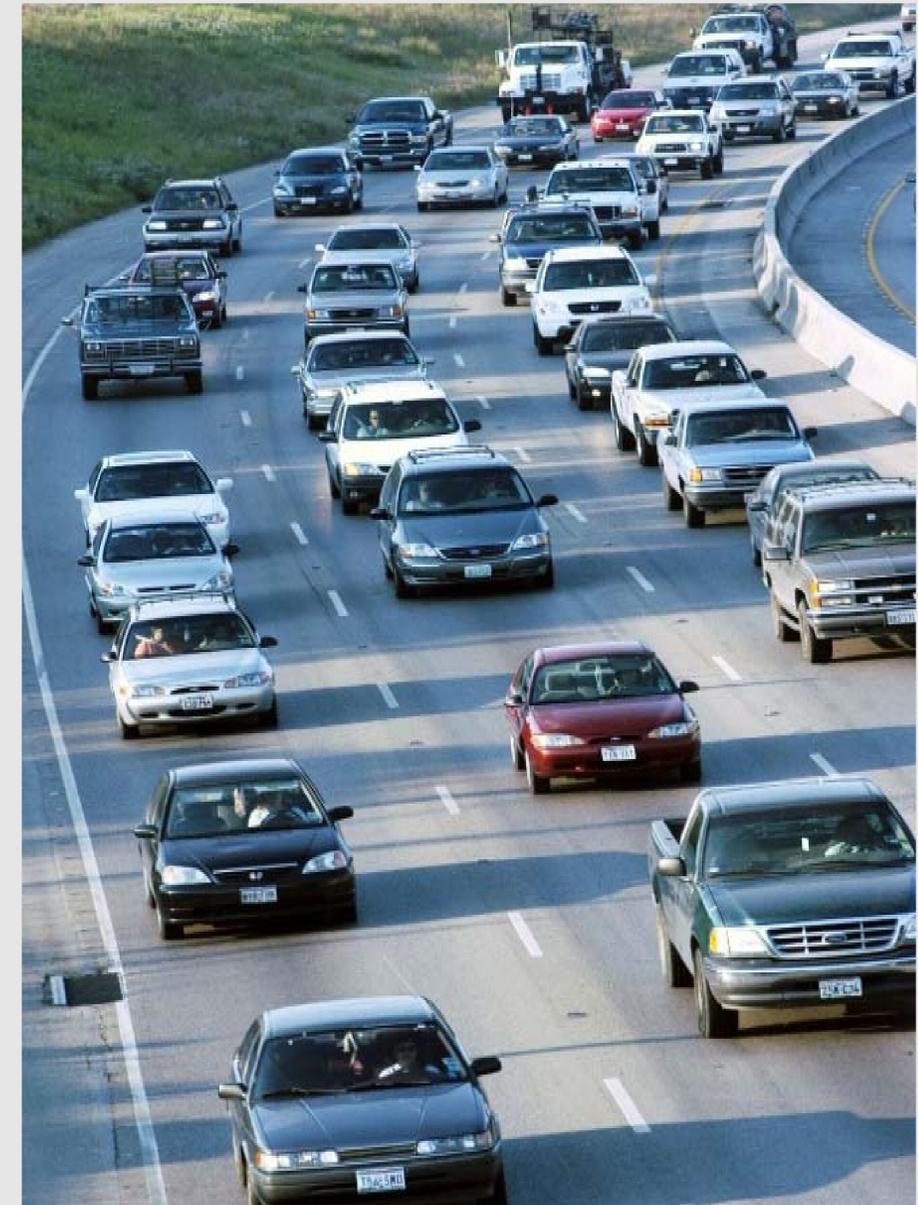




PUBLIC HEARING

US 69 WIDENING

Phase 1 (IH-10 to LNVA Canal)
Phase 2 (LNVA Canal to Tram Road)
Jefferson County, Texas



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.



PROJECT DESCRIPTION – US 69: IH-10 TO TRAM ROAD



We want to improve safety and mobility.

Proposed upgrades include:

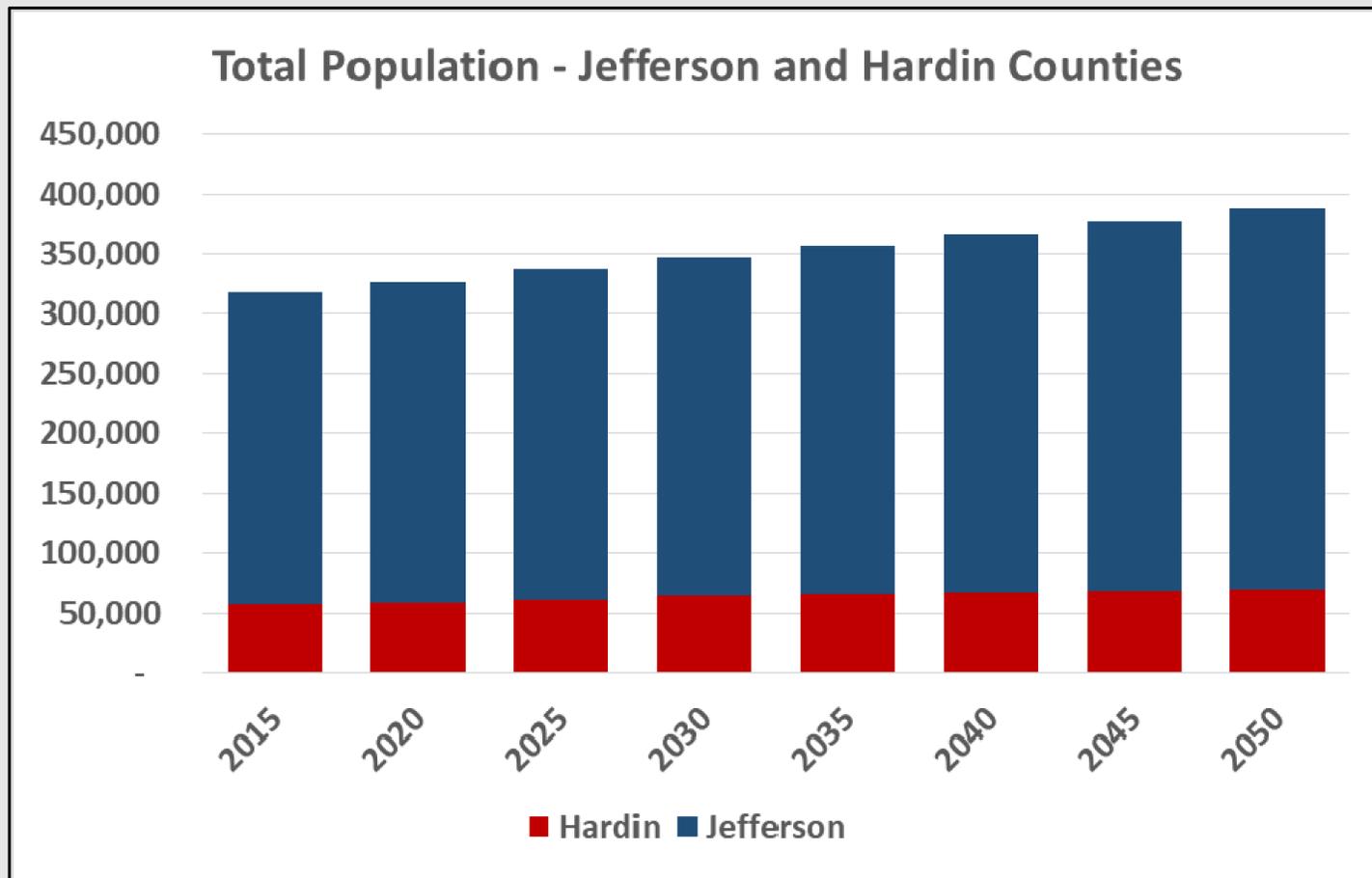
- Widen from 4 to 6 lanes in existing right-of-way
- Widen 6 bridges: Delaware Street, Lucas Drive, SH 105, LNVA Canal, Chinn Lane, Tram Road
- Add merging lanes between ramps
- Relocate ramps between Chinn Lane and Tram Road
- Remove northbound US 69 exit ramp to Delaware Street
- Replace signs
- Add new high-mast lighting between Dowlen Road and SH 105



