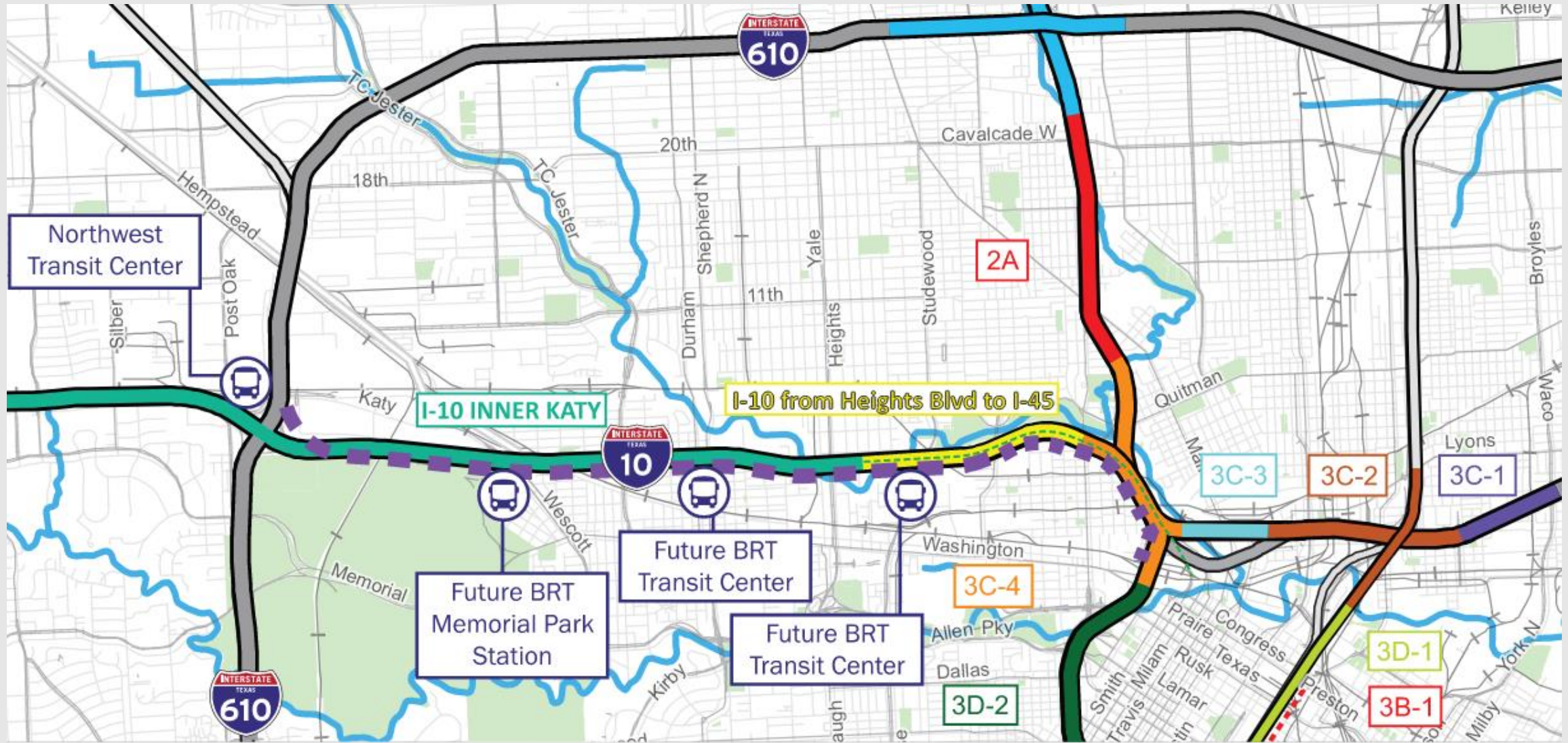


White Oak Bayou Community Update

I-10 from Heights Blvd. to I-45
Harris County, Texas
CSJ 0271-07-326

I-10 Corridor Projects Overview



I-10 from Heights Boulevard to I-45



Resiliency Project





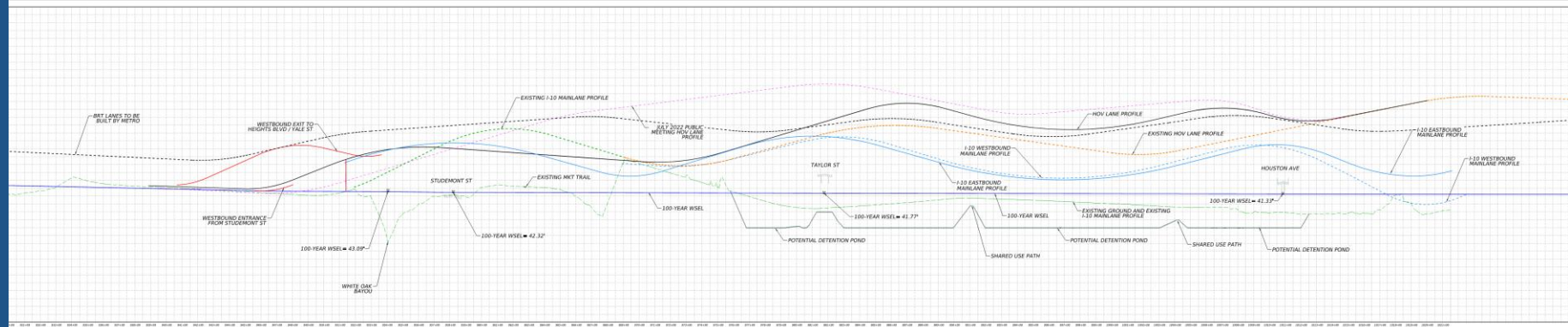
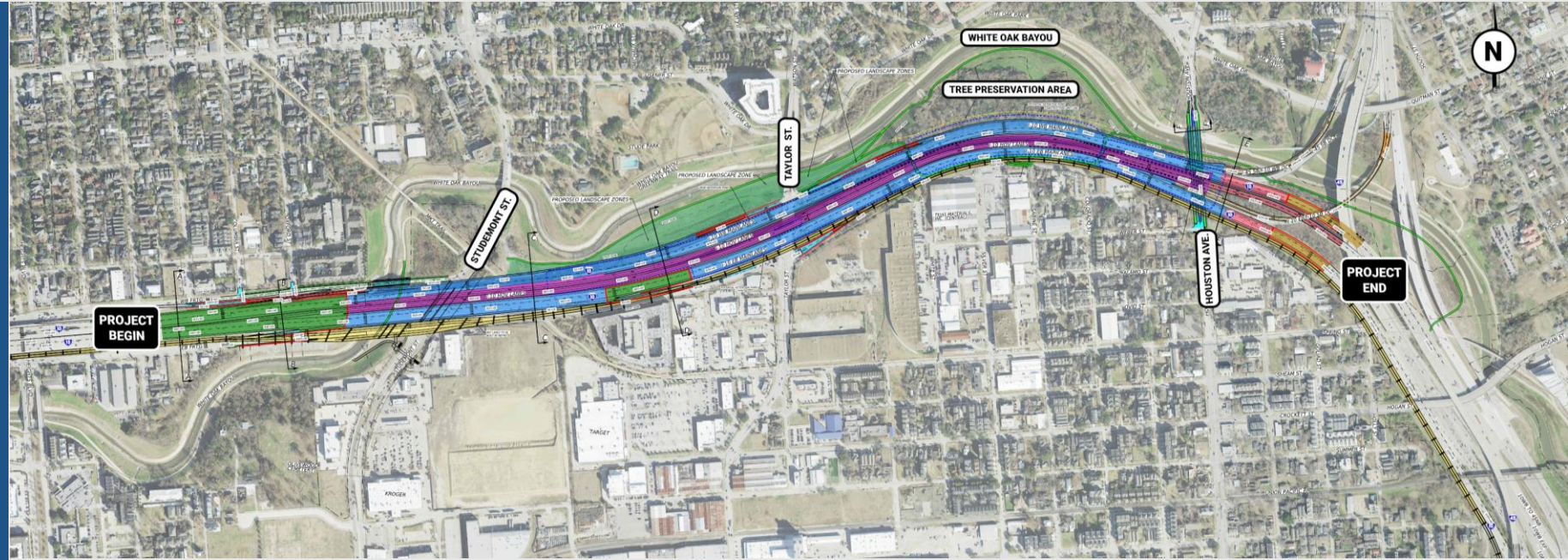
- Expand and clarify the Purpose and Need of the project
- Express Federal Design Flood Regulations for interstates
- Discuss regional significance of the I-10 corridor
- Update on proposed design refinements in response to public comments
- Discuss project status and next steps



I-10 Project from Heights Blvd to I-45



- **Project Name:**
I-10 White Oak Bayou
- **Project Length:**
1.8 miles
- **Project Limits:**
from Heights Blvd. to I-45
- **Project Reference Number:**
CSJ 0271-07-326
- **Estimated Total Cost:**
\$347 M
- **Funding:**
Federal & State



Purpose and Need: Resiliency Project



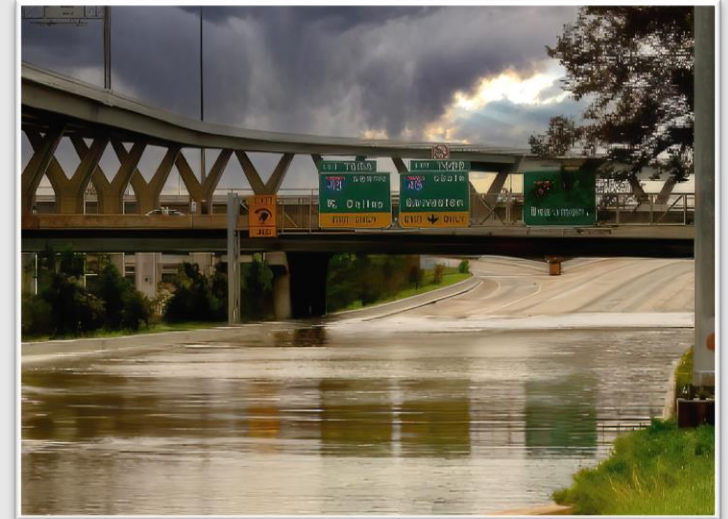
- Upgrade roadway to meet Federal Design Flood Regulations for interstates (50-year storm), and current TxDOT standards (100-year) for new Atlas-14 increased rainfall intensities.
- Reduce occasions the road would be impassable due to major rainfall events. Roadway in this area has been inundated **10 times** since March 1992*.



