speed Limit	PLEASE, PLEASE, PLEASE bring back the 65 MPH SPEED LIMIT ON EASTEX FREEWAY AND THE 75 MPH SPEED LIMIT ON I-10!!! 65 MPH IS LUDICROUS!!!	See Response C in the Legend.		
577	3475492		30-4-2019 23:41:52	MetroQuest	Screen 5: Wrap Up Other comments	General	Attended previous meeting about Delaware exit.	Your comment is acknowledged.		
578	3475500		30-4-2019 23:45:15	MetroQuest	Screen 5: Wrap Up Other comments	General	Do a good job you can start next week	Your support of the project is acknowledged.		
579	3475732		1-5-2019 02:35:40	MetroQuest	Screen 5: Wrap Up Other comments	General	Thank you for your hard work on this. You are really appreciated very much.	Your support of the project is acknowledged.		
580	3476229		1-5-2019 14:41:39	MetroQuest	Screen 5: Wrap Up Other comments	Design Process	For Cardinal, Alternative 1 has multiple issues. I'd prefer to keep 2 lanes southbound exiting from eastbout 10 -- as we currently have -- to be added to alternative 2. But 1 just can't be an option for Cardinal.	See Response C in the Legend.		
581	3476897		1-5-2019 18:47:57	MetroQuest	Screen 5: Wrap Up Other comments	General	Work off Cardinal have to pass both 10 times a week	Your comment is acknowledged.		
582	3477320		1-5-2019 21:50:31	MetroQuest	Screen 5: Wrap Up Other comments	General	Heard about it through TxDOT Twitter. I drive from Houston to Louisiana. Thank you for your efforts!	Your support of the project is acknowledged.		
583	3455813		16-4-2019 21:11:52	MetroQuest	Screen 5: Wrap Up Other comments	General	Thanks for sharing with me.	Your support of the project is acknowledged.		
584	3455814		16-4-2019 21:13:24	MetroQuest	Screen 5: Wrap Up Other comments	General	Tri county	Your comment is acknowledged.		
585	3455870		16-4-2019 21:50:43	MetroQuest	Screen 5: Wrap Up Other comments	General	Thank you for the opportunity to be involved.	Your support of the project is acknowledged.		
586	3455915		16-4-2019 22:13:56	MetroQuest	Screen 5: Wrap Up Other comments	Noise	anything that would reduce the noise (I'm at 7th and Gladys). There is an overpass near the RRs. A noise wall would help improve things.	See Response J in the Legend.		
587	3455918		16-4-2019 22:14:20	MetroQuest	Screen 5: Wrap Up Other comments	General Project Information	I really would like to have more interaction regarding how the project will flow	See Response E in the Legend.		
588	3455959		16-4-2019 22:43:48	MetroQuest	Screen 5: Wrap Up Other comments	General	These changes are good for our city and for our business.	Your support of the project is acknowledged.		
589	3456034		16-4-2019 23:13:39	MetroQuest	Screen 5: Wrap Up Other comments	General	Great presentation of proposed changes.	Your support of the project is acknowledged.		

APPENDIX I:

COMMENT RESPONSE MATRIX FROM SEPTEMBER 2019 PUBLIC MEETING

10/69 Interchanges Project
Public Meeting Comment Response Matrix Legend

Topic	Response
A (Congestion)	Decreased mobility and increasing congestion within the project limits is an inherent safety issue for not only daily commuting traffic, but local and commercial through traffic. Part of the purpose for the proposed project is to alleviate congestion.
B (Construction)	While temporary disruption of traffic for residents, businesses and travelers may occur, TxDOT will make every effort to maintain access to residences and businesses throughout construction.
C (Drainage)	A detailed drainage analysis will be performed as part of the final design process.
D (General Project Information)	A Public Meeting Summary Report will be prepared to document the public meeting and will be available on TxDOT's website after approval. In addition, all the drawings and supporting documents provided at the public meeting are available at the following link: https://www.txdot.gov/inside-txdot/projects/studies/beaumont/i10-us69-interchange-improvements.html TxDOT is currently preparing an Environmental Assessment (EA) to evaluate the natural and socioeconomic impacts associated with the proposed project. During this evaluation, TxDOT engineers are evaluating design approaches, including evaluating the comments received during the public involvement period. Further detailed design will be presented during the public hearing process to reflect entrance/exit and access locations.
E (Loop around Beaumont)	Your comment regarding a Bypass/Loop around Beaumont is acknowledged. This project addresses an existing roadway system. Further information on projects in the TxDOT Beaumont District are available at the following link: https://www.txdot.gov/inside-txdot/projects/studies/beaumont.html
F (Maintenance)	TxDOT will make every effort to ensure regular roadway maintenance would continue in areas not immediately under construction.
G (Maury Meyers Bridge)	The proposed project includes removing the Maury Meyers Bridge (Liberty/Laurel Overpass) to address the existing height constraint for freight movements along the national strategic Interstate 10 freight corridor. TxDOT continues discussion with the City of Beaumont and the Meyers family to further develop an aesthetics plan to maintain commemoration of this connection. TxDOT considered raising the Maury Meyers Bridge to accommodate the necessary freight clearance; however, additional impacts to adjacent properties and the local roadway network would result from changing access to the bridge from intersecting streets. Such a change would have eliminated access at 11th Street and Phelan Boulevard since the bridge approaches would have to be extended and would end farther east and farther west respectively.
H (Purpose and Need)	The I-10 interchanges are insufficient to adequately meet the existing and future transportation demand and traffic volumes occurring along the I-10 corridor in Beaumont. The Eastex Freeway and Cardinal Drive interchanges restrict the free flow of traffic and freight through the area and result in bottlenecked traffic where I-10 and US 69 converge. The purpose of the project is to alleviate congestion, to provide a more reliable transportation and evacuation route, to enhance connectivity and mobility, and to address safety. The two I-10 interchanges with US 69 in Beaumont are a critical part of the strategic freight network and hurricane evacuation capacity in Southeast Texas. This project will complete an initiative to provide six lanes of interstate traffic from Houston to Louisiana.
I (Noise)	A noise analysis will be conducted in accordance with state and federal guidelines. The result of the noise analysis will be provided as part of the Environmental Assessment prepared for the project. If the noise analysis identifies noise impacts and finds noise walls to be feasible and reasonable, a noise workshop would be conducted for owners of property adjacent to proposed noise barrier(s) locations.

J (Other BMT Projects)	These impacts are outside the limits of this project. Further information on projects in the TxDOT Beaumont District are available at the following link: https://www.txdot.gov/inside-txdot/projects/studies/beaumont.html
K (Pedestrian Facilities)	Sidewalks will be incorporated throughout the project area. Any pedestrian and bicycle facilities incorporated into the proposed project will be consistent with the Metropolitan Transportation Plan 2040 from the South East Texas Regional Planning Commission Metropolitan Planning Organization and applicable federal guidelines.
L (Right-of-Way Acquisition)	TxDOT offers relocation counseling and assistance to residences and businesses that may be displaced by the acquisition of highway right of way (ROW) in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (PL 91-646). Once it is determined that a structure must be acquired in order to construct that highway, the property owner and/or tenant is contacted by a relocation counselor who provides information on benefits for which the owner/tenant is eligible and assists the owner/tenant in applying for those benefits. In general, the relocation counselor will help by providing listings of comparable housing, transportation to inspect the housing if needed, and referrals to other agencies that provide additional assistance.