PROJECT NEED #1 – MEET INCREASED POPULATION GROWTH

Texas Demographic Center Population Projections

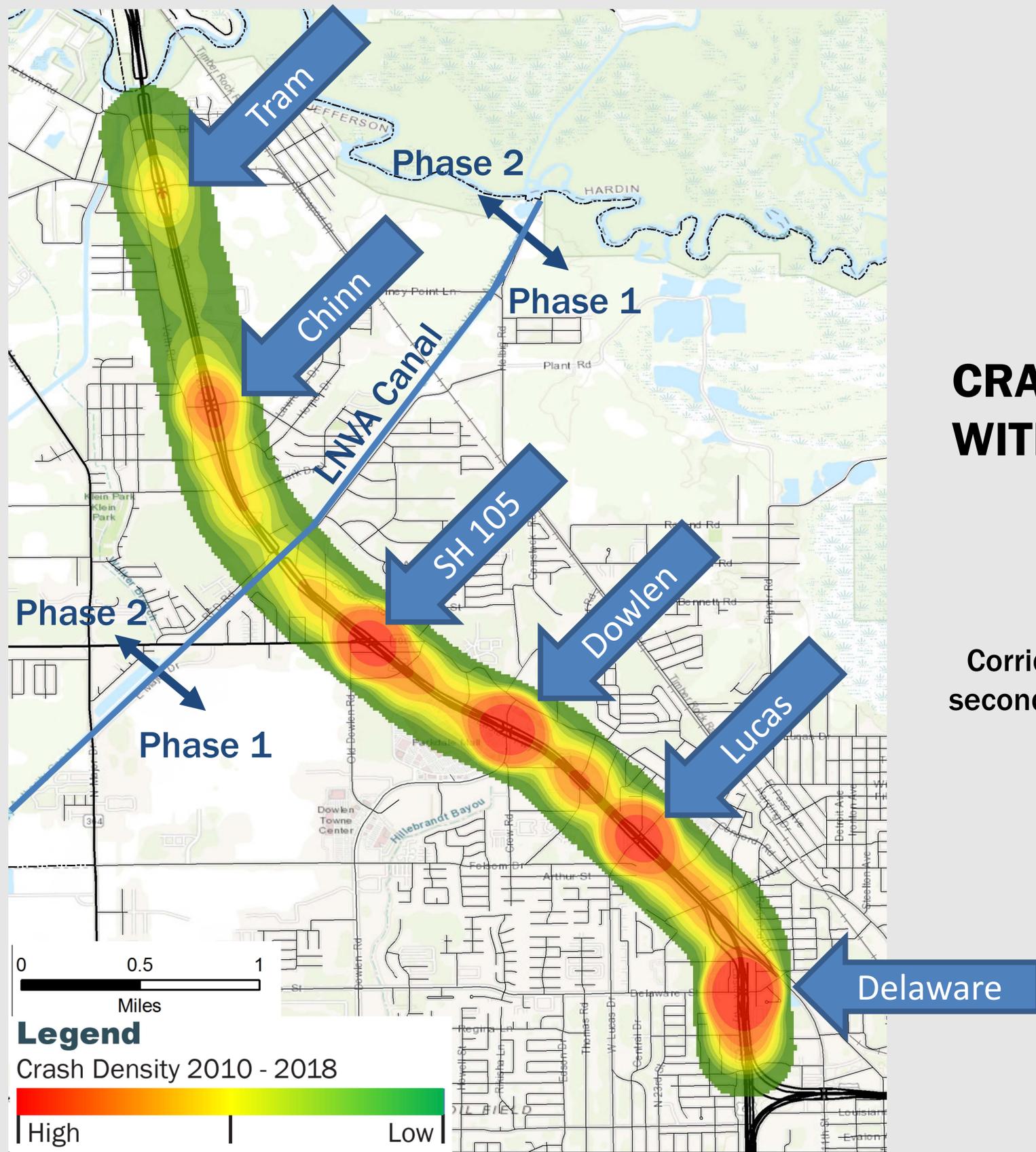
Year	Hardin Population	Jefferson Population	TOTAL POPULATION
2015	58,521	259,399	317,920
2020	59,349	267,188	326,537
2025	61,630	275,415	337,045
2030	63,687	283,813	347,500
2035	65,408	292,256	357,664
2040	66,742	300,728	367,470
2045	67,834	309,686	377,520
2050	68,888	319,868	388,756



Source: Texas State Data Center Program



PROJECT NEED #2 – REDUCE CRASH CONDITIONS



CRASH HOT SPOTS WITHIN CORRIDOR 2010-2018

Source: TxDOT CRIS Database

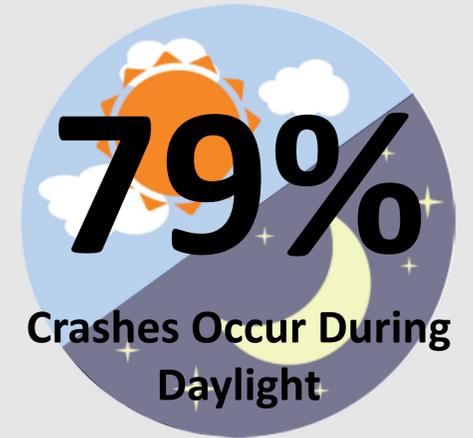
Corridor crashes also cause secondary accidents on IH-10.