Unnamed 2017 Storm



Tropical Storm Allison



Hurricane Harvey

* Source: Flood gauge and TxDOT maintenance records

Purpose and Need: Infrastructure Needs & Corridor Significance

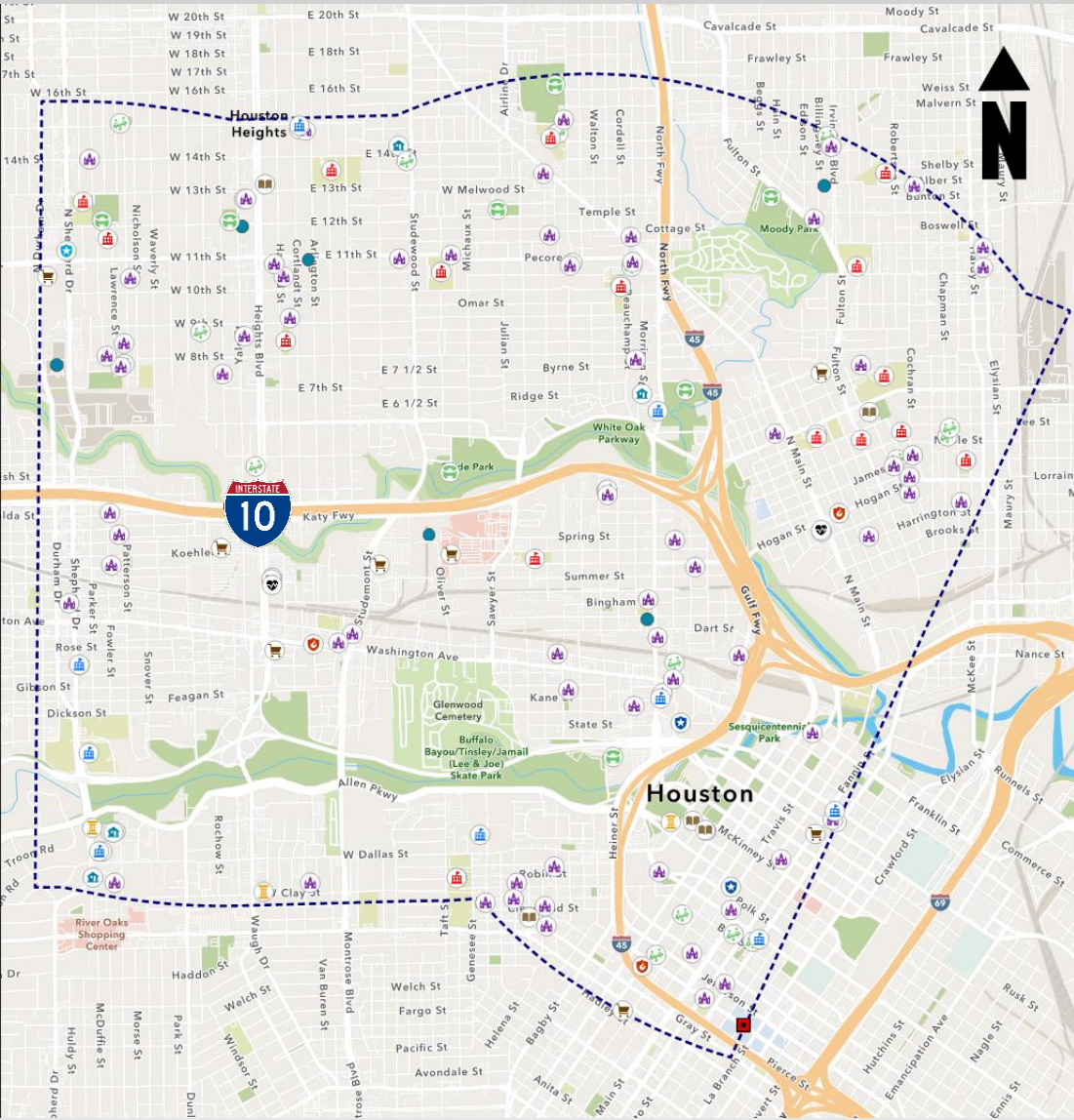


- I-10 mainlanes near the end of design life
- Estimated that annually more than **60 million tons** of freight use I-10 through Houston's center, valued at over **\$130 billion***



*Source Data: 2018 TxDOT Economic Role of Freight in Texas Study

Purpose and Need: Access to Essential Services



Closure of I-10 has direct impacts:

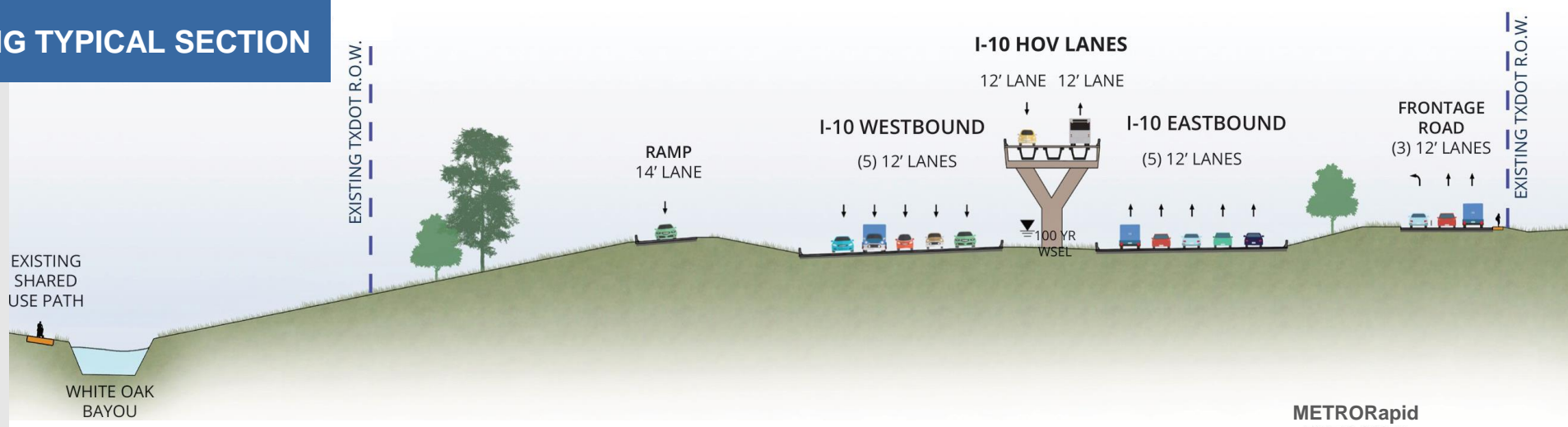
- Hinders emergency management services
- Disrupts supply chain impacting availability and price of goods at local and regional stores including grocery and hardware businesses



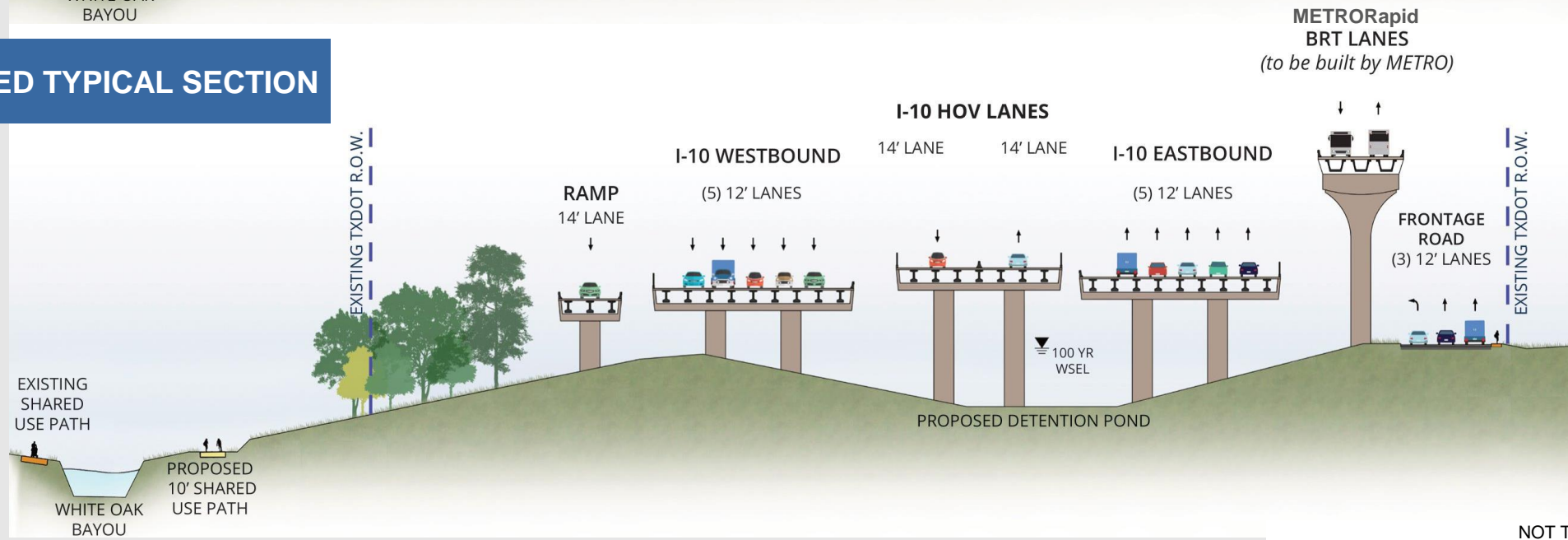
I-10 Typical Sections West of Taylor Street



EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION

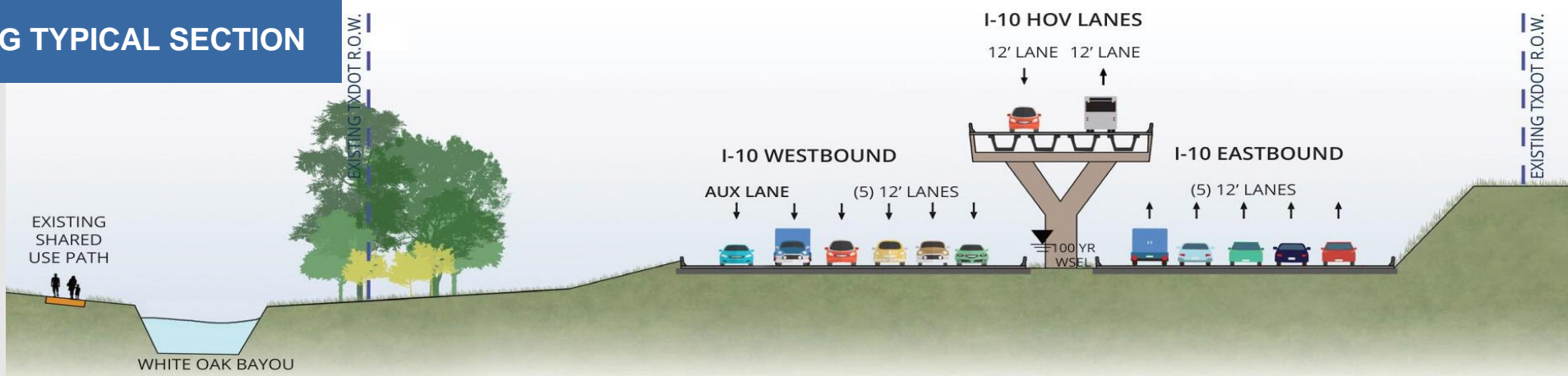


NOT TO SCALE

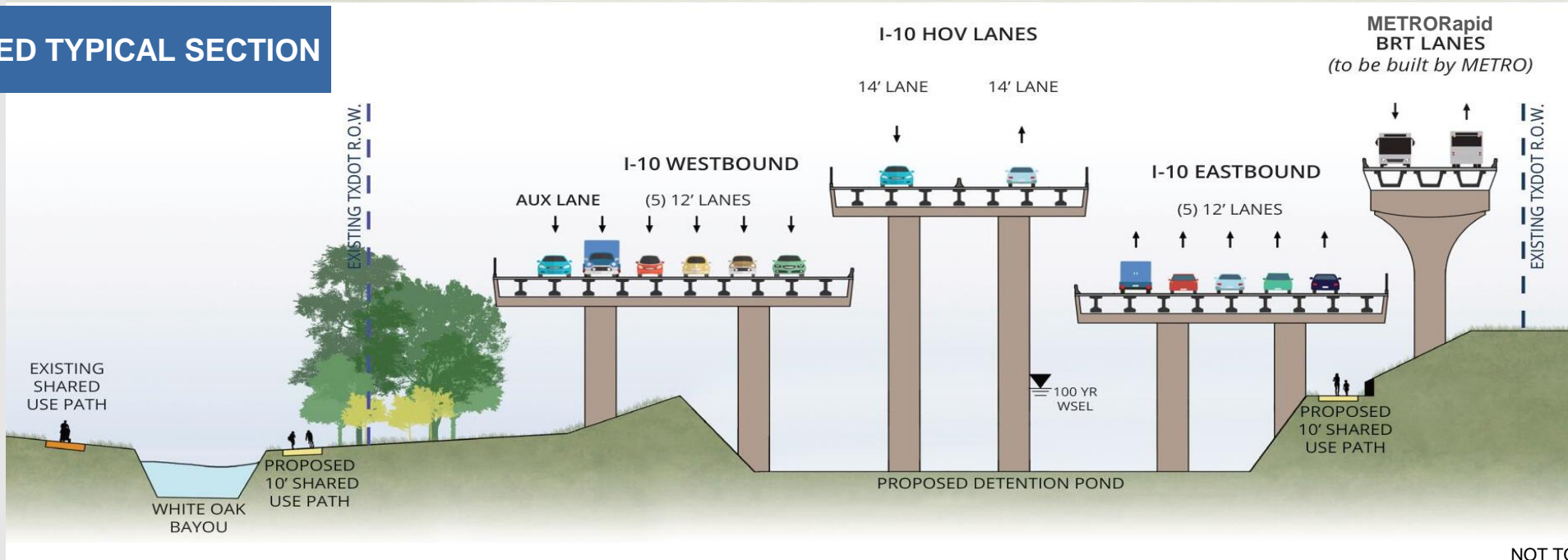
I-10 Typical Sections West of Houston Avenue



EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION



NOT TO SCALE



- Virtual Public Meeting presentation posted to www.txdot.gov keyword search “I-10 from Heights Blvd” on Tuesday, July 26, 2022
- In-person Public Meeting conducted Thursday, July 28, 2022 (61 attendees)
- Public comment period from Tuesday, July 26 to September 9, 2022
(The comment period was extended based on feedback)
- 466 Public comments received via comment cards, letters and email
(Approximately 216 comments were submitted in a form letter)



2021 Public Meeting Comments



Top Comment Categories

Noise	324
Project Need	322
Flooding/Drainage	305
Natural Resources	304
Construction	241
Segmentation	230
Environmental Documentation	224

Comment categories represent positive, neutral and negative comments.

Other Comments

Other Comment Categories	53
Public Involvement	46
Design Considerations	35
Other-Form Letter	31
Bicycle-Pedestrian	25
Cost-Benefit	24
Air Quality	18
Transit	17
Alternatives	16
Aesthetics	15
No Build	14





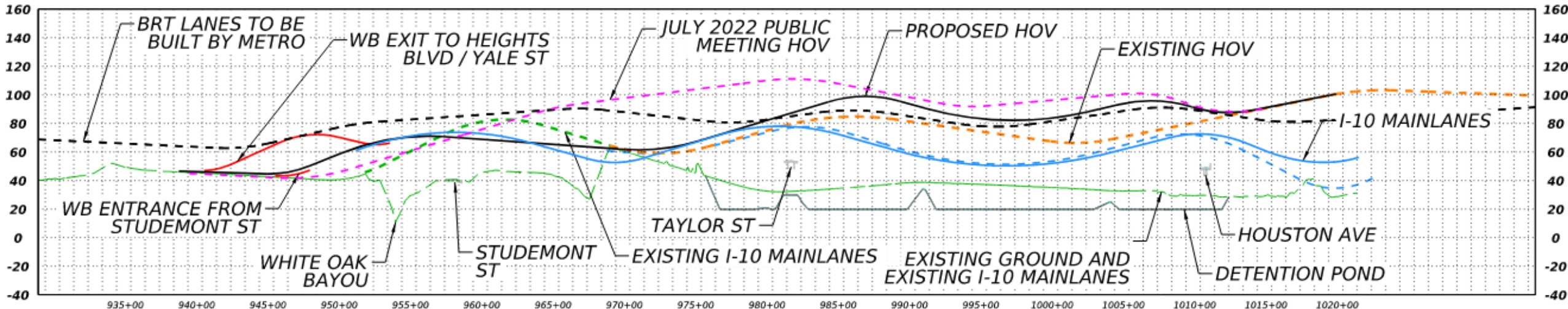
1. Reduction of I-10 mainlane height over Studemont and reduction of HOV structure height over Taylor Street and Houston Avenue
2. Preservation of forested area north of I-10 and west of Houston Avenue
3. Additional vegetative and tree plantings along White Oak Bayou within project limits
4. Enhanced shared use path (SUP) connectivity including connection south of I-10
5. Addition of higher rails along elevated mainlanes and HOV bridges
6. Coordination with METRO to accommodate proposed METRO Bus Rapid Transit (BRT) structure

You Spoke and TxDOT Listened



- Overview of proposed design changes based on public comments

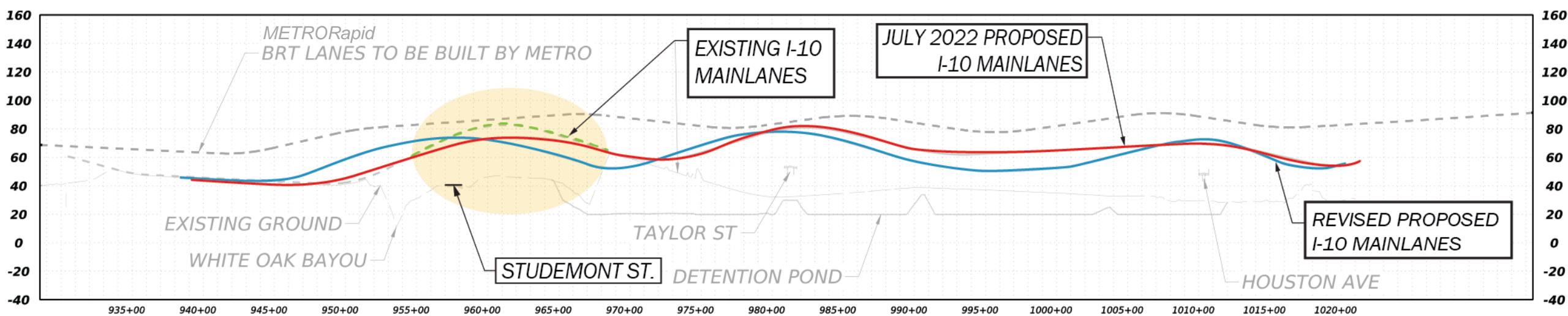
Proposed Design Update Item No. 1



You Spoke and TxDOT Listened: Reduced Mainlane Height



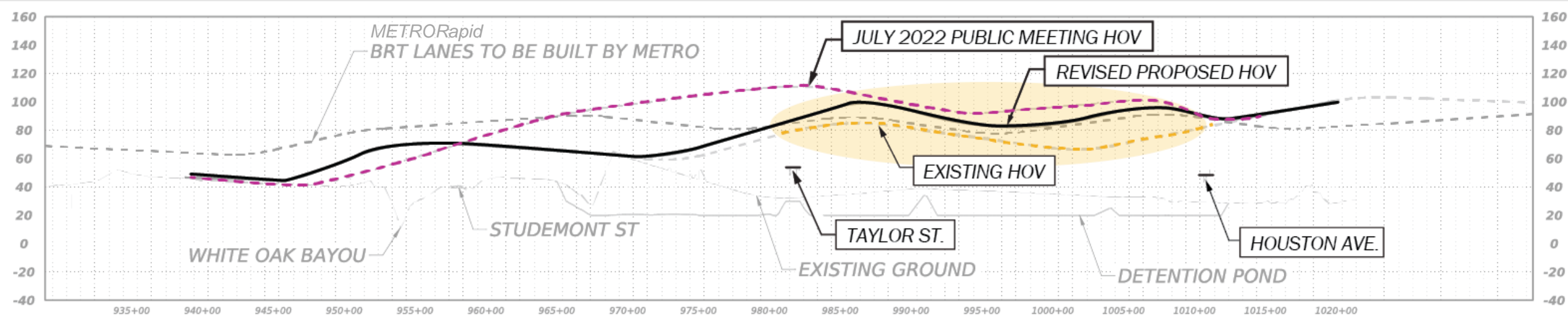
- I-10 mainlanes just east of Studemont Street would be approximately 10 feet lower than existing, keeping mainlanes at or below existing HOV



