

WELCOME TO THE PUBLIC MEETING

10/69 INTERCHANGES PROJECT

(Formerly referred to as I-10/US 69 Interchanges Project)

CSJ Numbers: 0028-13-135; 0739-02-140

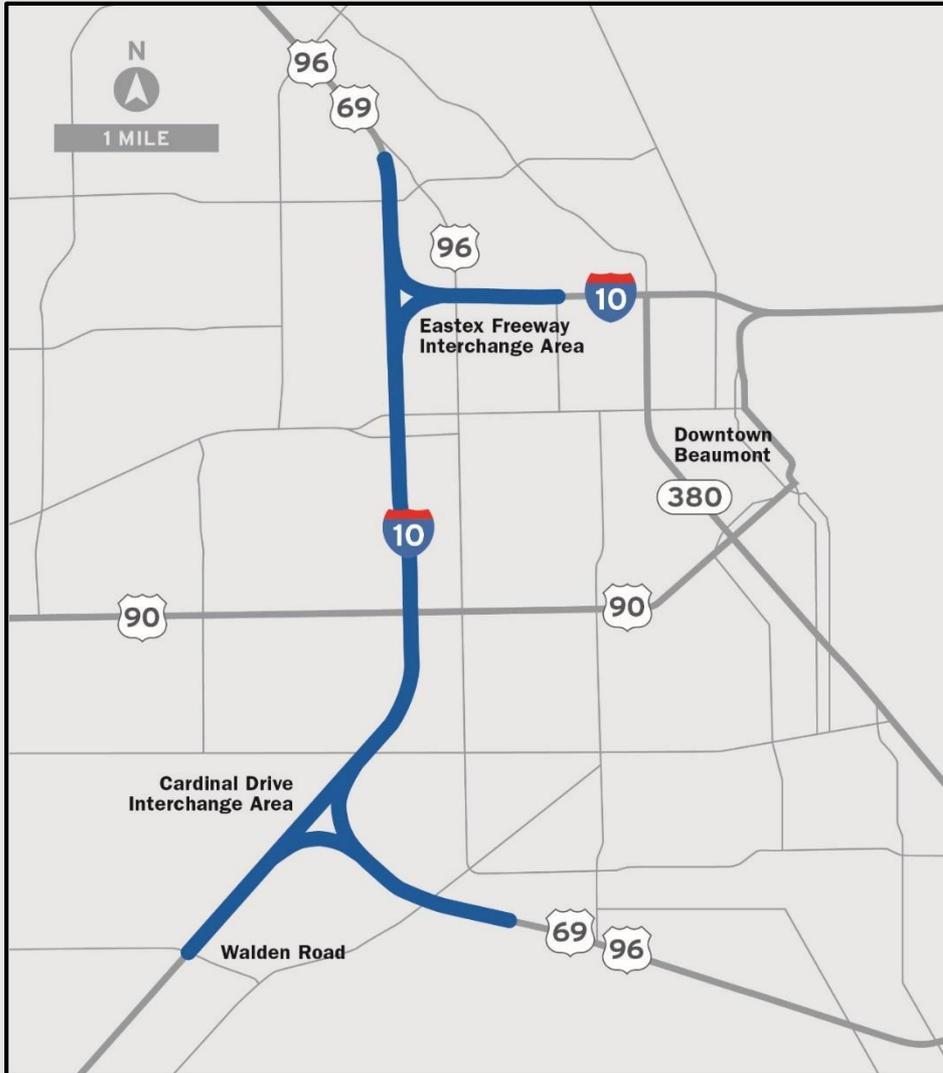
Tuesday, September 17, 2019

- Please sign in
- Explore and interact with the exhibits
- Submit a comment form
- Visit the Engage Station and take the survey
- Ask questions



Texas Department of Transportation
10/69 Interchanges Project

Project Location



Location:

- I-10 and US 69 where they converge in the city of Beaumont, Jefferson County, Texas

Project Limits:

- I-10 from Walden Road (County Road 131) to 7th Street
- US 69 from Fannett Road (State Highway 124) to 11th Street



Texas Department of Transportation
10/69 Interchanges Project

Estimated Timeline

WE ARE HERE



SPRING 2019

Public Meeting Number 1

Solicit Comments and Collect Data



SPRING/SUMMER 2019

Schematic Design and Environmental Studies

Refine Design and Environmental Analyses



FALL 2019

Public Meeting Number 2

Solicit Comments and Refine Design



FALL/WINTER 2019/2020

Public Hearing
Environmental Approval



SPRING 2020

Hire Developer and Finalize Design



SPRING 2021

Begin Construction Upon Approval

➤ Ongoing Communication and Public Involvement ➤

Estimated Timeline: Subject to Change



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10/69 Interchanges Project

Why is the proposed project needed?