32%

Crashes During Weekday Peak Hours

AM Peak: 7:00 – 9:00 AM

PM Peak: 4:00 – 6:00 PM



32%

Rear End Crashes (Most Common Type)

9.3%

Crashes with Injury or Fatality



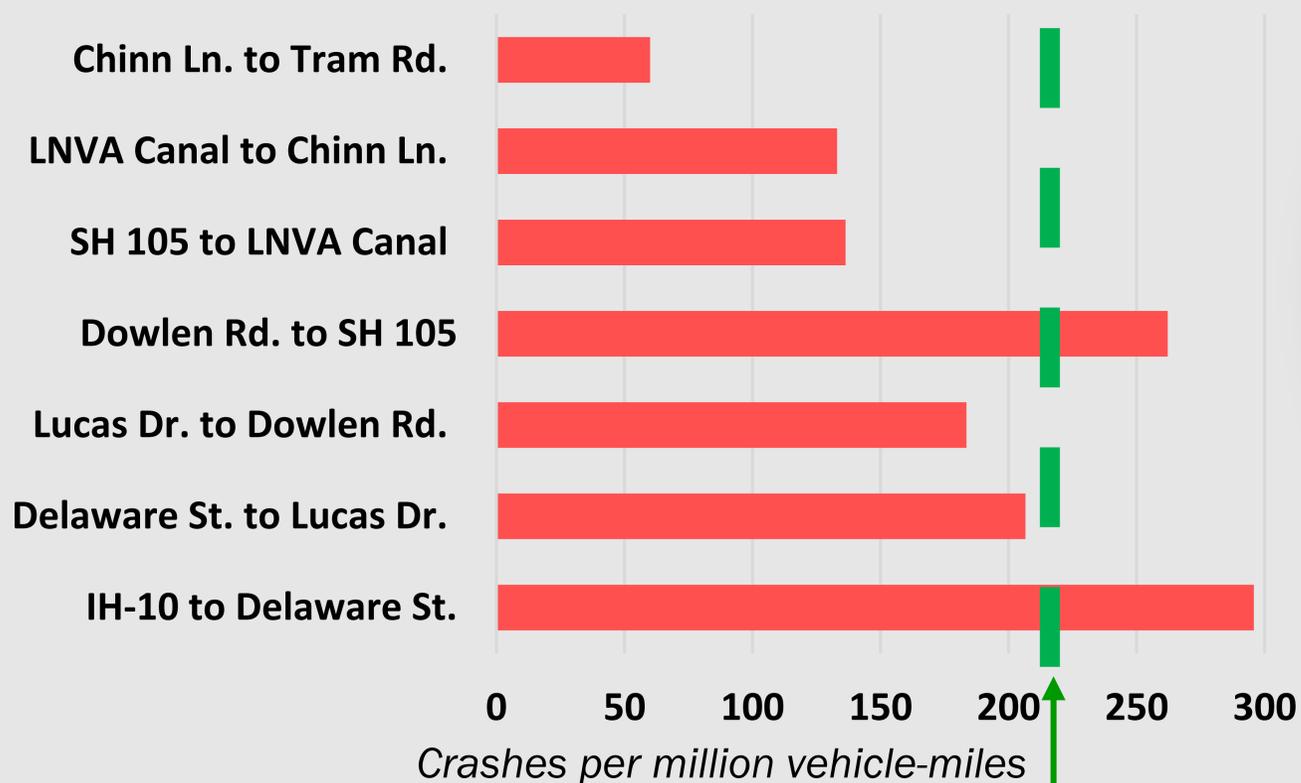
PROJECT NEED #2 – REDUCE CRASH CONDITIONS

Over 27% of crashes in the corridor result in injuries, possible injuries, or deaths.