You Spoke and TxDOT Listened: Reduced HOV Height



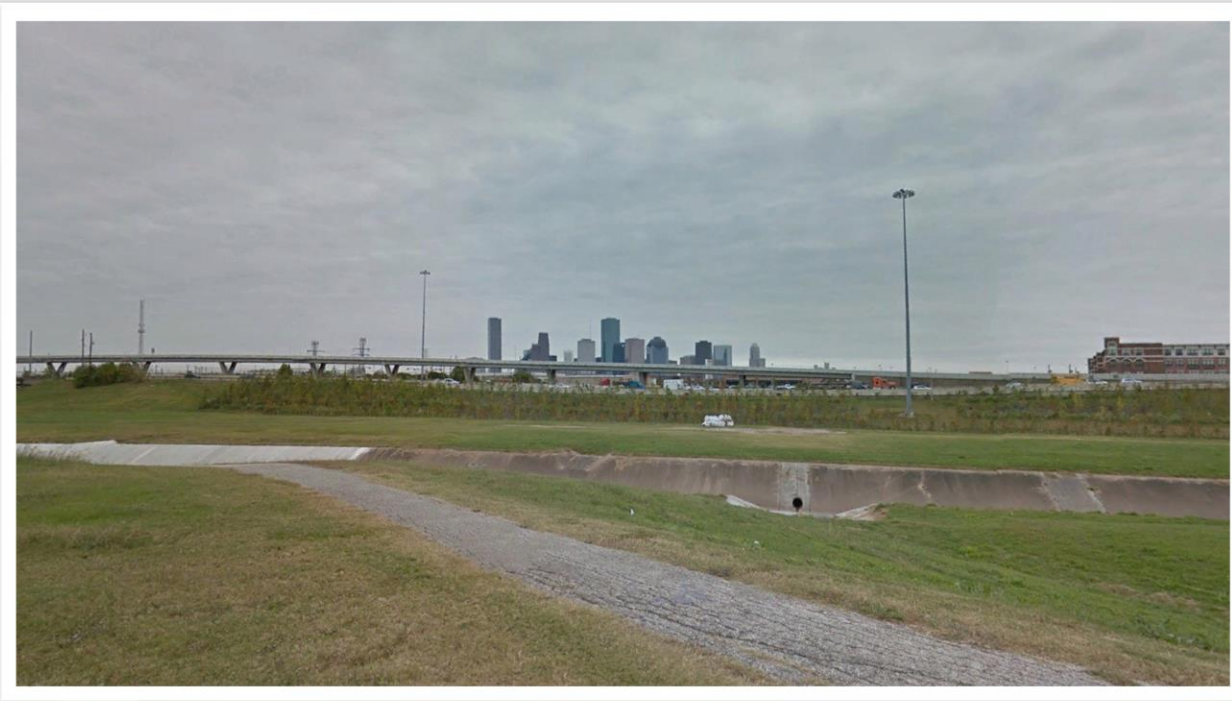
- Reconstructed HOV structure would be only approximately 10 feet higher than existing HOV at Taylor Street and Houston Avenue



You Spoke and TxDOT Listened: Reduced HOV Height



View in 2014



View from Stude Park looking Southeast

View after Construction Completed
before Additional Landscaping

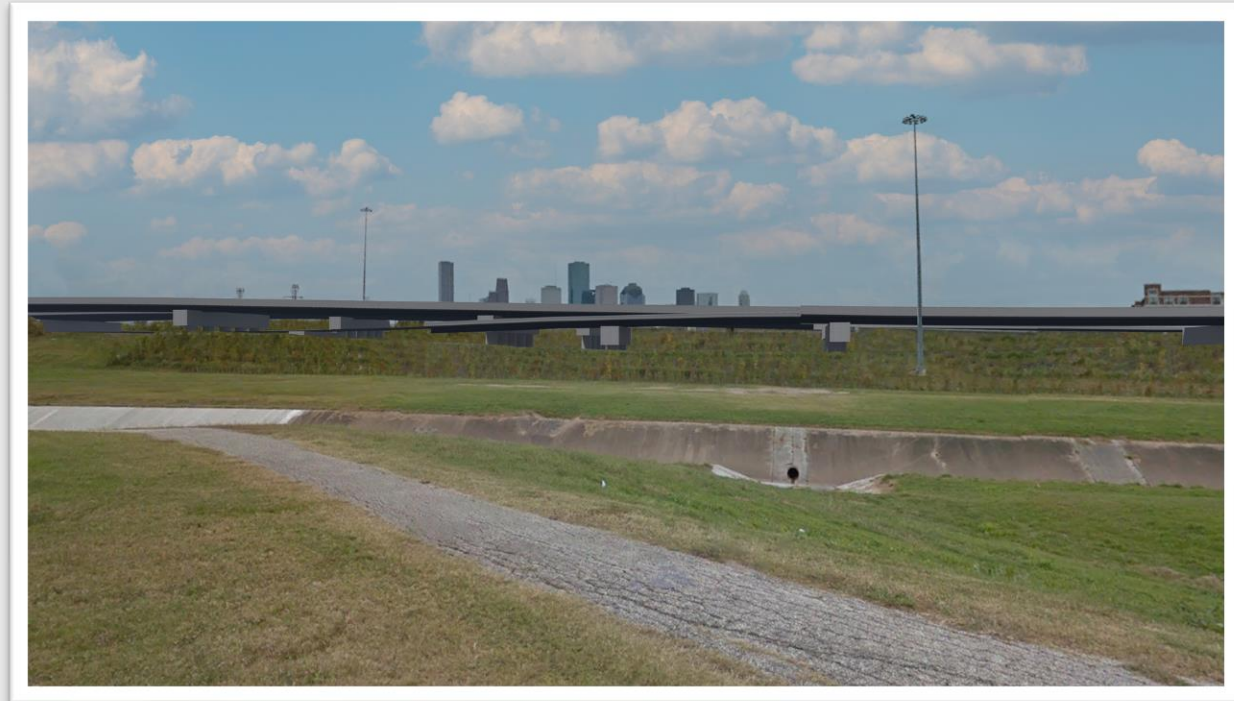


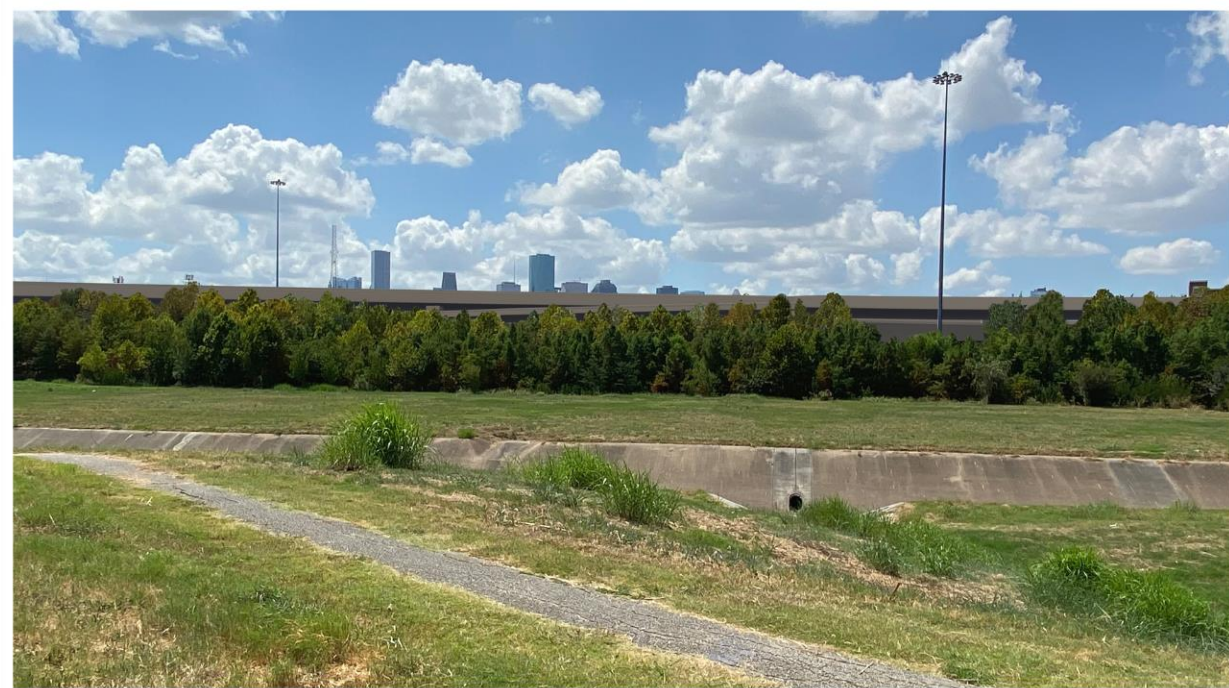
Image shows proposed TxDOT I-10 improvements only, METRO BRT is not shown.

You Spoke and TxDOT Listened: Reduced HOV Height



Current View

View After Construction and Landscaping Completed



View from Stude Park looking southeast

Image shows proposed TxDOT I-10 improvements only, METRO BRT is not shown.