No.	First Name	Last Name	Date Received	MetroQuest Screen Page	Source	Comment Topic	Comment	Response	Options
Comments Received at the Public Meeting									
1	Anonymous	-	9/17/2019	NA	Written Comment	General	Waste of time, effort, and money. No forethought, no long-term goals, no completion, ugly, and will remove what little aesthetic value Beaumont has.	Your comment is acknowledged.	
2	Anonymous	-	9/17/2019	NA	Written Comment	ROW Acquisition	Proposed buyout of residential property on Beech Street facing I10 – create green zone?	Reponses L in the Legend.	
3	Fred	Allen	9/17/2019	NA	Written Comment	Noise	Only concern is with noise along I-10 at 11th St. (live on Louisiana, between 9th & 10th St.). Hope that there is enough room to either build a wall or have trees along the freeway in that area, to 7th St.	See Response I in the Legend.	
4	W. E.	Arnold	9/17/2019	NA	Written Comment	General	I think the project is needed and overdue. I hate some properties will be inconvenienced however for the overall good of the area I am supportive.	Your comment is acknowledged.	
5	David	Bradley	9/17/2019	NA	Written Comment	Noise	A sound barrier wall is needed to protect the Historic Residential District – Beech street @ 10th to 7th	See Response I in the Legend.	
6	Michael	Coleman	9/17/2019	NA	Written Comment	Construction	Once the construction starts I want to see a real commitment to getting finished. Too often I have seen good weather pass with only small crews or none working.	See Response B in the Legend.	
7	Charles	Crabbe	9/17/2019	NA	Written Comment	Maury Meyers Bridge	Please keep the Maurey Meyers overpass concept. Raise the current bridge to new specifications so traffic can flow freely with traffic signals.	See Response G in the Legend.	
8	Anita	Durham	9/17/2019	NA	Written Comment	Maintenance	I have already voiced my complaints to TxDOT tweet & by phone. I have been forced off road @ Hwy 69 I-10 Interchange several times. There are no signs of road markings to indicate road narrows to 1 lane at entrance to IH-10. Instead of waiting year & to alleviate the bottle neck dangerous spot, mark the road until something permanent can be done -	See Response F in the Legend.	
9	Peyton	Hall	9/17/2019	NA	Written Comment	Construction	Have ya'll realized how this will affect the Beaumont traffic during construction?	See Response B in the Legend.	
10	Linda	Harper-Reising	9/17/2019	NA	Written Comment	Maury Meyers Bridge	I support the Liberty option rather than the Laurel option. Better transition!	See Response G in the Legend.	Option B
11	Glenn	Hayer	9/17/2019	NA	Written Comment	Maury Meyers Bridge	Please do not remove the bridge Modernized it please Thank you. Please.	See Response G in the Legend.	
12	Stephen	Hoffman	9/17/2019	NA	Written Comment	Design	I am agreeing with the project as displayed as long as it keeps the exits onto Gladys Ave. which allows commuting traffic to avoid already crowded west bound freeway.	Access to Gladys Ave. is proposed from the frontage roads.	
13	Kim	Huber	9/17/2019	NA	Written Comment	Maury Meyers Bridge	As a St. Anne School parent, the M.M. bridge gives access to drop-off in the morning and pick-up in carpool in the afternoons. Heavy, long-term construction would be a hardship on St. Anne School and St. Anne Catholic Church, plus the Christus Hospital. My biggest concern is with the const of the project. Very expensive!!!	See Response G in the Legend.	
14	Michael	Leach	9/17/2019	NA	Written Comment	Congestion	Traffic signals need to be removed at Gladys, Harrison and north streets to accommodate the additional traffic on the service roads due to removing on/of ramps in the Calder area. Don't need service road all congested and adding pollution.	See Response A in the Legend.	
15	Judith	Lee	9/17/2019	NA	Written Comment	Maury Meyers Bridge	I think tearing down the Maury Meyers bridge, which is a city monument is a TERRIBLE idea. Meyers was Mayor at a critical time in our city's history. As a community, we need to find a creative solution to this problem. Our soapbox derby will also lose its track if this happens. Let's raise it or move it but PRESERVE it!!	See Response G in the Legend.	
16	Marilyn A.	Manson	9/17/2019	NA	Written Comment	General	We don't want your Freeway. The TxDOT plans do NOT help the city of Beaumont or its people.	Your comment is acknowledged.	
17	Rw Shillian	Mauyer	9/17/2019	NA	Written Comment	Maury Meyers Bridge	See drawing on back. You tear down our bridge. You build two bridges on access road to compensate us. The Maury Meyers Bridge project was done after serious study to provide a good access to downtown from the west side. We have no through street that mover better than there. *(drawing on back)*	See Response G in the Legend.	
18	Lamar A.	Ozley	9/17/2019	NA	Written Comment	Maury Meyers Bridge	The new underpass should be at Laurel and I-10 as there is much more commercial storefront facing Laurel that would benefit from the increased traffic flow.	See Response G in the Legend.	Option A
19	Michael	Perez	9/17/2019	NA	Written Comment	Pedestrian Facilities	Overall, all options are fine with me. I would like to see some manner of infrastructure included that would connect a hike and bike trail from the N/S End to the West End. I realize that there are no current trails on either side of the I-10 corridor. There should be some in the future, however, and while the underpass is being reconstructed, we need to install a corridor connecting the two sides of town for runners and cyclists.	See Comment K in the Legend.	

No.	First Name	Last Name	Date Received	MetroQuest Screen Page	Source	Comment Topic	Comment	Response	Options
20	Ryan	Pratt	9/17/2019	NA	Written Comment	Maury Meyers Bridge	The largest concern with the projects current design is the removal of the Maury Meyers Bridge and the easy connection between housing in west Beaumont and work locations downtown. The current alternative of Calder Ave can be significantly longer (30-50%) due to the additional stoplights present. If the Maury Meyers Bridge is removed in the final design an equivalent travel time option needs to be provided. This could be accomplished by providing right-of-way to the underpass traffic and elevating the access roads above the direct underpass to replace the existing overpass.	See Response G in the Legend.	
21	Ryan	Pratt	9/17/2019	NA	Written Comment	Maury Meyers Bridge	Of the options presented for the replacement of the Maury Meyers Bridge, my preference would be 1) Rebuild the bridge at 20ft. Height above I-10 2) Option B - Liberty underpass to maintain the existing artery traffic flow from Phelan to Downtown. This also maintains two lanes each direction under I-10 to reduce congestion. I do not support option A - Laural underpass because it diverts traffic awkwardly around and will potentially choke traffic flow with only one lane each way.	See Response G in the Legend.	Option B
22	Bryan	Reising	9/17/2019	NA	Written Comment	Maury Meyers Bridge	Please reconsider not destroying the Maury Meyers Bridge. Residents on the west end depend upon this bridge to get to work, school, downtown, etc..... Do not limit yourself to widening I-10 (69) by tearing down this bridge. Include engineers that can change the support structures of the bridge and still widen I-10 (69).	See Response G in the Legend.	
23	Bryan	Reising	9/17/2019	NA	Written Comment	Maury Meyers Bridge	Regarding Maury Meyers bridge, I like the Liberty St. (underneath) option better than the Laurel St. option. Laurel seems to be more disjointed. Liberty seems more smooth going east and west. Yes, I would like to keep the bridge because no lights to deal with, but if I must, I prefer Liberty.	See Response G in the Legend.	Option B
24	Toral	Shah	9/17/2019	NA	Written Comment	General Project Information	We are requesting that the design and curbs to our property/business be re-examined and slightly adjusted. As per the current design, it would obstruct visibility to our property and entry of commercial/contracting vehicles would be beyond difficult due to the angles. If the design can be adjusted by making it easier for our contract vehicles to turn into both driveways, we believe it would help with the problem and our business long term.	See Response D in the Legend.	
25	Gloria	Stegall	9/17/2019	NA	Written Comment	Drainage	Not excited about more construction but is necessary to relief traffic flow problem. 1) I must address new completed "Purple Heart Bridge" Drainage during a heavy Rain going East. The 2 outside lanes at beginning of Bridge collects water (a lot) too much for a Bridge. Bridge need sweeping to allow drainage. 2) Retaining walls on freeway east and west create pools of water.	See Response C in the Legend.	
26	Tim	Stelly	9/17/2019	NA	Written Comment	Maury Meyers Bridge	Good Plan - Option B for bridge replacement best - Option A is lousy	See Response G in the Legend.	Option B
27	Margaret	Whipkey	9/17/2019	NA	Written Comment	Maury Meyers Bridge	Total against tearing Maury Meyers Bridge. It is a Memorial. We do not tare down Memorials in Beaumont. As for the height - for years the trucks has had no problem getting under Bridge. We should not give in to Truck Companies wanting to make higher trucks. That is there problem. We are letting them have the say so over the Citizens of Beaumont. Were is the money coming from to buy the 11 acres? Why does the TX Dept of Transportation have the say so. They decide and we follow.	See Response G in the Legend.	
Comments Received via Mail or Email									
28	Brian	Alter	9/10/2019	NA	Emailed Comment	Maury Meyers Bridge	I object to removing the Maury Meyers Bridge. This overpass provides much needed access to/from downtown Beaumont. Without it traffic will be forced onto Calder which is not capable of handling this traffic too few lanes and too many lights. This will severely damage property values east of I-10. Increase the height of the bridge, do not remove it.	See Response G in the Legend.	

No.	First Name	Last Name	Date Received	MetroQuest Screen Page	Source	Comment Topic	Comment	Response	Options
29	Andrew	Garcia	9/17/2019	NA	Emailed Comment	General Project Information	1st email: First, My Opinion: I want to thank TxDOT management and employees for all their effort when it comes to improving commute time and improving road safety. They do so much for us and I wish people would understand how in most all improvements, there will be associated inconveniences that cannot be avoided. Second, My Concern: I understand that law enforcement officers are in short demand and unfortunately being called to many crime events, however, if the TxDOT road work is not monitored better than the existing road work, there will be many accidents with fatalities. I would hope that people on the roads would handle themselves appropriately and follow posted traffic signs with regard to speed limit and safety, but unfortunately, this is NOT the case. If there is any doubt in what I'm stating it would not take much effort to see the proof of my words. All you have to do is be a safe driver on East-Tex freeway from I-10 to Parkdale Mall and 90% + of the other drivers will curse you and or blow their horn at you, or cut in so close to you in anger that you will have to hit your brakes. The posted speed limit is 55 mph, however, 90% of drivers represent those that I'm talking about and who have no regard or concern for the speed limit and in turn for the safety of others. The majority of the traffic in this specific construction area (and I'm sure in ALL others) is closer to 70 or 75 mph. The posted speed limit and warning signs for TxDOT workers mean nothing to these people. TxDOT employees working in the area makes no difference in the speed of most cars, yet my guess is that if an accident were to occur, they or their families would be the first to blame TxDOT. See Comment 29 in Attachment D for continuation.	See Response D in the Legend.	
30	Laina	Hayes	9/10/2019	NA	Emailed Comment	Maury Meyers Bridge	The Maury Meyers Bridge is so important for getting traffic across the freeway area to the St. Elizabeth Hospital. North Street has the emergency vehicles, Calder has many lights and one has to cross school and St. Anne's services traffic. Don't take the bridge down! We need it. I drive over it every time I go to Lamar! thank you, Laina Hayes	See Response G in the Legend.	
31	Shelia	Hight	9/17/2019	NA	Emailed Comment	Construction	I am commenting regarding the new Highway 69/10 Interchange project. This will eliminate over 100 business along the feeder road and effect hundreds of employees. Your project eliminates the building that I personally have worked at for 17 years. Every road in this area is under construction. Why cant you finish one project before you disrupt the entire city of Beaumont? I-10 should be a loop around Beaumont instead of going straight through town.	See Response B in the Legend.	
32	Godfrey	Leggett	9/17/2019	NA	Emailed Comment	Maury Meyers Bridge	The short and simple like -dislike . . . . . 1)Extending the service roads from Washington Blvd to Walden Rd. Like . . . should have been built that way to begin with! 2)Changing the curve where IH10 and HWY 69 diverge. Dislike . . . From a driving point of view it may make traveling that way a little easier but, you are going to do a lot of disruption to businesses on the curve. After all KFDM just renovated their building, almost a totally new building. Cant you come up with a better plan? 3) Removing the Maury Meyers overpass. Dislike . . . A very bad idea, have you done traffic studies on the traffic that crosses that bridge every day? How are you going to handle that? What I have heard so far seems inadequate. Okay that was the short and simple. read the attached doc file for the long response. Please read it, put yourself in the shoes of people like me who make many trips every week over that overpass.....Bad Idea, Very Bad Idea, figure out some way to keep the overpass. See Commenter No. 32 in Attachment D. for continuation.	See Response G in the Legend.	
33	Marilyn	Manson	9/9/2019	NA	Emailed Comment	Maury Meyers Bridge	No to the destruction of the Maury Meyers Bridge and removal of the Laurel exit. What about access to the V.A.? There have been no studies to see the impact on St. Elizabeth Hospital Traffic and the St. Anne's School traffic and What if Central Campus BISD reopens? What about BISD buses which use the bridge currently? Leave the bridge alone.	See Response G in the Legend.	