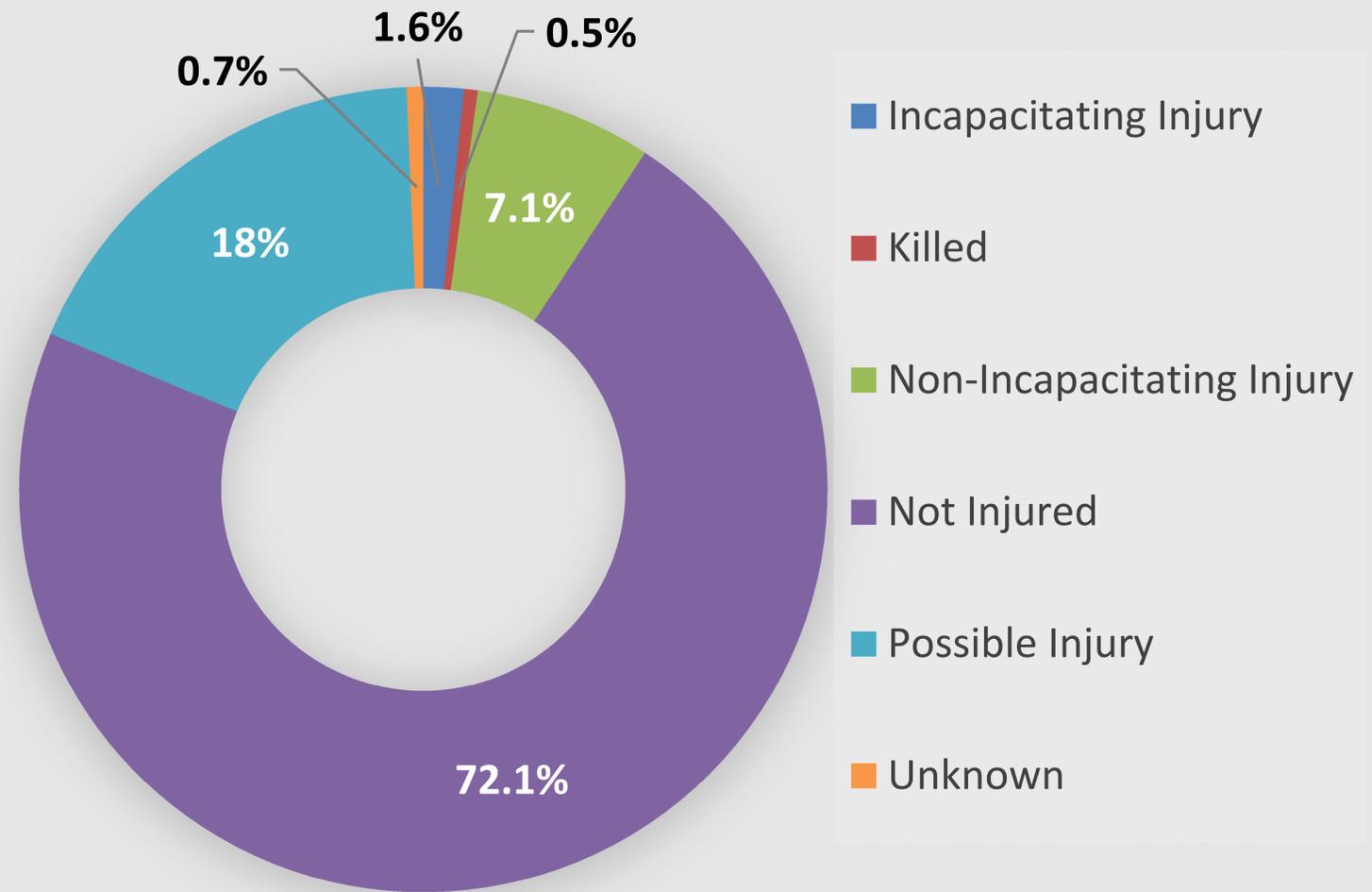
CRASH RATE SUMMARY

2010 - 2018

Source: TxDOT CRIS Database



Statewide Average: 212.01



TOTAL CRASHES BY INJURY TYPE

2010-2018

Source: TxDOT CRIS Database

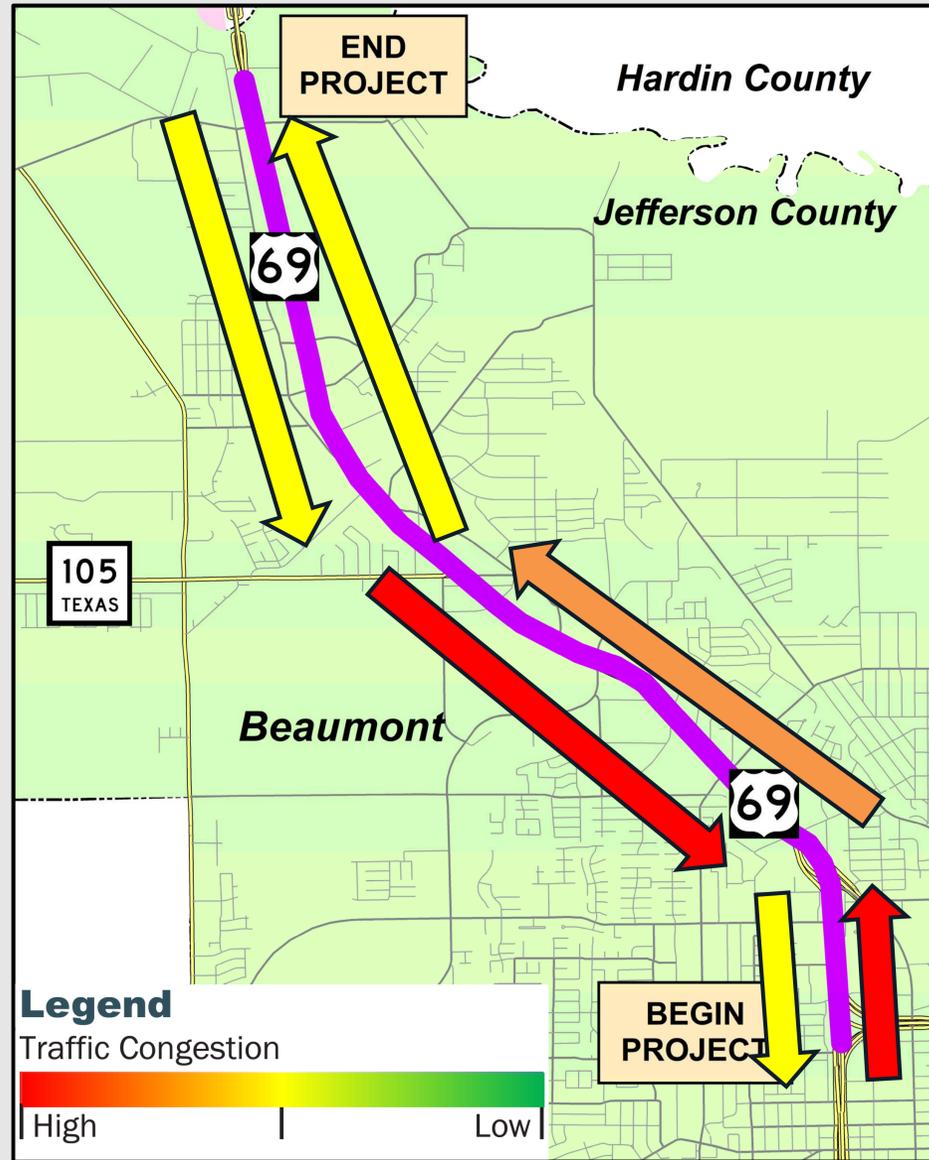
Source: TxDOT CRIS Database



PROJECT NEED #3 – CONGESTION WILL CONTINUE TO INCREASE

2015 Traffic

Existing Conditions



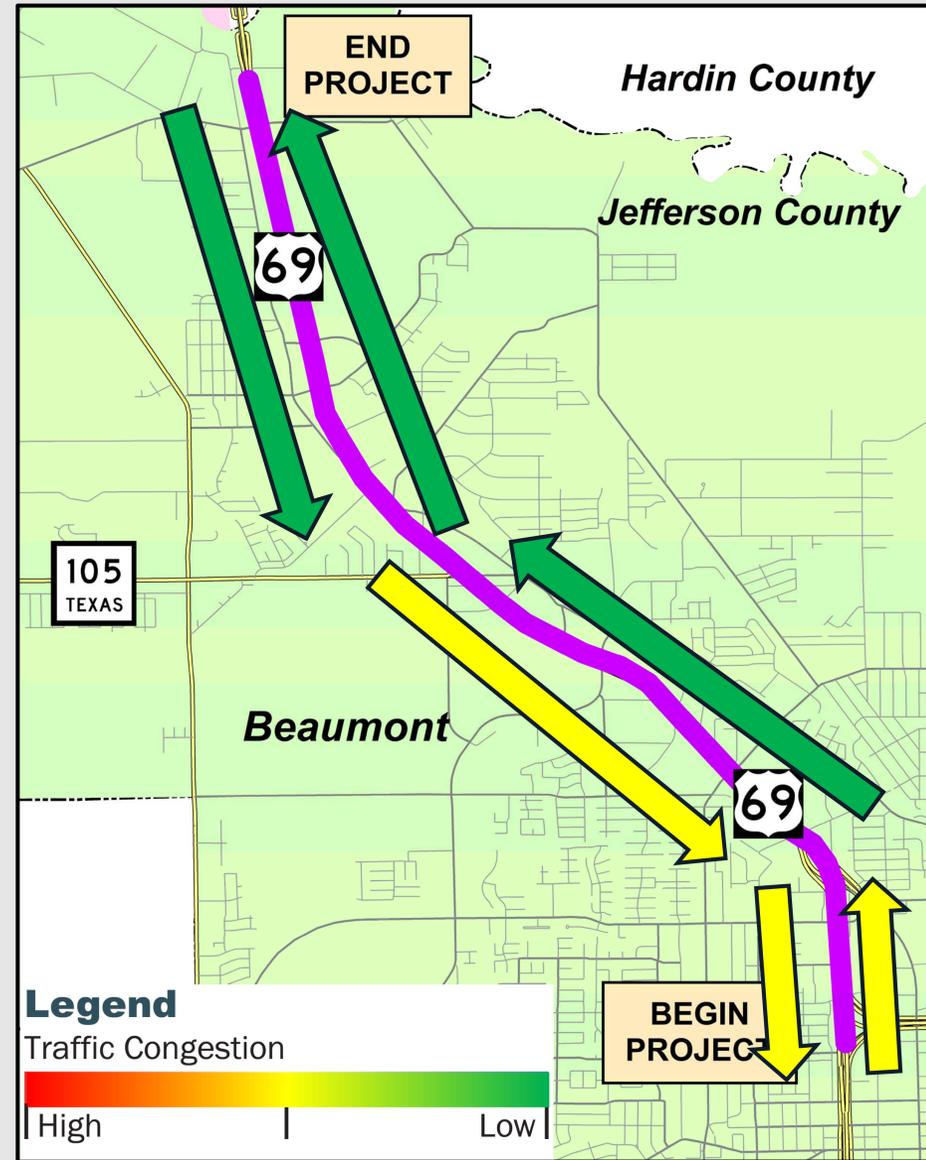
Existing Peak Congestion – Locations:

Northbound : IH-10 to 11th St.

Southbound : SH 105 to 11th St.

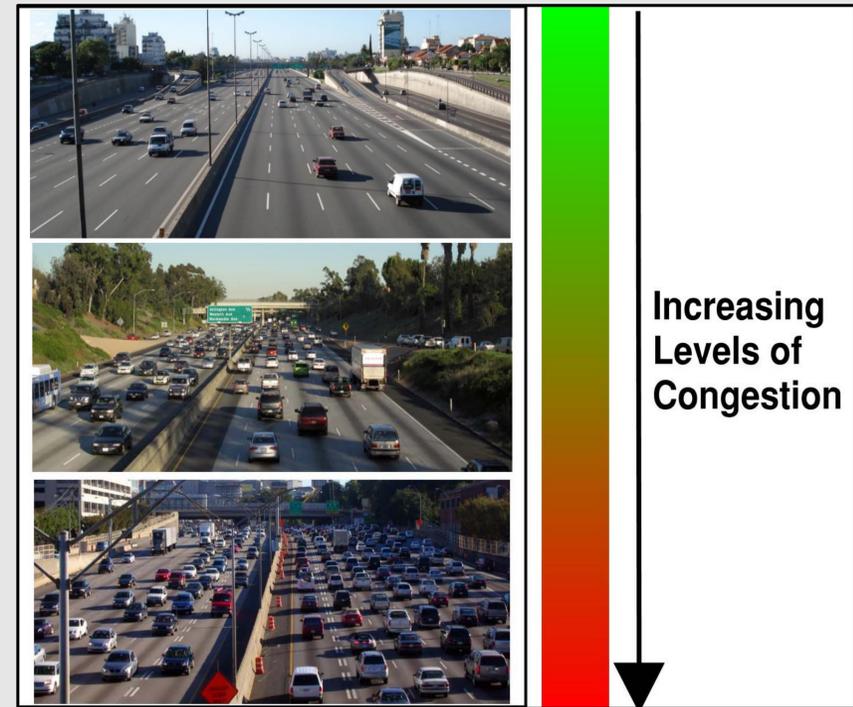
2040 Traffic

After Improvements