You Spoke and TxDOT Listened: Reduced HOV Height



Current View

View After Construction



View toward MKT Trail Crossing looking southwest

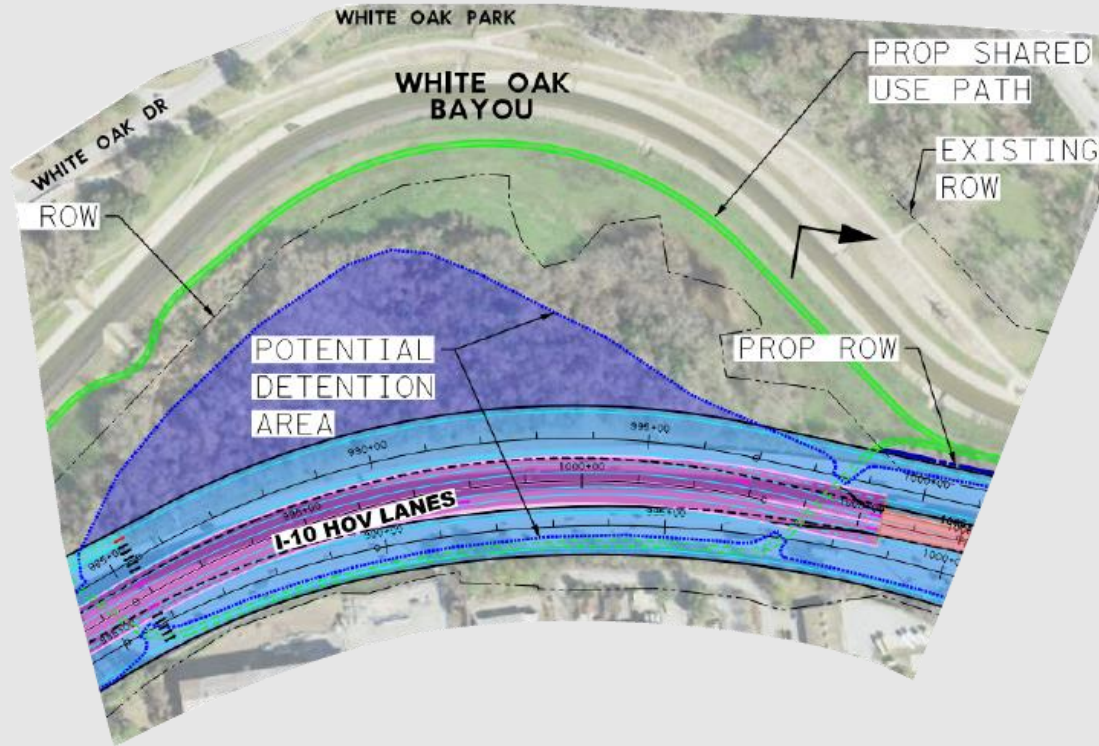
Image shows proposed TxDOT I-10 improvements only, METRO BRT is not shown.

You Spoke and TxDOT Listened: Preserve Forested Area

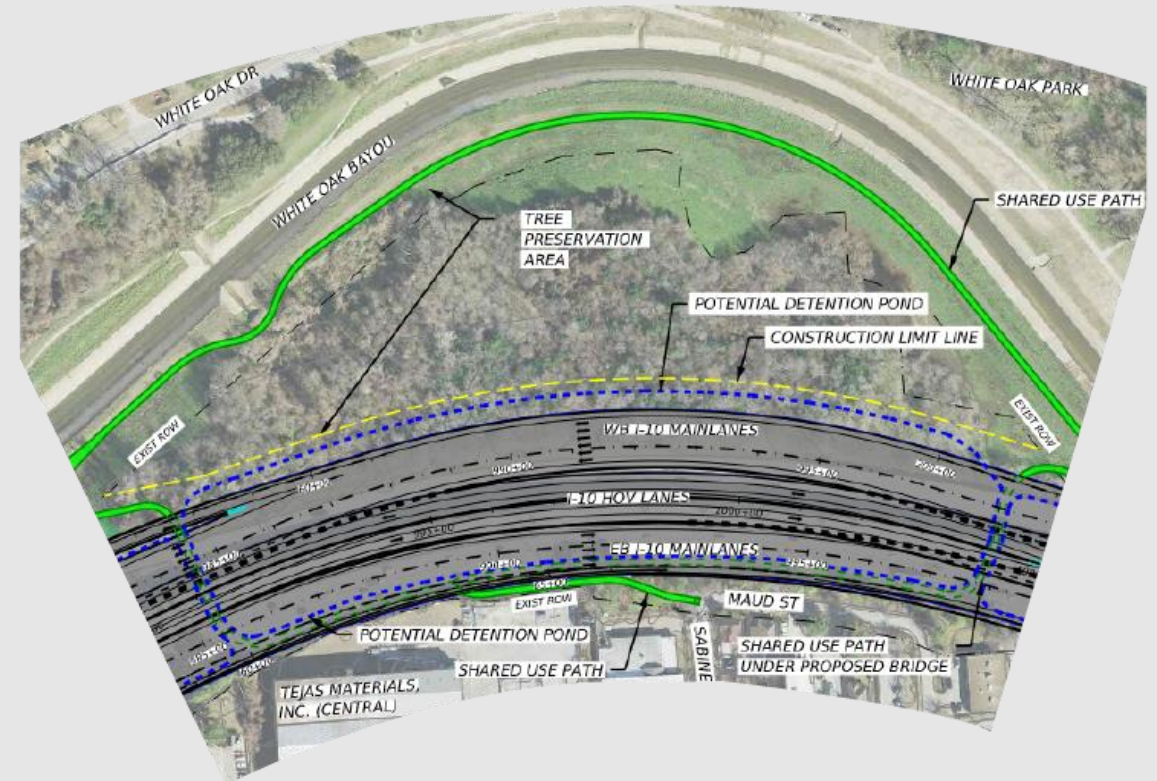


- Detention area redesigned, existing forested area west of Houston Avenue and north of I-10 would be preserved