No.	First Name	Last Name	Date Received	MetroQuest Screen Page	Source	Comment Topic	Comment	Response	Options
34	Jeremy	Mason	10/6/2019	NA	Emailed Comment	Maury Meyers Bridge	I believe that we should have a plan to honor Maury Myers in an alternate manner before removing the bridge placed in his honor. He was a notable figure in Beaumont's recent history and deserves to be honored in some manner. Also Donald Rao, the designer of the bridge, has had a notable career both in the Texas Highway department as well as the Jefferson County Engineer's office. This bridge stands as a memento to his life time of work and service to our area. Both these men deserve better than to have the bridge knocked down without anything done in place to keep them in a place of honor and respect they deserve. Anything less would be disrespectful to them both	See Response G in the Legend.	
35	Paula	Patterson	9/12/2019	NA	Emailed Comment	Maury Meyers Bridge	In reference to the I-10 Interchanges project. I am opposed to removing the Maury Meyers bridge. There are hundreds of people a day that use this bridge to travel throughout the city. When TxDOT added the new lanes and split 1-10 and 69, it should have built more lanes with a better design at that time. Here we go again. A big NO!	See Response G in the Legend.	
36	James	Rodda	9/18/2019	NA	Emailed Comment	Construction	We moved from Orange, TX after the Harvey flood. Occasionally we travel to Orange going through Beaumont, TX with our RV towing a car. We hope that the project will not take as long as the IH10 road work in Orange. It seems that TxDOT projects are taking longer with more accidents and traffic jams.	See Response B in the Legend.	
37	Roy	Steinhagen	9/17/2019	NA	Written Comment	Maury Meyers Bridge	I am in favor of the Laurel reconstruction "Option A". Thank you for the opportunity to comment and for all you are doing to improve traffic.	See Response G in the Legend.	Option A
38	Andrey	Swiesciak-Maddox	9/28/2019	NA	Emailed Comment	General Project Information	In general I believe that the project is needed and valuable. The interchange IH-10/Eastex Fwy. On the South end by Walden road is definitely obsolete. The section from the new Neches River bridge and the IH-10/Eastex Fwy split also has dangerous spots, in particular at the ramp from Downtown and when the IH-10 narrows to 2 lanes. Poor signage does not help – many 18-wheelers make last moment maneuver to stay on IH-10. The ramp from IH-10 west to Eastex Fwy South is obsolete. My main concern is to make this project a 21-st Century one, and not repeat the concrete jungle and concrete walls like it has been done in Houston. Beaumont and Southeast Texas pride itself to be the green zone – including the Big Thicket pride of the area. Let us not convert it into a concrete "jungle". The project needs to involve additional benefits to the residents of Beaumont, Cheek, Lumberton, and even Kountze and Silsbee, in addition to improved flow of traffic. There are three element of this: See Commenter No. 38 in Attachment D for continuation.	See Response D in the Legend.	
39	Henry	Thomas	9/29/2019	NA	Emailed Comment	Maury Meyers Bridge	Meyers Bridge could be avoided by the standard use of pre trip planning, pilot vehicles and/or recommended pre determined "alternative" routes, when needed for oversized loads.	See Response G in the Legend.	
40	Rebecca	Woodland	9/18/2019	NA	Emailed Comment	General Project Information	Would like clarification if coming from downtown Beaumont on I10 - how will you get to 69N for mall access? Also, when there are trains blocking calder and college streets the only alternative between downtown and west Beaumont is getting on I10 and take MLK Overpass. Can't tell if that will still be accessible if all exiting on 11th to get north?	See Response D in the Legend	
41	David	Cargil	9/17/2019	NA	Written Comment	Noise	Interest 2 fold. #1 Noise and noise pollution, I asked years ago for sound barriers along I-10. They need som more than ever. Also sound comes from trucking making the climb up over rail pass. Washington and other Cities have sound walls everywhere. # 2 the quality of life in beaumont not improve by raising passes to 19 1/2 feet. Just to get military equipment to the port find another way. Any thing done about the bridge should focus on making Esat West connection easier by car, bus, bike, or walking. Any thing else has the implication of separation of class, race, etc. Thank you for considering sound.	See Response I in the Legend.	
42	Richmond	Bennett	9/17/2019	NA	Written Comment	ROW Acquisition	I attended the Sept 17th meeting held at the beaumont civic center. This project will destroy my property. The reimbursement from TxDot will cover 60% of my loss, but I will not receive the funds until sometime in the future. Do no do this project. There are 100 business's in my exact same situation.	See Response L in the Legend.	

No.	First Name	Last Name	Date Received	MetroQuest Screen Page	Source	Comment Topic	Comment	Response	Options
43	Martin	Howard	9/17/2019	NA	Written Comment	Noise	Please install a sound wall/barrier along Beech Street. The highway noise is getting worse and worse and it is a safety issue! An 18 wheeler lost a tire and it crashed into the Marina home at the corner of Beech and 9th.	See Response I in the Legend.	
44	Bill	Sisson	9/17/2019	NA	Written Comment	General	We need to keep the current Washington exit off I-10 open. A great suggestion by A TxDOT representative said they would consider keeping washington exit open and run a lane along the existing I-10 that would tie into the new proposed entrance ramp near south college. This would allow an easier merge land from the new entrance ramp east near south college.	Your comment is acknowledged.	
45	Robert	Powers	9/17/2019	NA	Written Comment	General	This may be a good time to clean up some of the highway numbering through beaumont. Having the route 69, 96, and 287 through the city is cumbersome. Suggest numbering cardinal dr south to port authur as US 69 only. North of the eastex interchange to the US 96 split as route US 69 and US 96. Basically dropping the US 287 designation, since that route doesn't deviate from the US 69 for over 50 miles in woodville. Thank you.	Your comment is acknowledged.	
Comments Received via Metroquest Survey									
46	NA	NA	12-9-2019 04:21:09	Screen 2: Aesthetic Concept	Comment on Standard Concept	General	I really don't care.	Your comment is acknowledged.	
47	NA	NA	16-9-2019 03:45:26	Screen 2: Aesthetic Concept	Comment on Standard Concept	Aesthetics	I like the stars and Texas shapes, but it would be similar to many other highways in the state.	Your comment is acknowledged.	Standard Concept
48	NA	NA	17-9-2019 20:59:24	Screen 2: Aesthetic Concept	Comment on Standard Concept	Aesthetics	I like this for North Interchange as gateway from LA.	Your comment is acknowledged.	Standard Concept
49	NA	NA	17-9-2019 21:43:26	Screen 2: Aesthetic Concept	Comment on Standard Concept	Congestion	This is a terrible idea and will not reduce congestion. Research induced demand.	See Response A in the Legend.	
50	NA	NA	18-9-2019 16:24:41	Screen 2: Aesthetic Concept	Comment on Standard Concept	General Project Information	Everyone is done with the same "STANDARD" CTRMA/TxDOT panels. If this is the standard, then we need to modify so that the standard was and is not outdated. Civil Engineers need to work with designers in the beginning. This will help the commute of most if not all highways that look mundane. As you travel through parking lot traffic, one could look at designs where clearly corners were cut and it would have been better to simply avoid low budget aesthetics. Also, for heaven sakes, include a larger budget for maintenance. I would feel better knowing that costs will most likely always be cut with aesthetics, but not in the maintenance area to keep the simplistic standard designs looking professional 6-months to a year after installation.	See Response D in the Legend.	
51	NA	NA	19-9-2019 13:18:58	Screen 2: Aesthetic Concept	Comment on Standard Concept	General	Love it!!!!	Your comment is acknowledged.	Standard Concept
52	NA	NA	18-9-2019 16:24:41	Screen 2: Aesthetic Concept	Comment on Bio Diversity Concept	Aesthetics	Bio Diversity would be pleasant (landscape), but again a reminder for maintenance budget should be larger. Artistic panels are always encouraged, but hardly accepted in Austin. Move forward actually pushing for more artistic panels.	Your comment is acknolwdged.	Bio Concept
53	NA	NA	18-9-2019 16:24:41	Screen 2: Aesthetic Concept	Comment on Bio Diversity Concept	Aesthetics	Bottom left (we are not San Antonio). Bio Diversity would be pleasant, but again a reminder for maintenance budget to be larger. Artistic panels are always encouraged, but hardly accepted in Austin. Move forward actually pushing for more artistic panels.	Your comment is acknowledged.	
54	NA	NA	17-9-2019 22:02:25	Screen 2: Aesthetic Concept	Comment on Bio Diversity Concept	Aesthetics	I like this option because it combines natural elements with aesthetic art work.	Your comment is acknowledged.	Bio Concept
55	NA	NA	18-9-2019 15:46:42	Screen 2: Aesthetic Concept	Comment on Bio Diversity Concept	General	Don't use a bio-diversity theme on structures that reduce bio-diversity. It's sadly ironic.	Your comment is acknowledged.	