With Proposed Improvements:

Reduced Congestion on All Segments

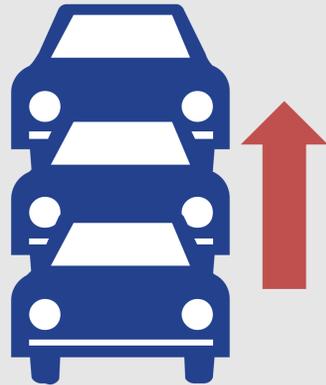


Sources: Base data from TxDOT, Calculations from Engineering Summary Report by Rodriguez Transportation Group, Inc.



PROJECT NEED #3 – TRAVEL / TRAFFIC CHARACTERISTICS

Proposed improvements will allow faster travel in the future, even with expected growth.



42% Increase
Average Daily Traffic
 (projected change from 2018-2040)



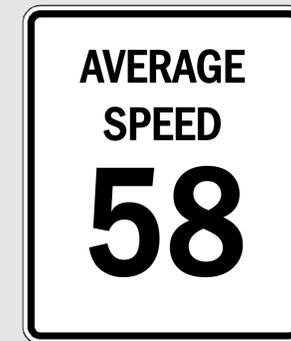
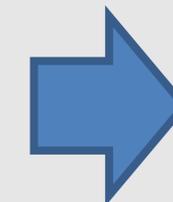
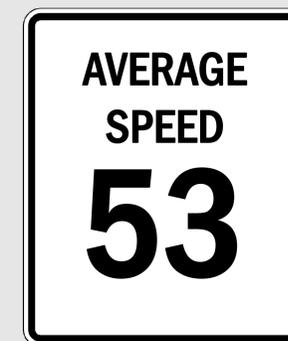
Daily Average Travel Time (min)
8.6-mile corridor