July 2022 Public Meeting



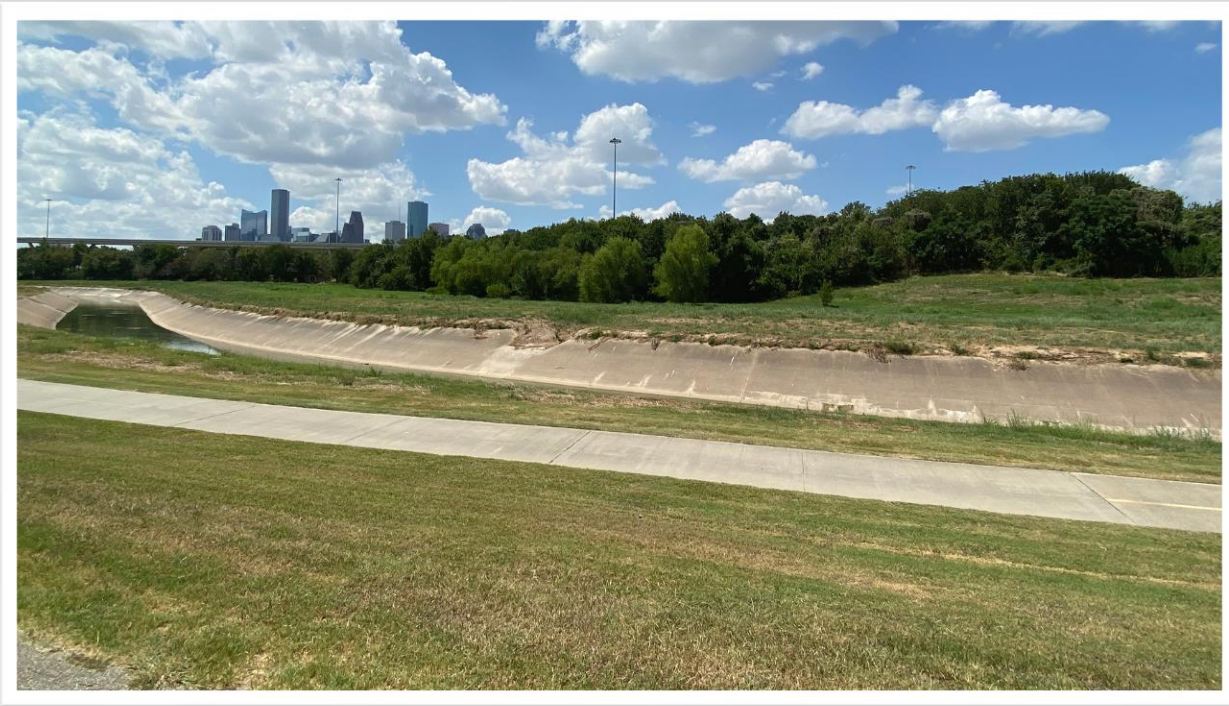
Proposed Design Update Item No. 2



You Spoke and TxDOT Listened: Preserve Forested Area



Current View



View After Construction Completed

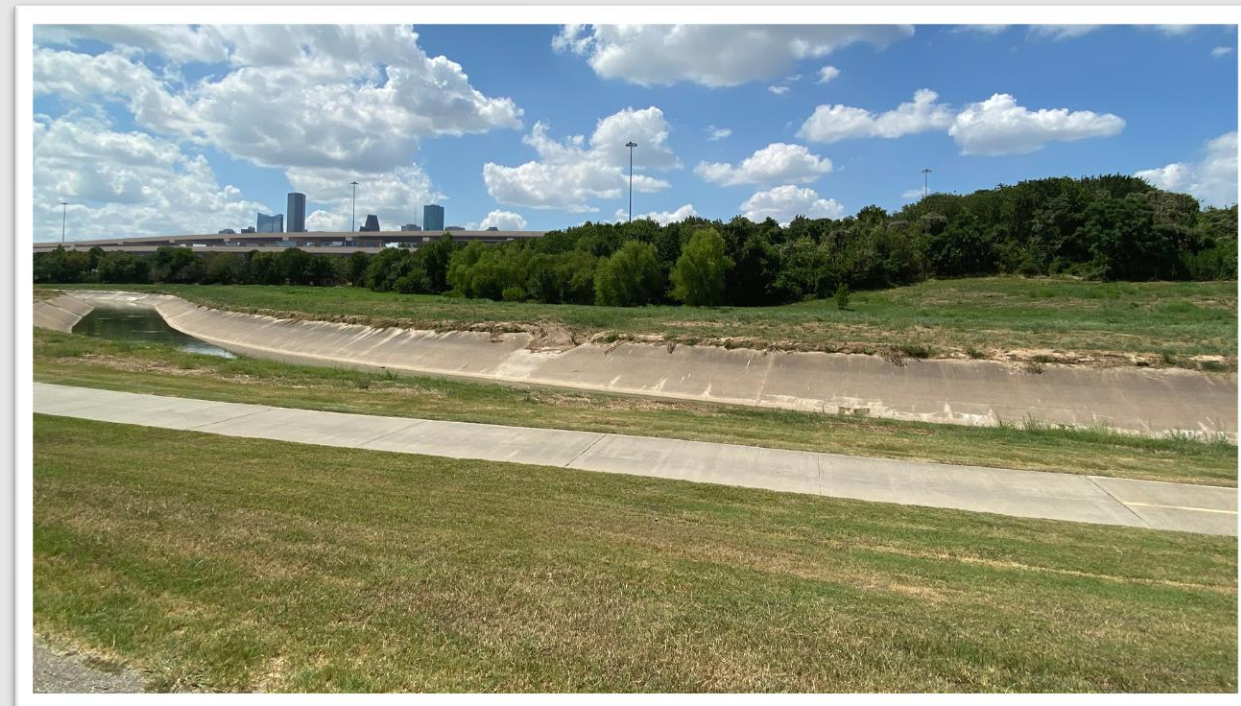


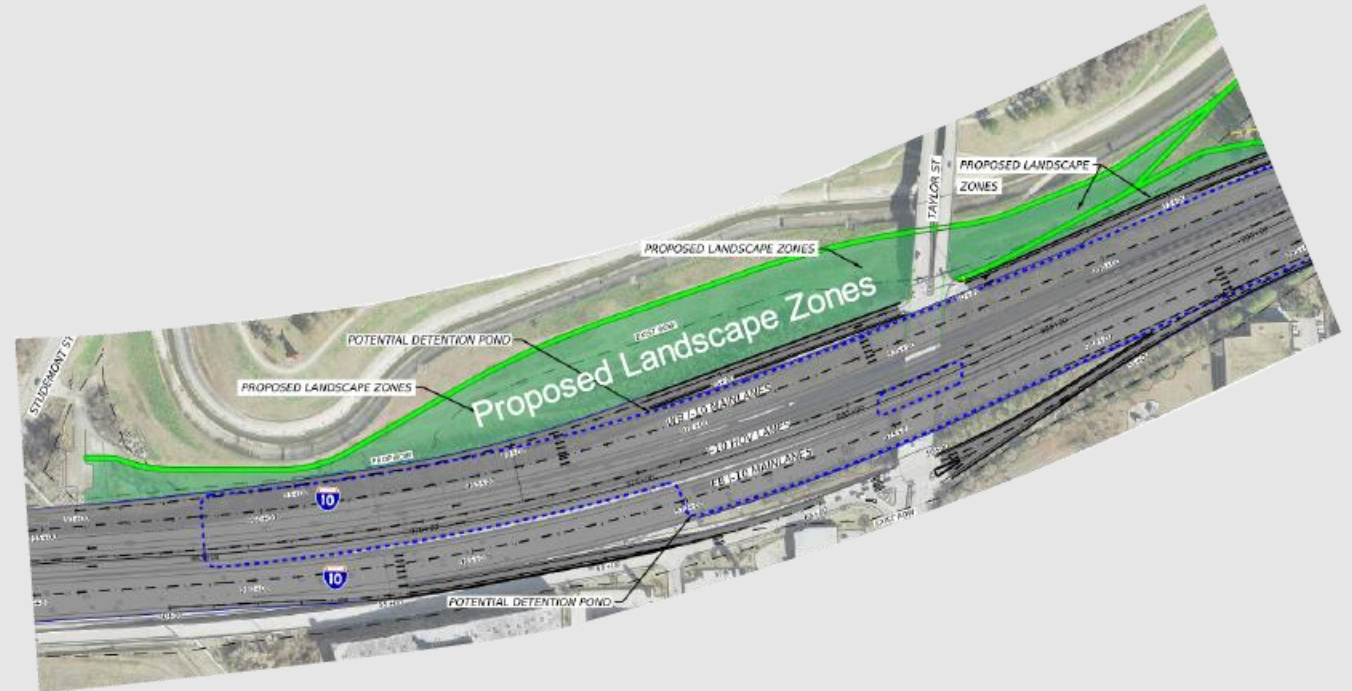
Image shows proposed TxDOT I-10 improvements only, METRO BRT is not shown.

You Spoke and TxDOT Listened: Additional Plantings



- TxDOT is coordinating with Harris County Flood Control District (HCFCD) to place vegetative and tree plantings along White Oak Bayou within project limits

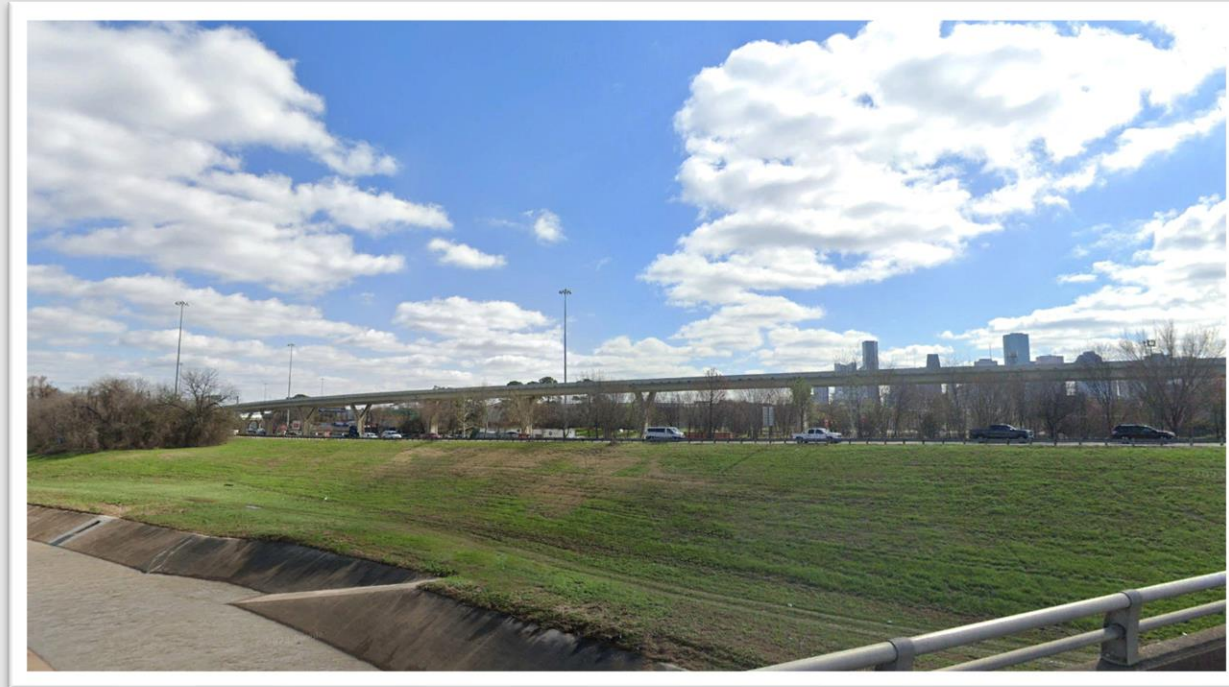
Proposed Design Update Item No. 3



You Spoke and TxDOT Listened: Additional Plantings



Current View



View after Construction Completed,
before Additional Landscaping



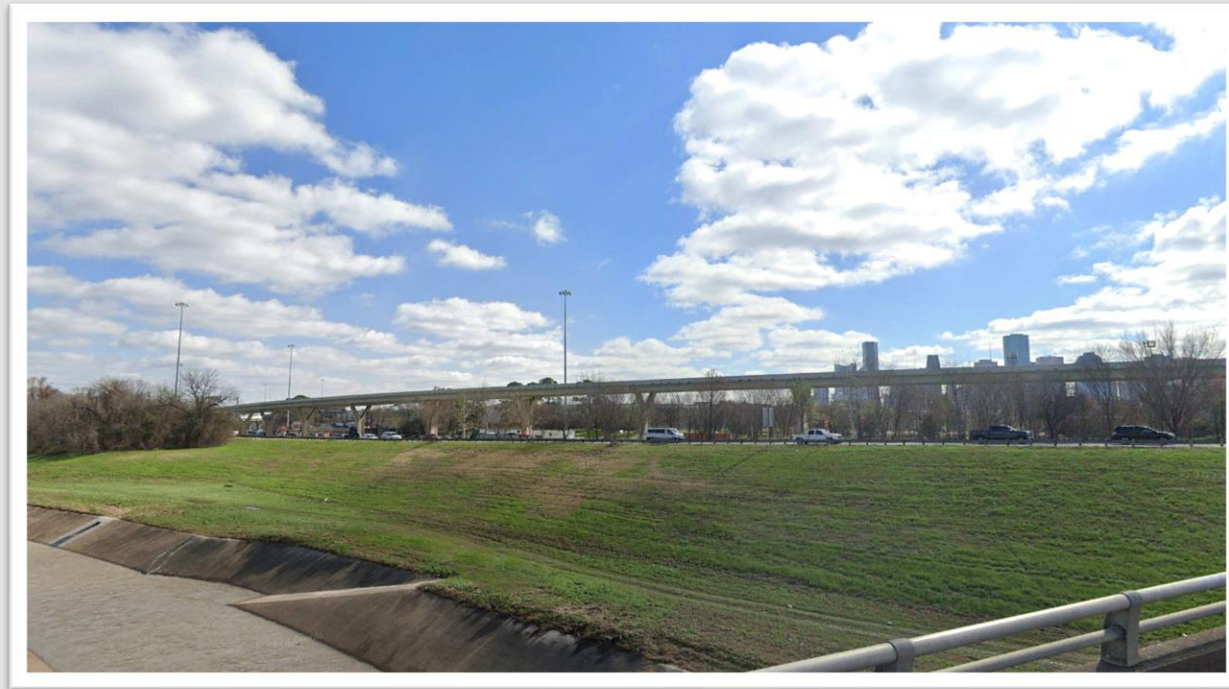
View from Taylor Street looking southeast

Image shows proposed TxDOT I-10 improvements only, METRO BRT is not shown.