No.	First Name	Last Name	Date Received	MetroQuest Screen Page	Source	Comment Topic	Comment	Response	Options
56	NA	NA	17-9-2019 21:43:26	Screen 2: Aesthetic Concept	Comment on Bio Diversity Concept	Congestion	This is a terrible idea and will not reduce congestion. Research induced demand.	See Response A in the Legend.	
57	NA	NA	17-9-2019 20:59:24	Screen 2: Aesthetic Concept	Comment on Bio Diversity Concept	General	If this was rural would make more sense, too urbanized.	Your comment is acknowledged.	
58	NA	NA	16-9-2019 03:45:26	Screen 2: Aesthetic Concept	Comment on Bio Diversity Concept	Aesthetics	The idea of this sounds great, but from the photos it seems like it would be harder-than-ideal to see the details of (not enough contrast). Maybe some green accent paint like you have on the star would help.	Your comment is acknowledged.	
59	NA	NA	17-9-2019 21:31:48	Screen 2: Aesthetic Concept	Comment on Bio Diversity Concept	General	keep it simple, time is money	Your comment is acknowledged.	
60	NA	NA	16-9-2019 03:45:26	Screen 2: Aesthetic Concept	Comment on Oil and Energy Concept	Aesthetics	I think this would be the best choice for this area. Oil is a big part of our local history, and also the decor of Parkdale Mall's food court, a downtown park, etc.	Your comment is acknowledged.	Oil and Energy Concept
61	NA	NA	17-9-2019 18:00:35	Screen 2: Aesthetic Concept	Comment on Oil and Energy Concept	Aesthetics	The oil and energy concept is appropriate for our area. Make the art more specific to Spindletop and local oil production.	Your comment is acknowledged.	Oil and Energy Concept
62	NA	NA	17-9-2019 20:59:24	Screen 2: Aesthetic Concept	Comment on Oil and Energy Concept	Aesthetics	Spindletop, first oil strike in TX (1901), is just 6 mi to east of south interchange, perfect!	Your comment is acknowledged.	Oil and Energy Concept
63	NA	NA	17-9-2019 21:43:26	Screen 2: Aesthetic Concept	Comment on Oil and Energy Concept	Congestion	This is a terrible idea and will not reduce congestion. Research induced demand and leave our Maury Meyers Bridge!	See Response A in the Legend.	
64	NA	NA	18-9-2019 16:24:41	Screen 2: Aesthetic Concept	Comment on Oil and Energy Concept	Aesthetics	Top right and top middle are the only good examples worth highlighting. In the future show details that may or may have not been successful outside of Texas. Our examples now are outdated.	Your comment is acknowledged.	Oil and Energy Concept
65	NA	NA	18-9-2019 16:59:20	Screen 2: Aesthetic Concept	Comment on Oil and Energy Concept	Aesthetics	This is my favorite concept, mix this one along with the second option.	Your comment is acknowledged.	Oil and Energy Concept
66	NA	NA	18-9-2019 16:59:20	Screen 2: Aesthetic Concept	Comment on Oil and Energy Concept	Aesthetics	This is my favorite concept, mix this one along with the bio diversity second option.	Your comment is acknowledged.	Oil and Energy Concept
67	NA	NA	19-9-2019 13:18:58	Screen 2: Aesthetic Concept	Comment on Oil and Energy Concept	General	Cool!!!	Your comment is acknowledged.	
68	NA	NA	2-10-2019 02:30:32	Screen 2: Aesthetic Concept	Comment on Oil and Energy Concept	General	Please use landscaping elements natural to our area: not palm trees or cactus	Your comment is acknowledged.	
69	NA	NA	11-9-2019 18:08:34	Screen 3: In your own words	Vision Comment	Maury Meyers Bridge	do not remove the Maury Meyers Bridge and the Laurel Liberty streets. do not remove the Laurel exit. Where will all the Kroger and Market basket and CVS trucks get off ? will they all fill up Phelan and Calder? Will they have ot make u-turns at College? The people Of Beaumont need consideration. Plus the area of Beaumont is NOT where the slow downs take place, wrecks on the I-10 bridge and narrowing to the Lumberton city streets are the problems. Leave the Beaumont area alone.	See Response G in the Legend.	
70	NA	NA	11-9-2019 21:08:36	Screen 3: In your own words	Vision Comment	Construction	A map overview to better illustrate your proposal on this project would have been superb. But thank you for at least providing this information. My greatest request is to minimize the impact while under construction. Even though this may improve traffic after it's finished, the length of time during construction will probably create a worse situation than what we currently have.	See Response B in the Legend.	
71	NA	NA	11-9-2019 23:41:08	Screen 3: In your own words	Vision Comment	General	I like the concepts	Your comment is acknowledged.	
72	NA	NA	12-9-2019 01:10:13	Screen 3: In your own words	Vision Comment	Aesthetics	My preferred aesthetics for the project, would be local to the area.	Your comment is acknowledged.	

No.	First Name	Last Name	Date Received	MetroQuest Screen Page	Source	Comment Topic	Comment	Response	Options
73	NA	NA	12-9-2019 14:26:34	Screen 3: In your own words	Vision Comment	Maury Meyers Bridge	My main concern is the proposed removal of the Maury Myer bridge. It is already very difficult for those of us on the east side of I-10 to cross to the west side (and vice versa I suppose). We need MORE access not LESS. It would really be nice if Gladys went through as well.	See Response G in the Legend.	
74	NA	NA	12-9-2019 14:38:27	Screen 3: In your own words	Vision Comment	Maury Meyers Bridge	I strongly object to the removal of the Maury Myer Bridge unless there is going to be a replacement or replacements that are equally convenient so the residents of Beaumont can get across I-10 in that area without hitting a number of traffic lights.	See Response G in the Legend.	
75	NA	NA	12-9-2019 19:56:30	Screen 3: In your own words	Vision Comment	General	I am good with any of these suggestions.	Your comment is acknowledged.	
76	NA	NA	16-9-2019 03:45:26	Screen 3: In your own words	Vision Comment	General	I provided a lot of comments about the different interchange design ideas in the previous survey. I don't remember the specifics now. I had thought this survey was going to include specific interchange design proposals modified based on the previous survey's results. I hope that you will be able to minimize tight cloverleaf-type loops, and maximize service-road connectivity (fewer places where you're forced into a U-turn with no way to continue in the current direction).	Your comment is acknowledged.	
77	NA	NA	16-9-2019 11:48:15	Screen 3: In your own words	Vision Comment	General	I fully support this expansion to provide better traffic flow and help eliminate the congestion at peak travel times.	Your comment is acknowledged.	
78	NA	NA	16-9-2019 12:00:24	Screen 3: In your own words	Vision Comment	General	it is long overdue, and hope it can be completed quickly as this effects many of us locals and getting to work and school safely daily.	Your comment is acknowledged.	
79	NA	NA	16-9-2019 12:35:19	Screen 3: In your own words	Vision Comment	General	Whatever is done should prepare the interchange for at least a 20 service life without major modifications.	Your comment is acknowledged.	
80	NA	NA	16-9-2019 12:49:50	Screen 3: In your own words	Vision Comment	General	need to step away from the old plane and boring to more modern and updated to make Beaumont more inviting.	Your comment is acknowledged.	
81	NA	NA	16-9-2019 14:25:37	Screen 3: In your own words	Vision Comment	Purpose and Need	Anything to relieve congestion is very welcome. However, I have noticed that since we have widened I-10 between Beaumont to Orange, which I travel every day, I have seen a lot more aggressive driving and racing at 80+mph including using entrances and exits as passing lanes. Suggest to have more police presence at least in the beginning to ensure safe driving habits (driving at speed limit, slower vehicles in the right lanes, etc)	See Response H in the Legend. Alleviating congestion and improving safety are part of the purpose of this project.	
82	NA	NA	16-9-2019 14:45:37	Screen 3: In your own words	Vision Comment	General Project Information	The relocation of the exit ramps will potentially harm business and customer traffic to businessmen located along I-10. For example, McDonald's is already a hard business to access despite the popularity because one must exit (east bound), go through two turnarounds just to access the business. The removal or relocation further east for this ramp would take away more of their business traffic to other areas of Beaumont.	See Response D in the Legend.	
83	NA	NA	16-9-2019 15:21:27	Screen 3: In your own words	Vision Comment	ROW Acquisition	Badly needed and seemingly well planned, but most concerned about giving up property for ROW	See Response L in the Legend.	
84	NA	NA	16-9-2019 16:39:41	Screen 3: In your own words	Vision Comment	General	I hope it will be constructed quickly. Thanks for letting us be apart of the process.	Your comment is acknowledged.	
85	NA	NA	16-9-2019 17:15:39	Screen 3: In your own words	Vision Comment	Other BMT Projects	After looking at the txdot proposals online, there is no proposal that addresses the main problem. Please consider a plan that takes all North and Southbound Hwy. 69 thru-traffic onto an ELEVATED highway following the ROW of I-10 thru Beaumont. This would create a way to have the Hwy 69 traffic going between mid and south county and the north Beaumont and Lumberton area to COMPLETELY AVOID entering I-10.	See Response J in the Legend.	
86	NA	NA	16-9-2019 17:31:41	Screen 3: In your own words	Vision Comment	General Project Information	The 11th St. North extension at the intersection of US 69 and Delaware St used to directly connect onto US 69 without merging into a shoulder access. This needs to be reincorporate into the widening of US 69. Since eliminating this direct on ramp, traffic is being redirected along I-10 to Delaware exit resulting in more congestion and difficulty exiting during evening rush hours. Also, northbound traffic on North 11th St now has to merge with traffic along the northbound US 69 access rd before being able to access the 69 on ramp. This also creates unnecessary traffic congestion and hazardous driving conditions that had not previously existed. Please connect 11th St No with a direct on ramp thereby eliminating access road traffic congestion at two separate locations - Delaware at I-10 and between Delaware & E. Lucas (more specifically between French Rd & Pinkston Dr.). TYVM!	See Response D in the Legend.	