Average Daily Traffic Projections

Location	2018	2020	2040
Tram Road to SH 105	53,000	55,100	75,500
SH 105 to I-10	91,600	95,100	130,100

09:44

08:54



in 2020
“before”

in 2040
“after”

1.48

Current Planning Time Index
 A 10-Minute Trip with no traffic
 may take 48% more time with traffic

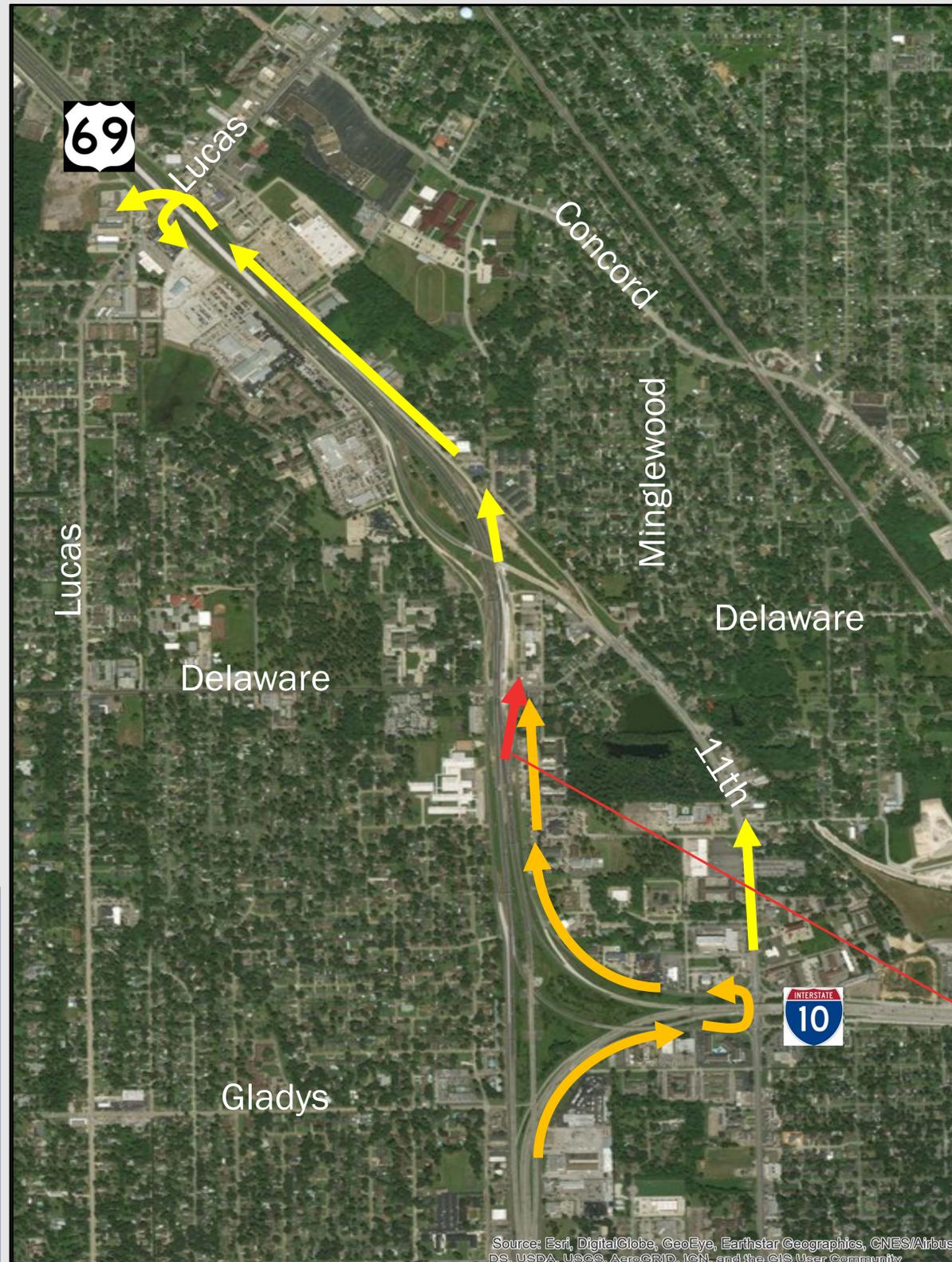
*Sources: Base data from TxDOT, Calculations from
 Engineering Summary Report by Rodriguez Transportation Group, Inc.*



REMOVE US 69 NORTHBOUND RAMP TO DELAWARE ST.

WHY NOW?

1. Traffic on highway is getting heavier
2. Too many conflicts or “weaving” traffic
3. Not enough room to change lanes
4. Cars stopped on the highway from the Delaware traffic signal
5. Lots of accidents today
6. Causes adverse effects on IH-10



ALTERNATE ROUTE:

(orange arrows)

1. Use IH-10 to 11th St. exit
2. Avoid the traffic signal by using the turnaround
3. Travel the frontage road to Delaware St.
4. Other alternate routes are also available

(yellow arrows)

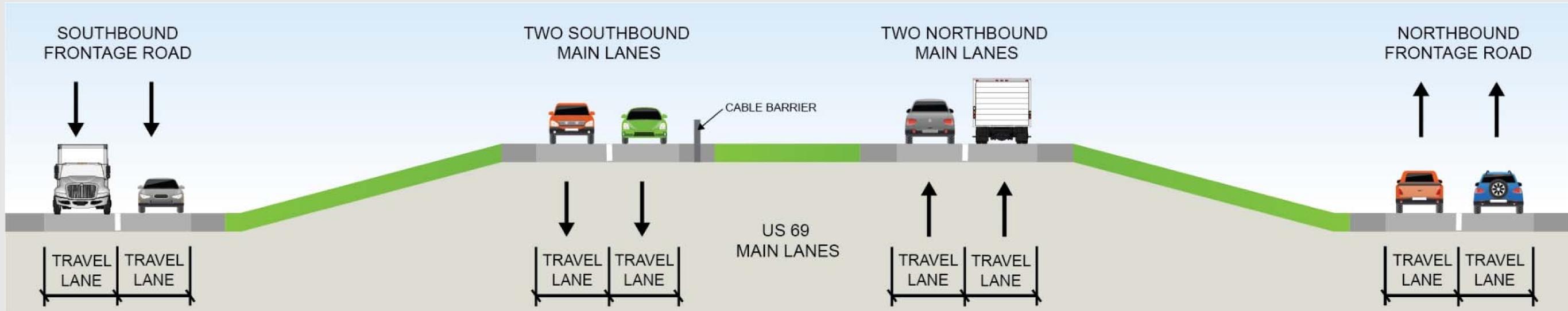
- a. 11th St. northbound
- b. Lucas Dr. exit

Remove Northbound Exit to Delaware St.