You Spoke and TxDOT Listened: Additional Plantings



Current View



View after Construction and Landscaping Completed



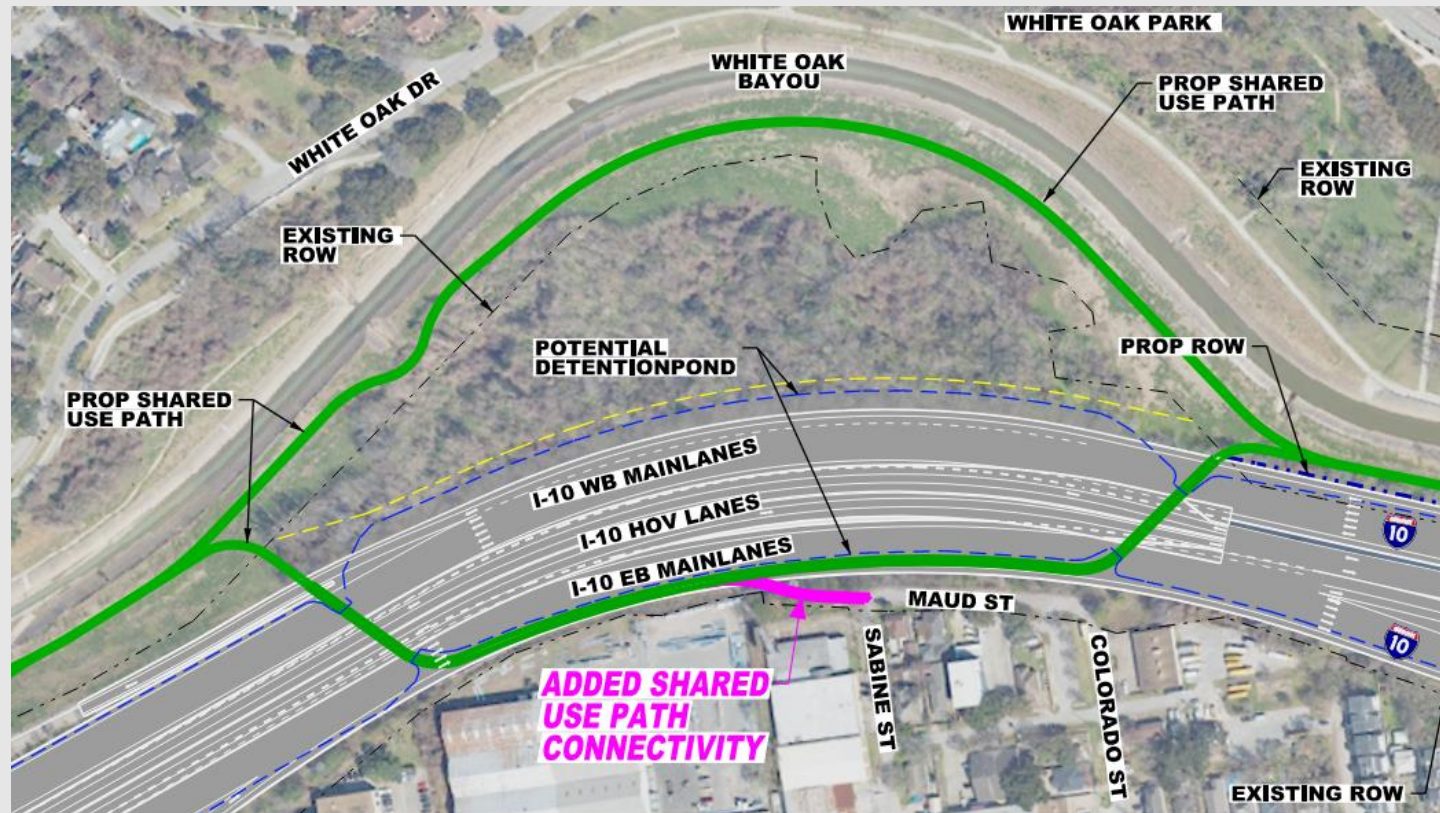
View from Taylor St looking southeast

Image shows proposed TxDOT I-10 improvements only, METRO BRT is not shown.



- Evaluating options to enhance connectivity from proposed shared use path (SUP), including connection south of I-10 at Sabine Street/Maud Street

Proposed Design Update Item No. 4



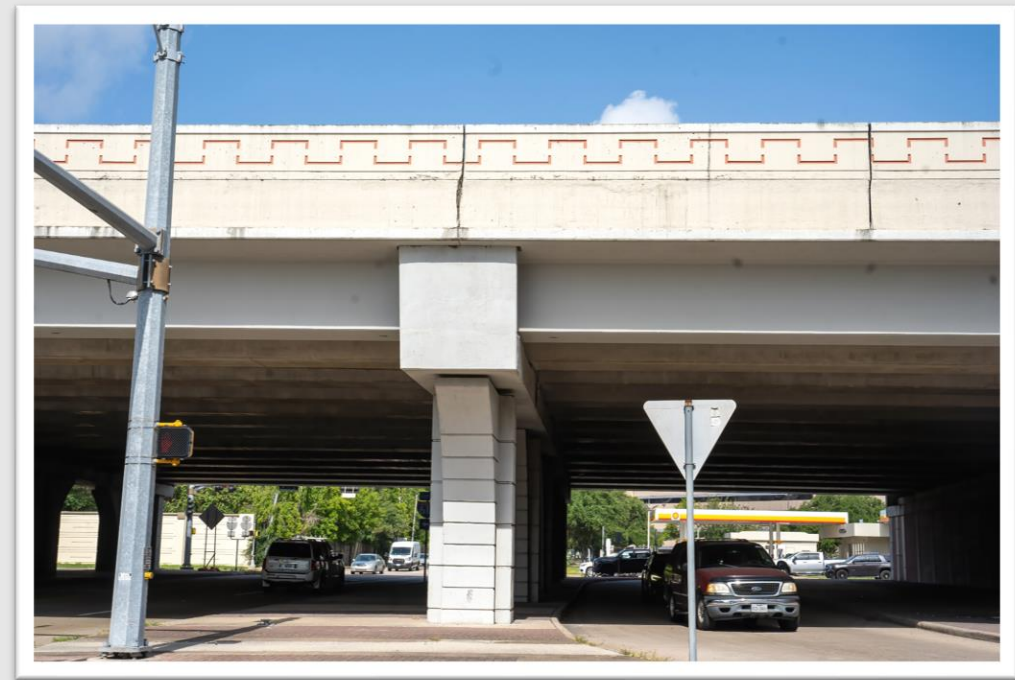
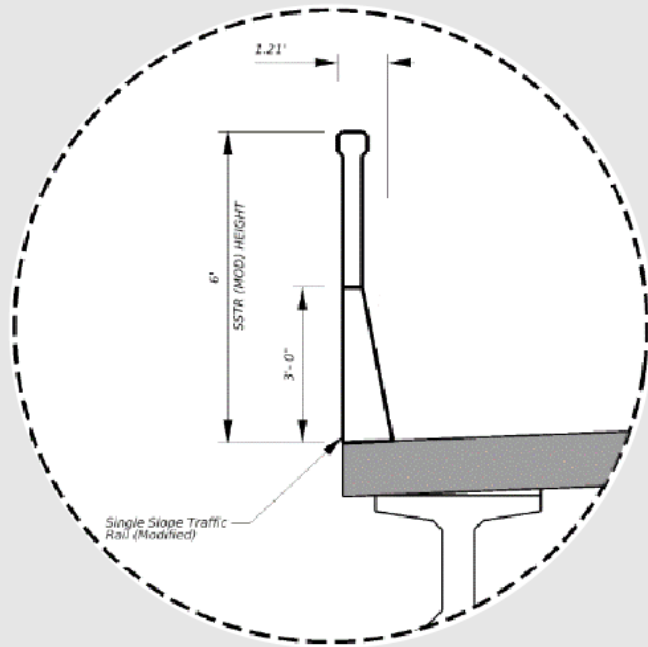
You Spoke and TxDOT Listened: Traffic Noise Concerns



- Six-foot minimum height rails on outside of elevated mainlanes and HOV bridges, similar to I-610 West Loop rail heights in Bellaire
- Aesthetic treatments and colors will differ for the I-10 project from what is shown

Proposed Design Update Item No. 5

Image below is of I-610 West Loop northbound over Fournace Place



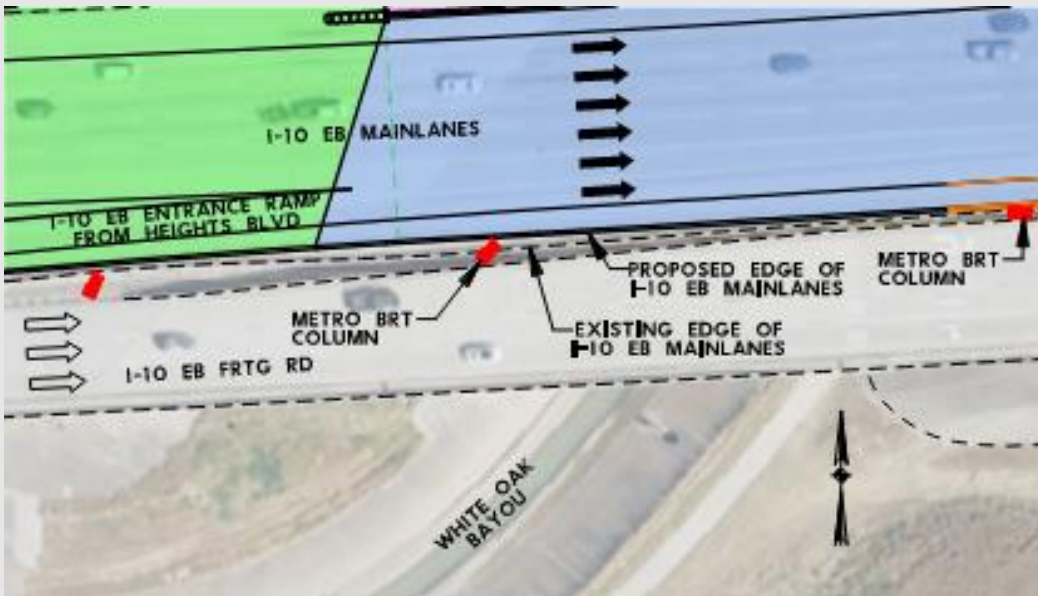
You Spoke and TxDOT Listened: Transit Coordination



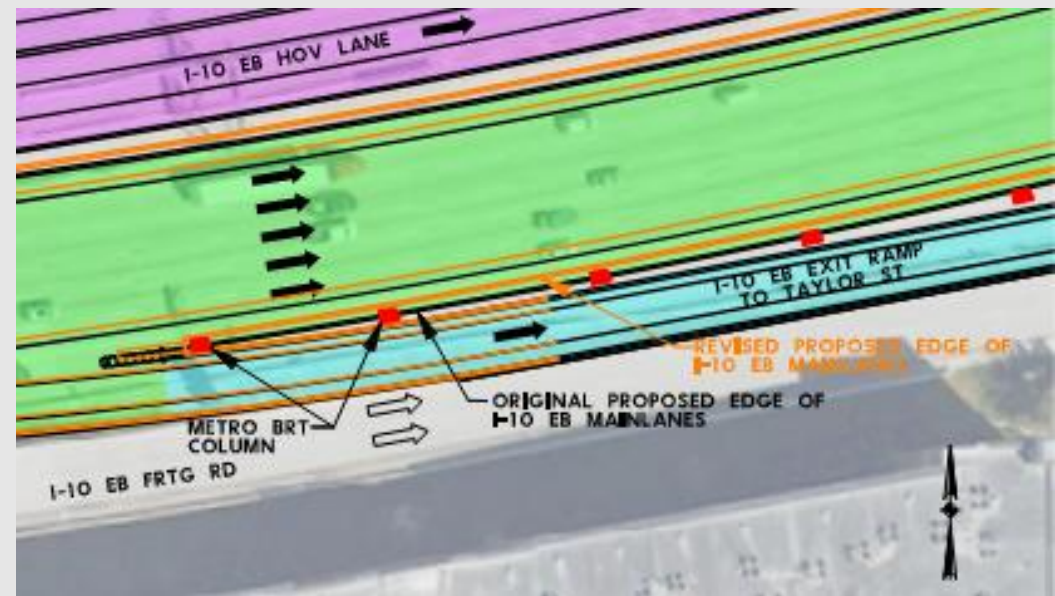
- TxDOT is working closely with METRO to implement METRO's proposed Inner Katy BRT which cannot be built without this project moving the I-10 eastbound mainlanes to provide space for METRO to place columns and foundations for the BRT structure.