- **ALLEVIATE CONGESTION**
- **PROVIDE A MORE RELIABLE TRANSPORTATION AND EVACUATION ROUTE**
- **ENHANCE CONNECTIVITY AND MOBILITY**
- **ADDRESS SAFETY**

Traffic Predictions

Existing (2017)		143,000 vehicles per day
Projected (2020)		162,000 vehicles per day
Projected (2040)		222,000 vehicles per day

Traffic volumes provided by TxDOT Transportation Planning and Program Division (2016)



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Design Updates*

The Eastex Interchange:

- Includes continuous frontage roads through the interchange
- 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/bottleneck along the northbound US 69 direct connector to eastbound I-10
- Provides an exit ramp from eastbound I-10 to Washington Avenue

* The multiple alternatives for each interchange shown at the first meeting have been narrowed down to one alternative for each interchange. These updates have been informed by a combination of public input, environmental study, and necessary design considerations.



Design Updates*

- Removed Maury Meyers Bridge and provided an additional east/west crossing movement underneath I-10 at either Liberty or Laurel Avenue
- Added continuous sidewalks along the frontage roads
- Removed the proposed two way frontage road from the Cardinal Interchange
- Moved north bound US 69 exit ramp to Washington Blvd. further south to improve frontage road operations
- Shifted I-10 at Eastex to the north to avoid ROW impacts to Historical District
- Added an eastbound entrance ramp from Washington Blvd

* These updates have been informed by a combination of public input, environmental study, and necessary design considerations.



NEPA Statement

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 16, 2014, and executed by FHWA and TxDOT.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables este proyecto están siendo o han sido, llevadas a cabo por TxDOT bajo las reglas del Acta 23 U.S.C 327 y un Memorando de Entendimiento fechado el 16 de diciembre, del 2014 y ejecutado por la FHWA y el TxDOT.



ENGAGE STATION

Take the Survey and Provide Your Feedback:

- Complete the survey tonight
- Visit Webpage: www.TxDOT.gov, keyword search “10/69 Interchanges,” and sign up for project updates online or at the meeting
- Complete the survey online: Visit the 10/69 Interchanges online project page at bit.ly/i10-us69 or scan the following Quick Response (QR) code with your smartphone or tablet



Survey Deadline: Wednesday, October 2, 2019



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WE WANT YOUR FEEDBACK!

Commenting Options:

- Fill out a comment card and place in the comment box
- Email comments to: bmtprojects@txdot.gov
- Mail comments to:
Lisa Collins, P.E., Project Manager
Texas Department of Transportation
8350 Eastex Freeway
Beaumont, TX 77708
- Online comments at www.txdot.gov (search: 10/69 Interchanges)
- Call (409) 898-5732 for any project-related questions

Deadline for Comments: Wednesday, October 2, 2019



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Thank you!

**We appreciate you taking time out of your
busy schedule to join us tonight.**

Please travel safely!



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Public Participation from the previous Public Meeting

- I-10/US 69 Interchange Improvement Project Open House on April 16, 2019
 - **194** members of the public attended
 - **55** written comments received
- Submitted via the online survey:
 - **714 participants** completed the survey online
 - Participants wrote a total of **543 comments**

**All comments are included in the April 2019
Public Meeting Summary Report**



Public Participation from the previous Public Meeting

Online Engagement Survey Top 3 Priority Rankings

Identify Priorities:

Reduce Congestion
Ranked 485 times

Improve Safety
Ranked 343 times

**Provide Local
Mobility**
Ranked 289 times

Prioritize Ramp Relocation:

College Street
Ranked 446 times

Calder Avenue
Ranked 146 times

Delaware Avenue
Ranked 343 times

Proposed Alternative:

(Average out of 5 stars)

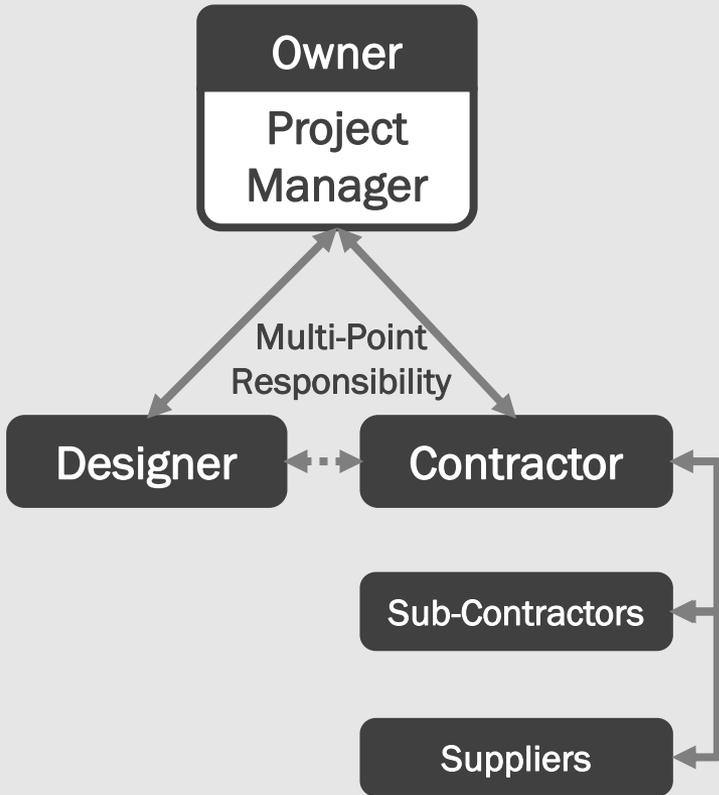
Eastex Alternative 1: 3.70
Eastex Alternative 2: 3.16
Eastex Alternative 3: 2.61

Cardinal Alternative 1: 3.80
Cardinal Alternative 2: 2.99

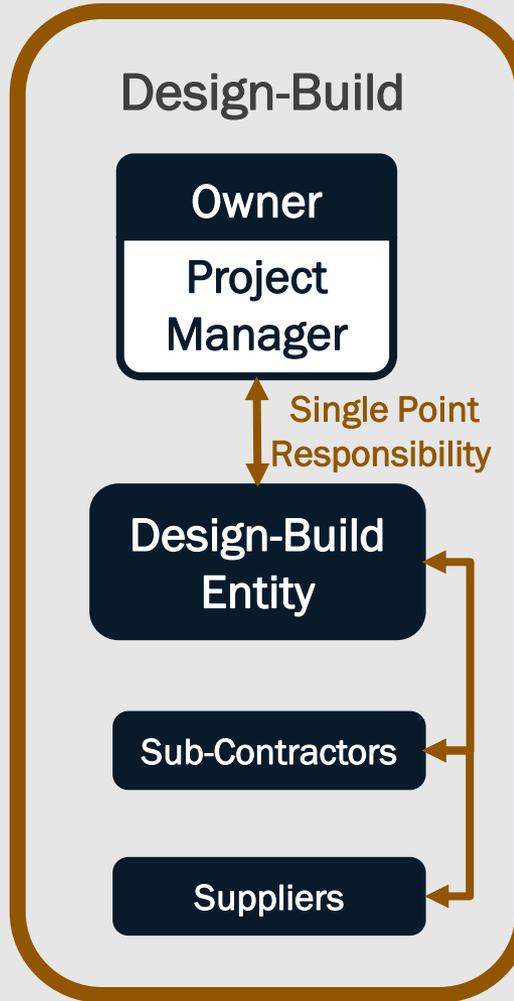


What is Design-Build and how is it different?

Design-Bid-Build



Design-Build



Benefits of using Design-Build Method:

- Single company responsible for both final design AND construction
- Expedited project delivery
- Opportunity for innovation through close coordination between design and construction
- Selection of company dependent upon BOTH qualifications AND price