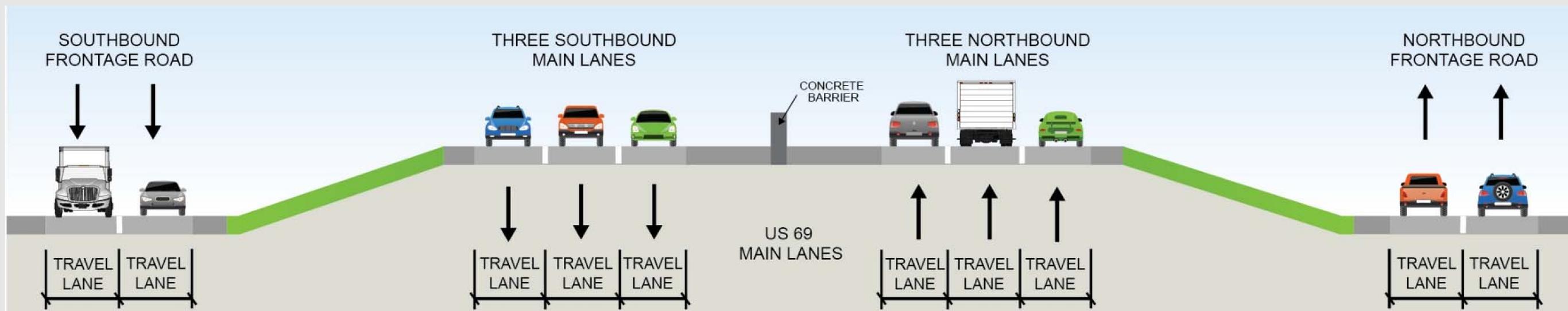


ROADWAY SECTIONS

Existing

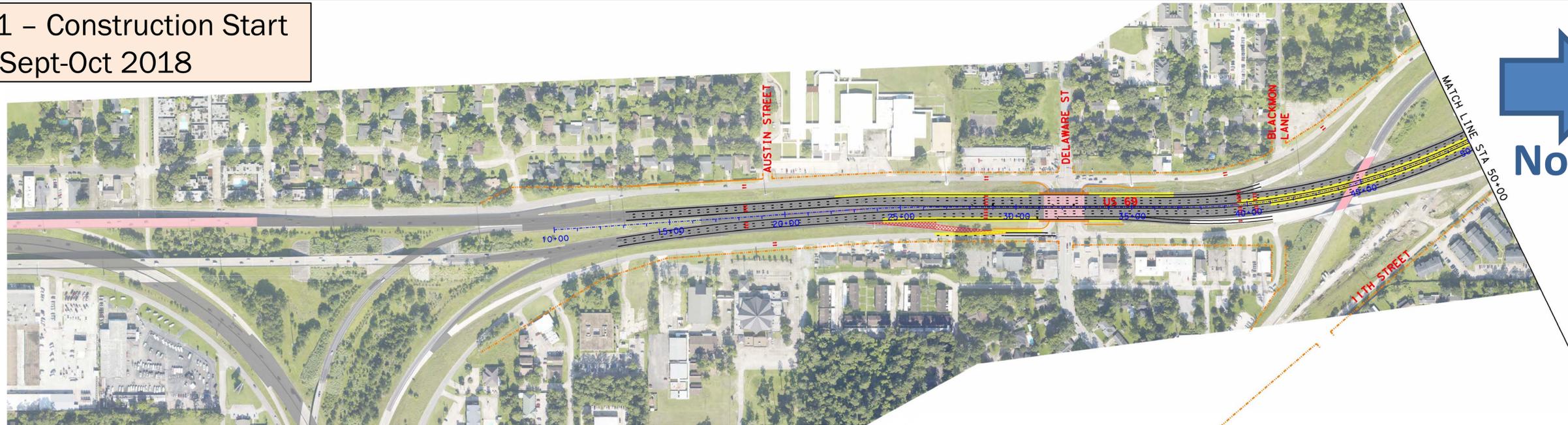


Proposed



PROPOSED ROADWAY DESIGN – IH-10 to Odom Road

Phase 1 – Construction Start
Sept-Oct 2018

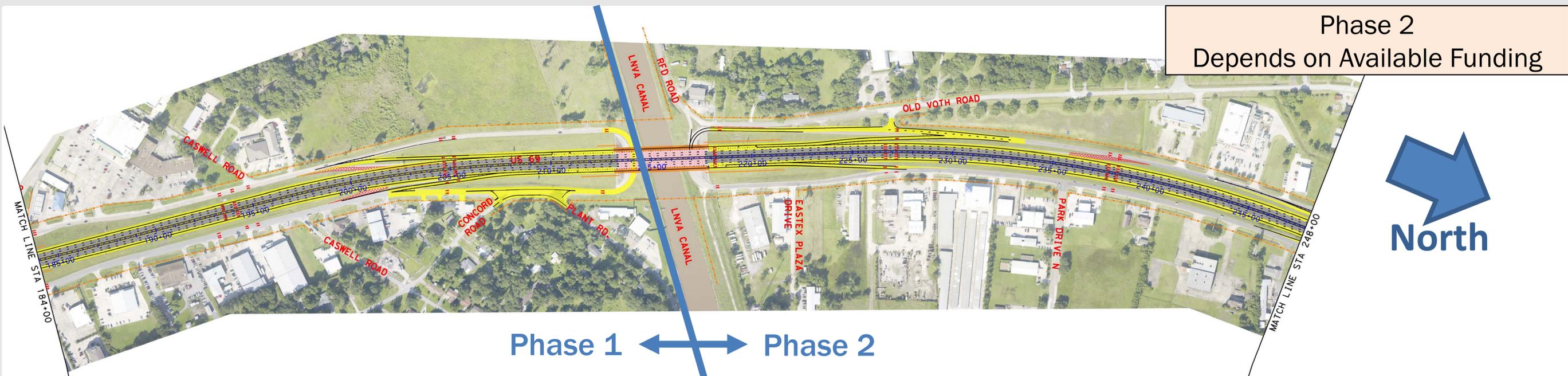


PROPOSED ROADWAY DESIGN – Odom Rd. to Lawrence Dr.