No.	First Name	Last Name	Date Received	MetroQuest Screen Page	Source	Comment Topic	Comment	Response	Options
87	NA	NA	16-9-2019 18:31:53	Screen 3: In your own words	Vision Comment	General	Great idea!	Your comment is acknowledged.	
88	NA	NA	16-9-2019 18:36:23	Screen 3: In your own words	Vision Comment	Construction	I believe the upgrades are needed. Other I-10 construction in the area has resulted in many drivers deaths. I strongly encourage quick construction with adequate safe road surfaces and markings during construction people lives are dependent on it.	See Response B in the Legend.	
89	NA	NA	16-9-2019 19:57:22	Screen 3: In your own words	Vision Comment	Congestion	IN THE MORNING TRAFFIC IS HORRIBLY BACK UP AT I-10 AND US 69, THIS WOULD BE HELPFUL IN WIDENING THE ROADS	See Response A in the Legend.	
90	NA	NA	16-9-2019 19:57:47	Screen 3: In your own words	Vision Comment	Congestion	This is needed very badly. I am very excited to hear this is being considered. I personally was in a wreck on 69 because of the congested traffic. I was hit from behind because the young lady did not expect the traffic to be stopped. I hope the bottle necks will be eliminated in the morning and afternoon. Please make the on-ramp onto ih10 before Calder not where you have to cross 2 very busy lanes to stay on ih10.	See Response A in the Legend.	
91	NA	NA	16-9-2019 20:05:58	Screen 3: In your own words	Vision Comment	Congestion	whatever to minimize conjestion	See Response A in the Legend.	
92	NA	NA	16-9-2019 20:07:27	Screen 3: In your own words	Vision Comment	General Project Information	don't change the ramps from the way they are now. increase number of lanes most needed	See Response D in the Legend.	
93	NA	NA	16-9-2019 21:18:30	Screen 3: In your own words	Vision Comment	Construction	realiing that this section of roadway is so heavilty traveled - it would be appreciated if the majority of the work could be done at night or on the wknds. Work traffic is very heavy.	See Response B in the Legend.	
94	NA	NA	17-9-2019 00:26:31	Screen 3: In your own words	Vision Comment	Noise	Sound barriers for Old Town PLEASE!	See Response I in the Legend.	
95	NA	NA	17-9-2019 04:22:40	Screen 3: In your own words	Vision Comment	Maury Meyers Bridge	The removal of the Maury Meyers bridge will negatively impact traffic traveling toward downtown from the west end of Beaumont. There will be no direct connection except Calder Avenue which consists of multiple traffic lights. It is disappointing to hear of this negative development. It seems Beaumont is growing backward.	See Response G in the Legend.	
96	NA	NA	17-9-2019 07:37:25	Screen 3: In your own words	Vision Comment	General Project Information	Would need to understand where ramps are changing . The current changes we waited for for years are a mess, confusing to people passing through and caused local people to get around on feeder. The interchange at i10 and 69 going west is dangerous and forces people to use turn around out of the way to go downtown. Please do not disturb mature tree planting that add value along these feeder areas at calder etc along these areas. It is saddening to watch these trees planted then torn down without thought	See Response D in the Legend.	
97	NA	NA	17-9-2019 10:22:31	Screen 3: In your own words	Vision Comment	General	I would just like this to be done as quickly as possible to help with the flow of traffic in the area. Plus this will help the area look a lot better.	Your comment is acknowledged.	
98	NA	NA	17-9-2019 11:01:31	Screen 3: In your own words	Vision Comment	Construction	I think this is a great idea, but I worry about my travels throughout this process. My opinion would be to have all traffic lights on MLK green from 4-7pm on weekdays. Crossing traffic would get flashing red lights. This way there is continuous traffic flow away from 69.	See Response B in the Legend.	
99	NA	NA	17-9-2019 11:53:54	Screen 3: In your own words	Vision Comment	General	I have no opinion on this matter	Your comment is acknowledged.	
100	NA	NA	17-9-2019 12:08:23	Screen 3: In your own words	Vision Comment	General Project Information	The Delaware exit on 69 north is a terrible location, it should take off of 69 before I-10 merges in and go over the top of the I-10 merge into 69. This will reduce the congestion on people trying to get off where I-10 merges back into 69.	See Response D in the Legend.	
101	NA	NA	17-9-2019 12:33:45	Screen 3: In your own words	Vision Comment	General Project Information	Must be 3 lanes in all directions. Do not eliminate the Delaware Street entrance/exit.	See Response D in the Legend.	

No.	First Name	Last Name	Date Received	MetroQuest Screen Page	Source	Comment Topic	Comment	Response	Options
102	NA	NA	17-9-2019 13:11:59	Screen 3: In your own words	Vision Comment	Purpose and Need	This improvement is needed, however if law enforcement does not specifically assign officers to monitor the traffic, there will be accidents with fatalities associated with this project. In current work being done where the posted speed limit is 55 mph, 90% of traffic is at 70 mph and above. If officers are assigned to this area, in my frequent travels I have not seen a single one issuing citations.	See Response H in the Legend. Alleviating congestion and improving safety are part of the purpose of this project.	
103	NA	NA	17-9-2019 13:17:41	Screen 3: In your own words	Vision Comment	Other BMT Projects	My first thought is txdot needs to finish road construction in Orange because that has been going on since I moved here 27 years ago! The road construction in Winnie needs to finish before txdot starts tearing up the Beaumont roads anymore than you all already have. This is not proposed for what a year or two but TXdot just started the Pine island project too. Y'all can't finish one project before y'all are tearing up something else and it creates too many problems with drive times. Finish something else first. Not to mention the resurfacing in Woodville, that will probably have to be redone because y'all put soft asphalt down for all those heavy log trucks!! I could keep going. Slow down finish something. Finish two somethings. That's my own words for proposed improvements. That's my vision! FINISH WHAT YOU STARTED!	See Response J in the Legend.	
104	NA	NA	17-9-2019 15:06:32	Screen 3: In your own words	Vision Comment	Purpose and Need	My concern is every project that has occurred in Jefferson county involves moving entrance/exit ramps. No resolution with congestion- directing traffic to feeder roads is not a solution, especially when motorists do not yield and left people get on entrance ramps. Why not try mirroring your image to Houston- more bypasses and freeways- expand upward not only outward or redirecting traffic to make it seem less congested. I drive from Lumberton to Beaumont every day and it takes 45 mins to one hour... That is ridiculous. Also get rid of 55mph- that creates congestion.. Money has been spent on moving entrance/exit ramps and nothing has been resolved. The slide illustrates the number of increase in cars traveling the highway supports the need to begin mirroring/building like Houston has built.. Creating more feeder roads just means people get off and speed on feeder roads then want to get on entrance and jump in front of existing traffic. Also, consider rethinking yield signs on entrance ramps.	See Response H in the Legend. Alleviating congestion and improving safety are part of the purpose of this project.	
105	NA	NA	17-9-2019 18:00:35	Screen 3: In your own words	Vision Comment	General	We need the road improvements. I like the proposed changes at the current Maurie Meyers bridge location. I prefer Alternative 1 for the North I-10/US 69 interchange. Consider adding a second exit lane from I10 Eastbound to US69 Northbound.	Your comment is acknowledged.	
106	NA	NA	17-9-2019 19:33:27	Screen 3: In your own words	Vision Comment	Purpose and Need	I AM MORE WORRIED ABOUT TRAFFIC BEING ABLE TO GET TO THE AREAS SAFER AND AT SAFE SPEEDS. I DO NOT LIKE TO SEE PILEUPS JUST BECAUSE WE DO NOT HAVE ENOUGH LANES OR CONGESTION TIMES. PEOPLE NEED O BE ABLE TO GET TO WORK, SCHOOL, HOME WITHOUT TRAFFIC PROBLEMS.	See Response H in the Legend. Alleviating congestion and improving safety are part of the purpose of this project.	
107	NA	NA	17-9-2019 20:59:24	Screen 3: In your own words	Vision Comment	General	FYI - Maury-Meyers Bridge was made to match aesthetics of Mildred Building on MLK at Calder Ave.	Your comment is acknowledged.	
108	NA	NA	17-9-2019 21:31:48	Screen 3: In your own words	Vision Comment	Maintenance	I am all for widening I 10/69. There is much traffic coming through Beaumont. Current concerns at the present are lighting and sever bulbs and potholes in the roadway, especially traveling East before the College Street Overpass. Are these problems going to be forgotten until the whole project is done? We really need current lighting, and those bumps are ruining shocks and other truck and car parts.	See Response F in the Legend.	
109	NA	NA	17-9-2019 21:31:48	Screen 3: In your own words	Vision Comment	General	this is a much needed project. it may inconvence some as myself, but is needed for the growth and relieve congeston.	Your comment is acknowledged.	
110	NA	NA	17-9-2019 21:34:27	Screen 3: In your own words	Vision Comment	Maury Meyers Bridge	I would like to see the Maury Meyers bridge saved. Can it be raised and stay in place? Can it be moved? It is a city monument and we should look into ways to preserve it! Also, what will you do to reduce noise on portions of the highway that are elevated?	See Response G in the Legend.	