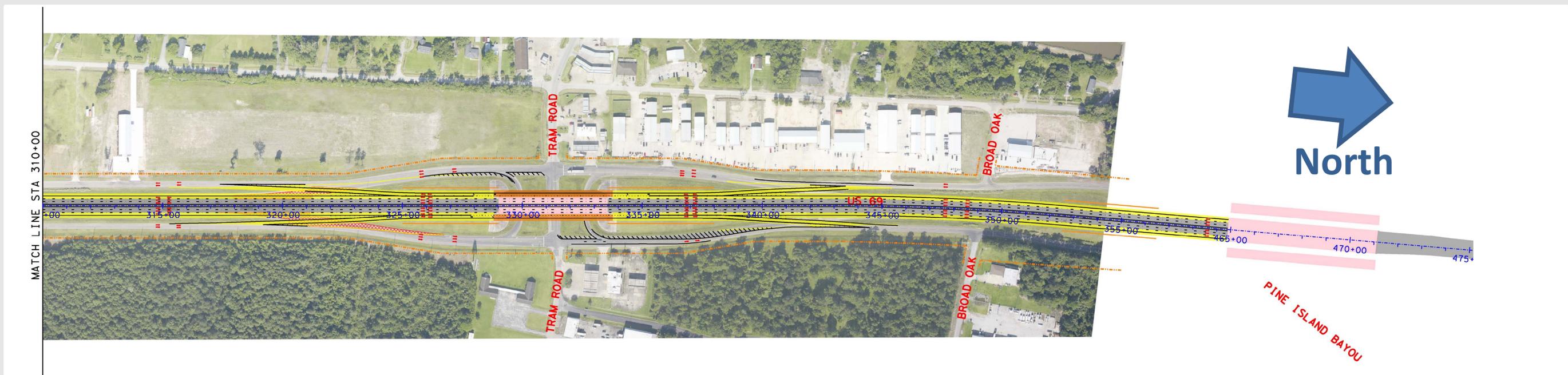
Phase 1 – Construction Start
Sept-Oct 2018



Phase 2
Depends on Available Funding



PROPOSED ROADWAY DESIGN – Lawrence Dr. to End of Project



HOW TO COMMENT ON THE PROJECT

→ Provide input here tonight:

- Speak your comments during formal comment period at 6:30 pm
- Or write comments on the form provided and turn in tonight, mail in, or e-mail to ahmed.gaily@txdot.gov

→ Contact TxDOT:

- **Beaumont District
District Design Engineer**
Ahmed Gaily, P.E.
409-892-7311
ahmed.gaily@txdot.gov

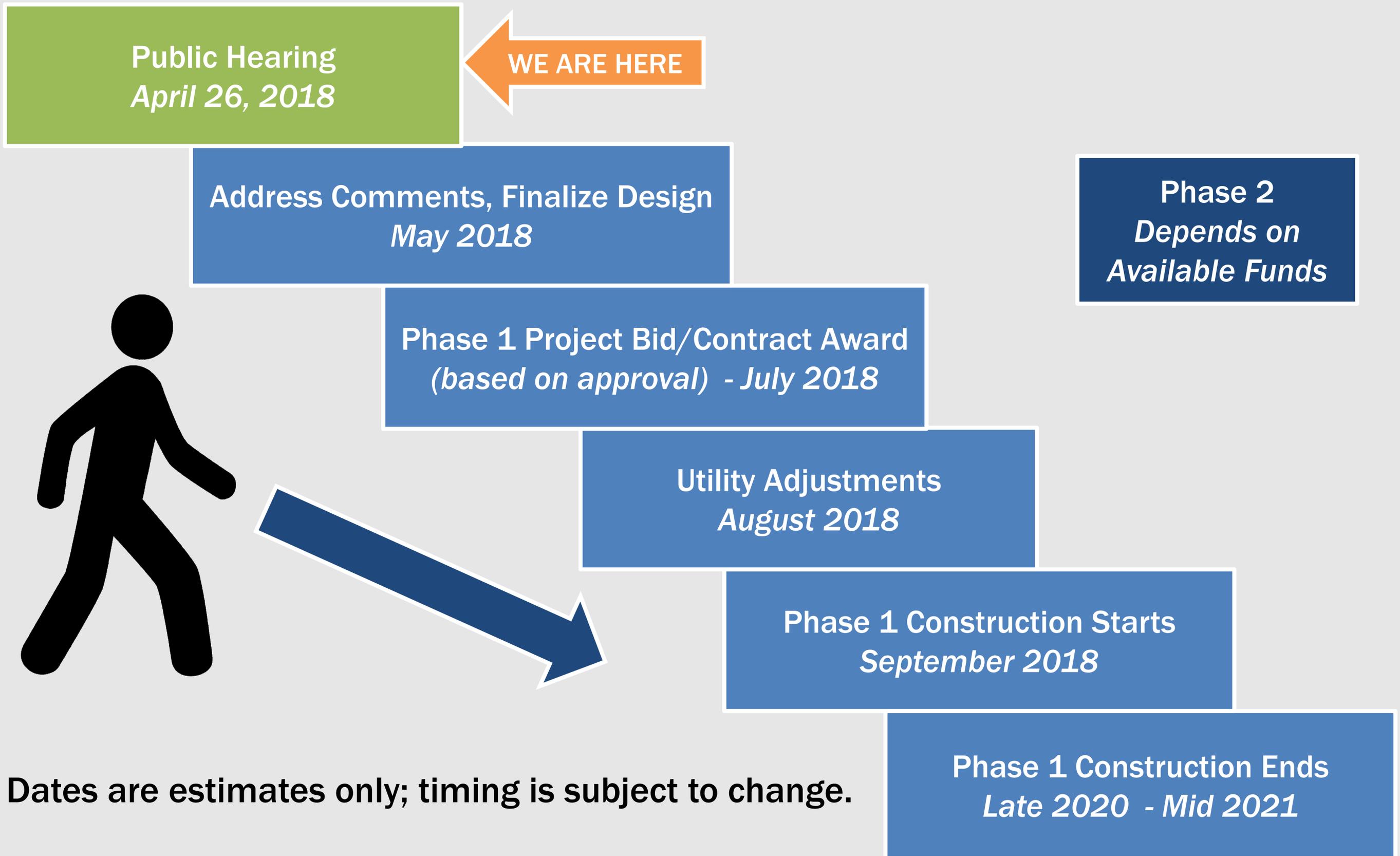
→ Comments must be submitted no later than May 11, 2018 to be part of the public hearing summary report.

→ Visit www.txdot.gov and Search: **US 69 Widening**

- <https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/beaumont/042618.html>



WHAT HAPPENS NEXT ?



THANK YOU !

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

Please travel safely!



TEXAS DEPARTMENT OF TRANSPORTATION