No.	First Name	Last Name	Date Received	MetroQuest Screen Page	Source	Comment Topic	Comment	Response	Options
111	NA	NA	17-9-2019 21:43:26	Screen 3: In your own words	Vision Comment	Purpose and Need	First, leave our bridge alone. The bridge is a big part of community events and adds personality to an otherwise aesthetic eyesore (Texas highways). It is also a gateway to one of the largest historic neighborhoods in Texas. Widening lanes to reduce congestion is a fool's pursuit as seen in the monstrosity of Katy Freeway and other Houston roads. Research induced demand before spending $500million on an ugly time-consuming useless project. I-10 through Orange has been a mess for years. Fix that before demoing anything else. We do not want Beaumont to be a flyover.	See Response H in the Legend. Alleviating congestion and improving safety are part of the purpose of this project.	
112	NA	NA	17-9-2019 21:48:21	Screen 3: In your own words	Vision Comment	Noise	Need Sound barriers to protect Historic District!	See Response I in the Legend.	
113	NA	NA	17-9-2019 21:55:40	Screen 3: In your own words	Vision Comment	Maury Meyers Bridge	I am not happy with the plan to remove the Maury Meyers Bridge. This bridge gives many people direct access from west end Beaumont to Old Towne/Downtown (ExxonMobil) daily.	See Response G in the Legend.	
114	NA	NA	17-9-2019 22:01:43	Screen 3: In your own words	Vision Comment	Pedestrian Facilities	Pedestrian access under all overpasses including retrofitting of Calder underpass and sidewalks on all feeder roads. Sound barriers along Beech between 7th and 10th.	See Response K in the Legend.	
115	NA	NA	17-9-2019 22:02:35	Screen 3: In your own words	Vision Comment	Pedestrian Facilities	Pedestrian access under all over passes and side walks along all frontage roads. Additionally, retrofit Calder Ave overpass area. Sound barrier along Beech St between 7th and 10th St.	See Response K in the Legend.	
116	NA	NA	17-9-2019 22:11:07	Screen 3: In your own words	Vision Comment	General	I think there is the potential for improved traffic flow as well as giving Beaumont a newer, fresher look to travelers. I love the look of Houston and Austin highways, and would like to see some of that more modern look here.	Your comment is acknowledged.	
117	NA	NA	17-9-2019 22:11:25	Screen 3: In your own words	Vision Comment	Congestion	Something needs to be done to relieve the congestion on I-10. There needs to be ample time to allow businesses in the affected areas to relocate.	See Response A in the Legend.	
118	NA	NA	17-9-2019 22:15:42	Screen 3: In your own words	Vision Comment	Aesthetics	Any design that will not Promo Grafftí! The first option will make it less easy for homeless & mischief people to NOT DEFACE STATE PROPERTY.	Your comment is acknowledged.	Standard Concept
119	NA	NA	17-9-2019 22:15:42	Screen 3: In your own words	Vision Comment	Aesthetics	Any design that will not Promo Grafftí! The first option will make it less easy for homeless & mischief people to DEFACE STATE PROPERTY.	Your comment is acknowledged.	Standard Concept
120	NA	NA	17-9-2019 22:16:42	Screen 3: In your own words	Vision Comment	Maury Meyers Bridge	The largest concern with the design is the removal of the easy access between east and west Beaumont in the Maury Meyers bridge. If the bridge is removed, an equivalent replacement will need to be provided that maintains ease of access. An additional underpass with stoplights will not easily connect east and west Beaumont, the success and benefit of the existing bridge is the elimination of several stoplights for traffic that goes directly from west Beaumont to central east Beaumont.	See Response G in the Legend.	
121	NA	NA	17-9-2019 22:18:28	Screen 3: In your own words	Vision Comment	General	this widening is needed for future traffic	Your comment is acknowledged.	
122	NA	NA	17-9-2019 22:25:05	Screen 3: In your own words	Vision Comment	Maury Meyers Bridge	you propose to take down the Maury Myres bridge, leaving two options. If you take our bridge, you should make two bridges, one for each access roadon ether side of I-10 so that the Liberty or Laurel solution will not have stop lights. Your proposal will choke our local traffic, these bridges you pay back to us would allow the through traffic to proceed nicely between the West Beaumont and downtown. Calder is so busy already and sometime chocked with student pick up, and many lights, that cars are speeding to get through lights and creating dangerous conditions. There is no perfect solution because it took the City a very good time to decide how to manage traffic in this location and your plans are upsetting traffic flow, which sometimes is heavy and demanding. Father Manger, pastor of Saint Anne Churc	See Response G in the Legend.	

No.	First Name	Last Name	Date Received	MetroQuest Screen Page	Source	Comment Topic	Comment	Response	Options
123	NA	NA	17-9-2019 22:30:35	Screen 3: In your own words	Vision Comment	Aesthetics	being equal in cost, my favorite is the oil and energy concept	Your comment is acknowledged.	Oil and Energy Concept
124	NA	NA	17-9-2019 22:49:27	Screen 3: In your own words	Vision Comment	General	Great improvement for Beaumont!	Your comment is acknowledged.	
125	NA	NA	18-9-2019 05:19:37	Screen 3: In your own words	Vision Comment	General Project Information	What are the plans to control traffic in the event this construction project coincides with the refinery expansions and expected significant increase of drivers?	See Response D in the Legend.	
126	NA	NA	18-9-2019 10:32:50	Screen 3: In your own words	Vision Comment	Construction	Economy and efficiency are the most important aspects of this project for me. It's going to be very inconvenient for a lot of people, Doing it as quickly as possible should be the driving factor in the decision making process.	See Response B in the Legend.	
127	NA	NA	18-9-2019 11:15:55	Screen 3: In your own words	Vision Comment	Purpose and Need	Great idea...my greatest concern is SPEED....if you can reduce speed, accidents will be reduced	See Response H in the Legend.	
128	NA	NA	18-9-2019 12:35:19	Screen 3: In your own words	Vision Comment	Aesthetics	It would be nice to have an architectural continuity with signals and lighting throughout the project at the frontage roads and cross streets. Since these are areas where traffic speeds are lower and traffic is also stopped, the public can notice more landscaping and architectural features.	Your comment is acknowledged.	
129	NA	NA	18-9-2019 13:27:57	Screen 3: In your own words	Vision Comment	General Project Information	I would hope that access to the area hospitals would be taken into consideration, that patients time of delivery to facilities will not be impacted due to ramp redesign.	See Response D in the Legend.	
130	NA	NA	18-9-2019 15:33:31	Screen 3: In your own words	Vision Comment	General	I think the direction Beaumont is going with local traffic is North & West. Thru traffic on IH 10 will continue increasing. Separate the two items as much as possible.	Your comment is acknowledged.	
131	NA	NA	18-9-2019 15:56:20	Screen 3: In your own words	Vision Comment	Aesthetics	I would suggest a forth option, something with cleaner lines, less distracting, and more appealing.	Your comment is acknowledged.	
132	NA	NA	18-9-2019 16:24:41	Screen 3: In your own words	Vision Comment	General	Neither option shows landscaping concepts to really have a comment one way or another. Clearly the left image will simply have cars drive into the pointless grass areas. If one had to choose, then go with the right photo. Maybe an image that doesn't highlight roadway signage.	Your comment is acknowledged.	
133	NA	NA	18-9-2019 16:48:04	Screen 3: In your own words	Vision Comment	Loop Around Beaumont	Make an above city road similar to Houston and new Orleans to leave area for businesses and housing. Expanding roads on the ground is a waste of space. -Engineer	See Response E in the Legend.	
134	NA	NA	18-9-2019 16:53:56	Screen 3: In your own words	Vision Comment	Loop Around Beaumont	This project will destroy our building and many of our neighbors, please build a loop around Beaumont and do not destroy these businesses that have been in their locations for 50 or 60 years	See Response E in the Legend.	
135	NA	NA	18-9-2019 16:59:20	Screen 3: In your own words	Vision Comment	General	I think the proposed plan is very very good, I hate to see the Laurel bridge go though. But I understand why. And yes the design aesthetics are a prime part of this project as well. It should have elements of greenery and historical significance as well. Make this the most beautiful stretch of roadway in Texas. To the point that in a few spots may become tourist attractions because people find it so beautiful.	Your comment is acknowledged.	
136	NA	NA	18-9-2019 18:04:12	Screen 3: In your own words	Vision Comment	General	About time, too bad people around here can't drive.	Your comment is acknowledged.	
137	NA	NA	19-9-2019 00:16:29	Screen 3: In your own words	Vision Comment	Maury Meyers Bridge	The final result looks debilitating. For those who live or work in the Oaks Historical district and depend on the 7th street on and off ramps, it will be much more difficult to travel 69 North and take longer to get to I10 West. Often taking the 7th street exit and entrance ramps are the only guarantee that I will be able to go to and from home when there is flooding. Seventh street is one of the few streets I can trust that won't be flooded. The feeder roads around I10/ 69 flood, but I know I can take the 7th Street on and off ramps and go almost anywhere I need to travel. This, paired with the removal of the Maury Meyers Bridge will isolate and greatly inconvenience Beaumont's Historical district. Many who live in the Historical District depend on quick access to schools, grocery stores, and employment on the other side of the Maury Meyers Bridge.	See Response G in the Legend.	

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138	NA	NA	19-9-2019 13:18:58	Screen 3: In your own words	Vision Comment	General	I like the designs and I don't think that they should be changed from the current design	Your comment is acknowledged.	
139	NA	NA	19-9-2019 15:05:59	Screen 3: In your own words	Vision Comment	General	Needs to be done without question. Please do NOT plant trees, etc. that will soon overgrow their placement requiring excess maintenance to control.	Your comment is acknowledged.	
140	NA	NA	19-9-2019 23:16:04	Screen 3: In your own words	Vision Comment	General Project Information	I live at delaware and lakeview circle and want my off ramp to remain.	See Response D in the Legend.	
141	NA	NA	20-9-2019 06:52:06	Screen 3: In your own words	Vision Comment	Other BMT Projects	From Port Author 69 north where it meets i 10 should be an overpass to the right for the Houston exit. The entrance from cardinal drive should merge uninterrupted on to 69. With an option of joining the overpass to Houston.	See Response J in the Legend.	
142	NA	NA	20-9-2019 18:07:46	Screen 3: In your own words	Vision Comment	Construction	While they seem to be good, I just worry about the construction period and how it will affect business. It always feels like no one considers the businesses in these areas and some end up going out of business when they were doing great before construction began.	See Response B in the Legend.	
143	NA	NA	21-9-2019 10:41:50	Screen 3: In your own words	Vision Comment	Purpose and Need	The entrance ramp onto I10 W at Delaware St. is very short. In the early morning (during plant shift traffic time), the ability to safely merge onto I10W is very difficult.	See Response H in the Legend. Alleviating congestion and improving safety are part of the purpose of this project.	
144	NA	NA	23-9-2019 18:48:41	Screen 3: In your own words	Vision Comment	Congestion	My biggest concern is the slow down areas where 69 connects to I-10 next to Washington and where I-10 and 69 splits next to 11st. During the rush hour time these areas are a major bottle neck.	See Response A in the Legend.	
145	NA	NA	24-9-2019 12:45:40	Screen 3: In your own words	Vision Comment	General Project Information	There should definitely be a continuous service road on both sides of I10 from Walden to Washington! Also, there should definitely be a straight service road connecting Delaware to North street. These interchanges should be impressive and compete with interchanges in the Dallas and Houston areas! Interchanges subconsciously let commuters know the vitality of a city and now it's TXDOT's time to let Beaumont shine!	See Response D in the Legend.	
146	NA	NA	25-9-2019 00:17:28	Screen 3: In your own words	Vision Comment	General	Great idea and over due. Fully support plans as shown	Your comment is acknowledged.	
147	NA	NA	25-9-2019 16:00:59	Screen 3: In your own words	Vision Comment	General	I think this expansion is truly needed...I travel this route daily to and from Lumberton into Beaumont for work. Traffic is heavy and moves fast, so widening the lanes will help with safety.	Your comment is acknowledged.	
148	NA	NA	26-9-2019 02:13:41	Screen 3: In your own words	Vision Comment	General	Will be a mess for awhile, but in the long run, if Beaumont stays relevant, it will be worth it in the long run.	Your comment is acknowledged.	
149	NA	NA	26-9-2019 03:18:42	Screen 3: In your own words	Vision Comment	Drainage	Build it with some sort of way to hold a ton of water, like a huge water cistern beneath the road to hold flood water, for the entire length and have it flow out or be pumled into the neches river. Like a 200 foot x 30 foot culvert the entire distance. Never flood again by it.	See Response C in the Legend.	
150	NA	NA	1-10-2019 14:29:19	Screen 3: In your own words	Vision Comment	Maury Meyers Bridge	Many of is use the Maury Meyers Bridge sometimes several times a day. Please include a rebuild to higher level and keep the bridge.	See Response G in the Legend.	
151	NA	NA	1-10-2019 21:35:41	Screen 3: In your own words	Vision Comment	Maury Meyers Bridge	1) I am very pleased with the improvement to the safety and traffic flow on ALL of the subject MAIN freeways. You have eliminated the many suicide ramps and freeway congestion aggravators. THANK YOU! 2) Unfortunately, access to and from THE main hospital for Southeast Texas - St. Elizabeth - has now been slowed down from the north and south ("eastbound") directions. Must use long stretches of service road, or loop around to 11th street on the freeway - IF you already know you need to. The ambulance drivers will figure it out, but ordinary folks will get very confused while under stress to figure out how to get to the hospital. PLEASE PUT CLEAR HOSPITAL ROUTE MARKERS ON THE FREEWAY AND SERVICE ROADS! 3) I am disappointed that EVERY access point to and from ALL of my MAIN reasons for travelling this stretch has been down graded, complicated, congested, and made slower travel (long stretches on surface streets and now multiple intersections to navigate) - BUT not sure this can be helped if the more crucial freeway safety and flow are to be improved. 4) Maury Meyers bridge change: It seems to me today, that more traffic is interested in LAUREL street, yet Liberty has more surface road infrastructure to tie into. Option A or Option B are much the same; Option B makes slightly more sense. Thank you again, and God bless you as this project unfolds.	Your comment is acknowledged.	Option B

No.	First Name	Last Name	Date Received	MetroQuest Screen Page	Source	Comment Topic	Comment	Response	Options
152	NA	NA	3-10-2019 14:49:13	Screen 3: In your own words	Vision Comment	Construction	Please do not take this down to 1 lane traffic in each direction for months/years. I have to make this drive to and from work everyday for what is already a 45 minute commute.	See Response B in the Legend.	
153	NA	NA	7-10-2019 02:40:54	Screen 3: In your own words	Vision Comment	Other BMT Projects	Widening the roads is unwise. Having a separate elevated roadway would be better and allow larger trucks and interstate travel easier and leave the current roadway for local traffic. This would also allow the Maury Myers bridge to remain as it would be below the elevated roadway.	See Response J in the Legend.	
154	NA	NA	8-10-2019 18:42:31	Screen 3: In your own words	Vision Comment	General Project Information	The fly over to Hwy 69 is great, however we must have the US 90, College St. ramp to remain open.	See Response D in the Legend.	
155	NA	NA	8-10-2019 18:54:38	Screen 3: In your own words	Vision Comment	General	I think what is going on is wonderful the the city	Your comment is acknowledged.	
156	NA	NA	9-10-2019 03:23:44	Screen 3: In your own words	Vision Comment	General	I think the reconstruction of I-10/69 will be valuable to South East Texas. I will be good for the growth of the economy for all of the cities along the route. I also that it is important that the project is appealing with appropiate landscaping.	Your comment is acknowledged.	
157	NA	NA	12-10-2019 02:46:39	Screen 3: In your own words	Vision Comment	Congestion	I travel this route on my commute to work everyday. I hope the project relieves congestion in this area and reduces the potential for traffic jams and accidents.	See Response A in the Legend.	
158	NA	NA	12-10-2019 16:13:39	Screen 3: In your own words	Vision Comment	General	it is much needed. I would like to see less overpasses as these are areas where homeless and drug seekers hang out.	Your comment is acknowledged.	
159	NA	NA	11-9-2019 18:08:34	Screen 4: Stay Involved	Other comments	General	You must consider the Truck traffic which will have to go somewhere to deliver to the stores at I-10 and Calder. Getting rid of the Laurel exit and tearring down the bridge will not help Beaumont.	Your comment is acknowledged.	
160	NA	NA	12-9-2019 00:52:17	Screen 4: Stay Involved	Other comments	General	This has been a trouble spot for decades. Glad something positive is in the works.	Your comment is acknowledged.	
161	NA	NA	12-9-2019 04:10:47	Screen 4: Stay Involved	Other comments	Congestion	This interchange would benefit the commuter from sitting in traffic for just from merging traffic from I 10 onto 69.	See Response A in the Legend.	
162	NA	NA	14-9-2019 03:21:13	Screen 4: Stay Involved	Other comments	General Project Information	Ensure that the entire project is 100% funded up front and pay the primary contractor construction performance bonuses for achievement of early completion of the project segment milestone dates specified in the primary construction contract. Award the project primary construction contract only to a firm that has consistently demonstrated the proven ability to fast track construction and earn bonus payments for early completion of project milestone dates for similar projects having equal or greater magnitude as the 10/69 Interchanges Project. Time is money and most importantly, SAFETY... to the motoring public that will transit through the project boundaries during construction. The longer the project takes to complete, the higher the motoring public vehicle accident talley will be... some with bodily injuries; some with fatalities.	See Response D in the Legend.	
163	NA	NA	16-9-2019 01:25:37	Screen 4: Stay Involved	Other comments	General	Thank you for helping us become a more travel efficient and beautiful city.	Your comment is acknowledged.	
164	NA	NA	16-9-2019 12:00:24	Screen 4: Stay Involved	Other comments	Purpose and Need	Keep each other safe~	See Response H in the Legend. Alleviating congestion and improving safety are part of the purpose of this project.	
165	NA	NA	16-9-2019 16:39:41	Screen 4: Stay Involved	Other comments	General	Done in survey.	Your comment is acknowledged.	
166	NA	NA	16-9-2019 16:43:47	Screen 4: Stay Involved	Other comments	Construction	Sooner the better starting in 2021 and take 4 years to build well this should have already been drawn up and start immediately. How will traffic work with construction at the US69/IH10 interchange during the work. Same question for going to Lake Charles on IH10?	See Response B in the Legend. And Response J for other BMT projects.	
167	NA	NA	16-9-2019 17:15:39	Screen 4: Stay Involved	Other comments	General	Don't tell us it's unaffordable. Don't waste money on an insufficient plan.	Your comment is acknowledged.	

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168	NA	NA	16-9-2019 17:31:41	Screen 4: Stay Involved	Other comments	General	Also a nearby property owner.	Your comment is acknowledged.	
169	NA	NA	16-9-2019 19:57:47	Screen 4: Stay Involved	Other comments	General	This email was sent to me as an associate of CHRISTUS St. Elizabeth Hospital	Your comment is acknowledged.	
170	NA	NA	16-9-2019 20:05:58	Screen 4: Stay Involved	Other comments	General	provide enough resources to minimize time of project	Your comment is acknowledged.	
171	NA	NA	16-9-2019 20:07:27	Screen 4: Stay Involved	Other comments	General	DON'T CHANGE THE RAMPS	Your comment is acknowledged.	
172	NA	NA	16-9-2019 20:50:07	Screen 4: Stay Involved	Other comments	General	also, please hire someone competent to decide on trees and shrubbery choices.	Your comment is acknowledged.	
173	NA	NA	16-9-2019 20:53:52	Screen 4: Stay Involved	Other comments	General Project Information	There needs to be a Calder exit to get to St Elizabeth Hospital	See Response D in the Legend.	
174	NA	NA	17-9-2019 00:26:31	Screen 4: Stay Involved	Other comments	General Project Information	Please provide a map of the proposed ramp relocations. There is insufficient information on these to permit an informed comment. Existing commitments preclude meeting attendance.	See Response D in the Legend.	
175	NA	NA	17-9-2019 13:11:59	Screen 4: Stay Involved	Other comments	General	It seems that Txdot is often accused of causing problems or accidents, my hope is that law enforcement will work closely with projects and issue citations where most needed. When people completely disregard the speed limit or txdot posted warning signs, it baffles my mind how people blame txdot. Thank you for all your efforts.	Your comment is acknowledged.	
176	NA	NA	17-9-2019 13:17:41	Screen 4: Stay Involved	Other comments	General	Road construction is always an ongoing process just like death and taxes, I understand that but TXDOT is doing a very bad job at it. These roads are horrible!! Maybe y'all need a forensic audit like the BISD got to to weed out the bad to get to the work done and get it done right!	Your comment is acknowledged.	
177	NA	NA	17-9-2019 15:06:32	Screen 4: Stay Involved	Other comments	General Project Information	please consider all aspects of our concerns. I know you have already drawn up proposals but your proposals are no different then the current route. Believe me I drive it daily and moving entrance/exit ramps is not working.	See Response D in the Legend.	
178	NA	NA	17-9-2019 20:59:24	Screen 4: Stay Involved	Other comments	General	I understand the goals of this project and am okay with removal of the Maury Meyers bridge to promote area growth.	Your comment is acknowledged.	
179	NA	NA	17-9-2019 21:31:48	Screen 4: Stay Involved	Other comments	General	I drive for Lyft, so having a smoother highway would be good.	Your comment is acknowledged.	
180	NA	NA	17-9-2019 21:43:26	Screen 4: Stay Involved	Other comments	Maury Meyers Bridge	Leave Maury Meyers Bridge alone!	See Response G in the Legend.	
181	NA	NA	17-9-2019 21:44:07	Screen 4: Stay Involved	Other comments	General	I've seen road signs, newspaper articles	Your comment is acknowledged.	
182	NA	NA	17-9-2019 21:55:40	Screen 4: Stay Involved	Other comments	Maury Meyers Bridge	Want to keep Maury Meyers crossover bridge	See Response G in the Legend.	
183	NA	NA	17-9-2019 22:02:25	Screen 4: Stay Involved	Other comments	General	This will be excellent if it is done correctly.	Your comment is acknowledged.	
184	NA	NA	17-9-2019 22:16:04	Screen 4: Stay Involved	Other comments	General	Thank you.	Your comment is acknowledged.	
185	NA	NA	17-9-2019 22:35:59	Screen 4: Stay Involved	Other comments	Noise	Sound barriers needed. 11th to 7th. Very important	See Response I in the Legend.	
186	NA	NA	18-9-2019 10:32:50	Screen 4: Stay Involved	Other comments	General	get it done!!!	Your comment is acknowledged.	
187	NA	NA	18-9-2019 11:15:55	Screen 4: Stay Involved	Other comments	General	I live in Silsbee but do business in Beaumont several times each week and see the need for the plan,	Your comment is acknowledged.	
188	NA	NA	18-9-2019 12:27:25	Screen 4: Stay Involved	Other comments	Pedestrian Facilities	I'd like to see sidewalks along the frontage roads	See Response K in the Legend.	
189	NA	NA	18-9-2019 13:11:05	Screen 4: Stay Involved	Other comments	ROW Acquisition	Not enough info provided regarding ROW boundaries and access toads.	See Response L in the Legend.	
190	NA	NA	18-9-2019 13:27:57	Screen 4: Stay Involved	Other comments	General	saw txdot sign, on news, and email through hospital	Your comment is acknowledged.	
191	NA	NA	18-9-2019 15:33:31	Screen 4: Stay Involved	Other comments	Construction	Think of business disruption when planning the job.	See Response B in the Legend.	
192	NA	NA	18-9-2019 16:53:56	Screen 4: Stay Involved	Other comments	General	Please do not destroy my workplace	Your comment is acknowledged.	
193	NA	NA	18-9-2019 18:04:29	Screen 4: Stay Involved	Other comments	General	Thank you for letting the people of SE TX to have some input	Your comment is acknowledged.	

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194	NA	NA	19-9-2019 00:16:29	Screen 4: Stay Involved	Other comments	General	I've lived over 25 years in the Historical District. I've seen first hand how road works have both helped and hurt our area. I strongly believe the proposed changes surrounding the 7th Street entrance and exit ramps will have a negative impact on the quality of life of those living and working in the Historical District.	Your comment is acknowledged.	
195	NA	NA	19-9-2019 15:05:59	Screen 4: Stay Involved	Other comments	Maury Meyers Bridge	MM bridge has to go - don't give in to sentimentality over solid civil engineering/planning	See Response G in the Legend.	
196	NA	NA	19-9-2019 23:16:04	Screen 4: Stay Involved	Other comments	Noise	I live adjacent to the highway, what form of noise reduction will be used due to increased traffic?	See Response I in the Legend.	
197	NA	NA	20-9-2019 18:07:46	Screen 4: Stay Involved	Other comments	Construction	I am in commercial real estate and I know how these kinds of projects affect value drastically. I really hope they can get it done in a timely manner.	See Response B in the Legend.	
198	NA	NA	23-9-2019 18:48:41	Screen 4: Stay Involved	Other comments	General	The open house in September 2019 was very informative. Thanks	Your comment is acknowledged.	
199	NA	NA	26-9-2019 02:13:41	Screen 4: Stay Involved	Other comments	General	Jason Marshburn	Your comment is acknowledged.	
200	NA	NA	26-9-2019 03:18:42	Screen 4: Stay Involved	Other comments	Drainage	It needs to double as a water mitigation project, dig the pipes out before and use the dirt as a levee somewhere close by	See Response C in the Legend.	
201	NA	NA	28-9-2019 19:18:06	Screen 4: Stay Involved	Other comments	General	If TxDOT wants to make a progress, let's make it a 21-st century progress, not the carbon copy repetition of concrete airfields and bunkers like those created in Houston. Texas and Texans can do better.	Your comment is acknowledged.	
202	NA	NA	1-10-2019 14:29:19	Screen 4: Stay Involved	Other comments	General	It is a MUCH needed project!	Your comment is acknowledged.	
203	NA	NA	8-10-2019 18:42:31	Screen 4: Stay Involved	Other comments	General	Thank you for having this site it is very informative.	Your comment is acknowledged.	
204	NA	NA	8-10-2019 18:54:38	Screen 4: Stay Involved	Other comments	General	Thank you for your hard work	Your comment is acknowledged.	