Proposed Design Update Item No. 6

Relocation of existing I-10 edge of pavement west of Studemont Street



Relocation of proposed I-10 edge of pavement west of Taylor Street





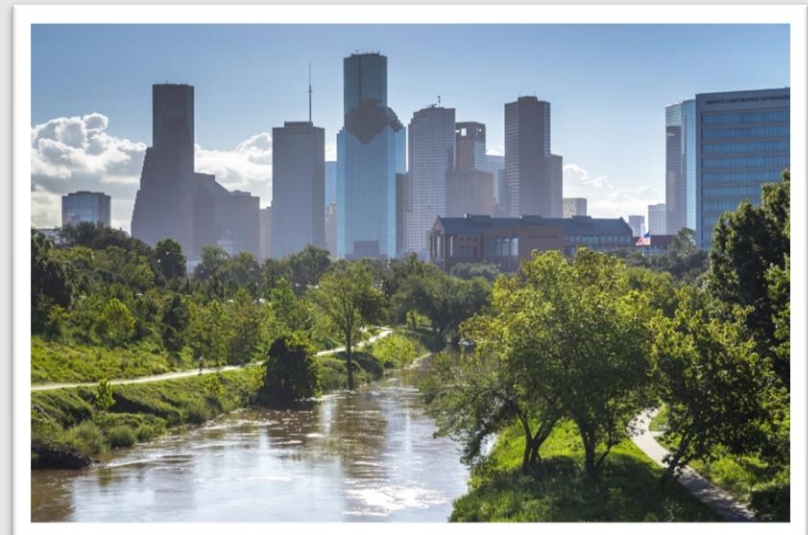
- Not to exceed 1.201 acres of additional right-of-way over the existing channel which will still be available for channel conveyance
- 18 acres of concrete would be removed and replaced with soil and vegetation
- No residential or commercial displacements are anticipated



Activities in Progress



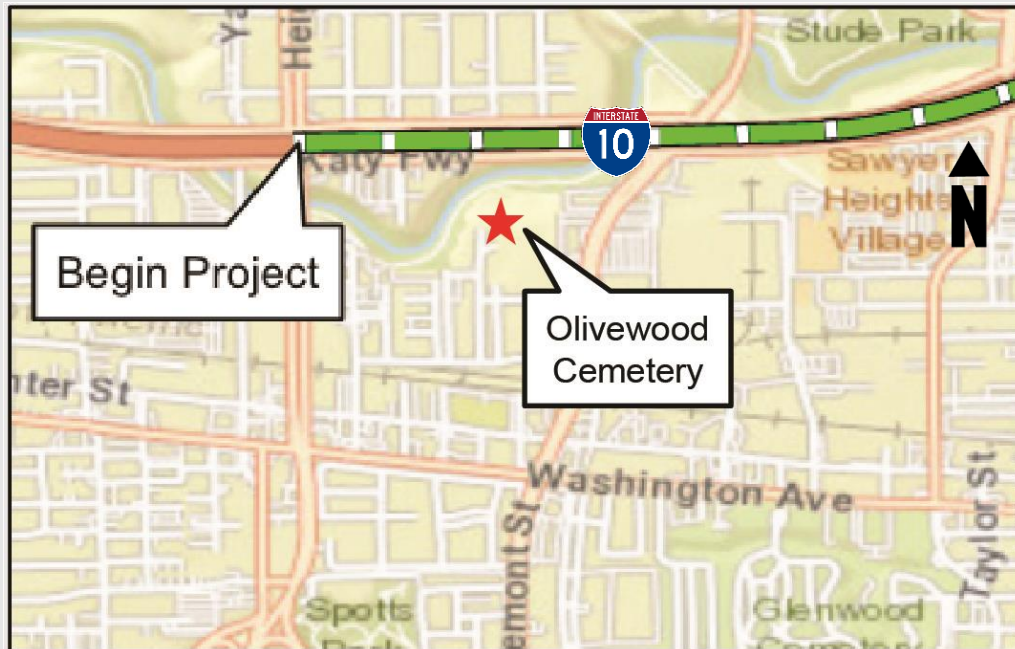
- Drainage Needs
- Traffic Noise Impacts
- Environmental Technical Reports
 - Archeological sites and cemeteries
 - Historic Properties
 - Biological Resources (Including State and federal protected species)
 - Wetlands and Waters of the United States
 - Community Impacts
 - Hazardous Materials
- Continued agency coordination



Olivewood Cemetery



This project is not anticipated to impact Olivewood Cemetery.



Marker from Olivewood Cemetery



One of America's 11 Most Endangered Historic Places

(<https://savingplaces.org/press-center/media-resources/americas-11-most-endangered-historic-places2022-list-unveiled#.Yrm13HbMLcs>)



- TxDOT has been closely coordinating with local agencies throughout the project development process to ensure project compatibility.

METRO

METRO's proposed Inner Katy Corridor Project that would provide an exclusive structure for BRT and Regional Express buses within the corridor.

City of Houston

Proposed improvements to Buffalo Bayou and White Oak Bayou that includes diverting water from White Oak Bayou farther downstream; which is a joint effort between the City of Houston, HCFCD, and TxDOT.

Harris County Flood Control District (HCFCD)

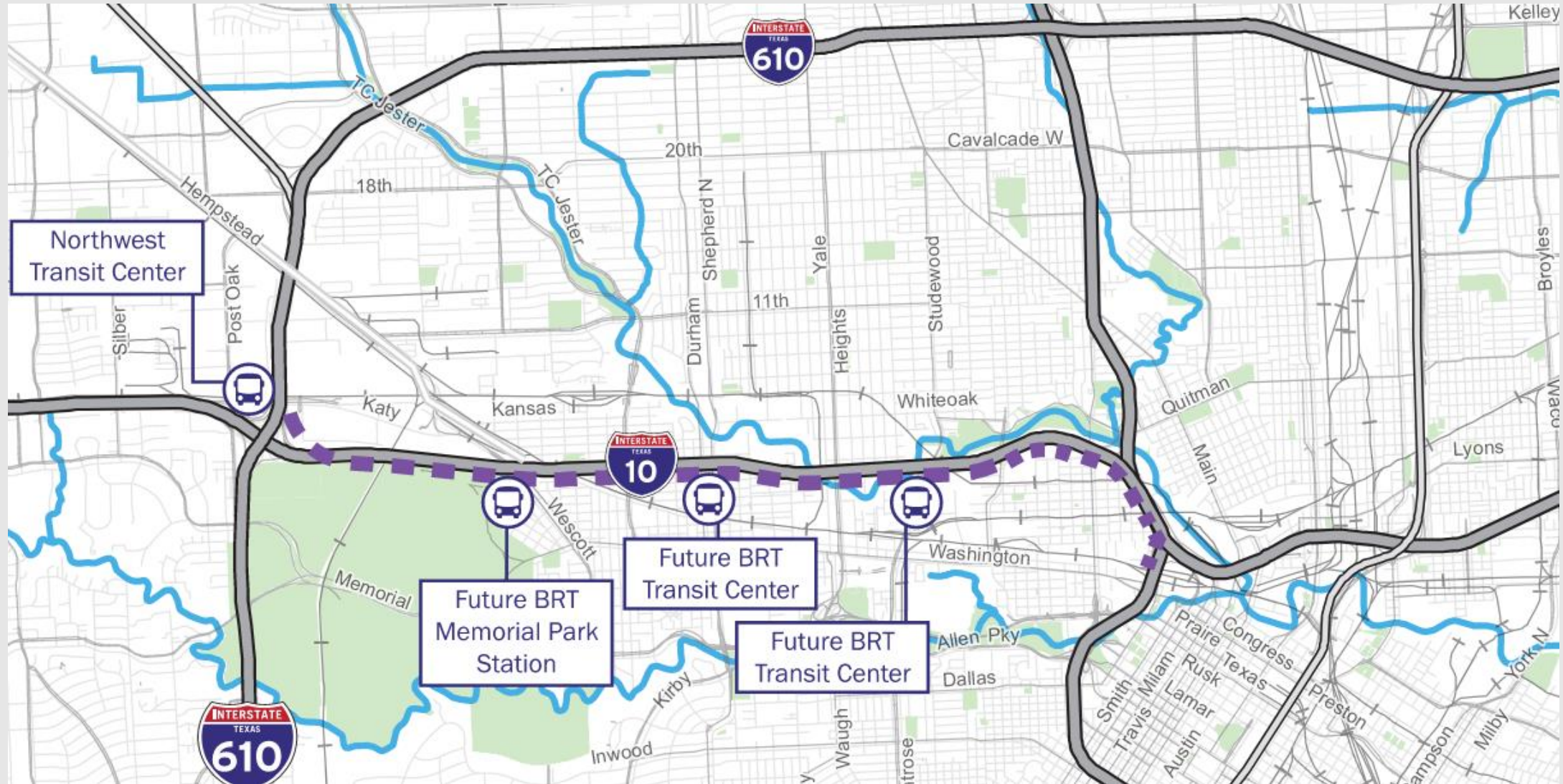
This proposed project would not impede opportunities for HCFCD to improve the White Oak Bayou channel.

I-10 Project Timeline



* This schedule is approximate and subject to change

I-10 Inner Katy Corridor – METRORapid Dedicated Bus Facility

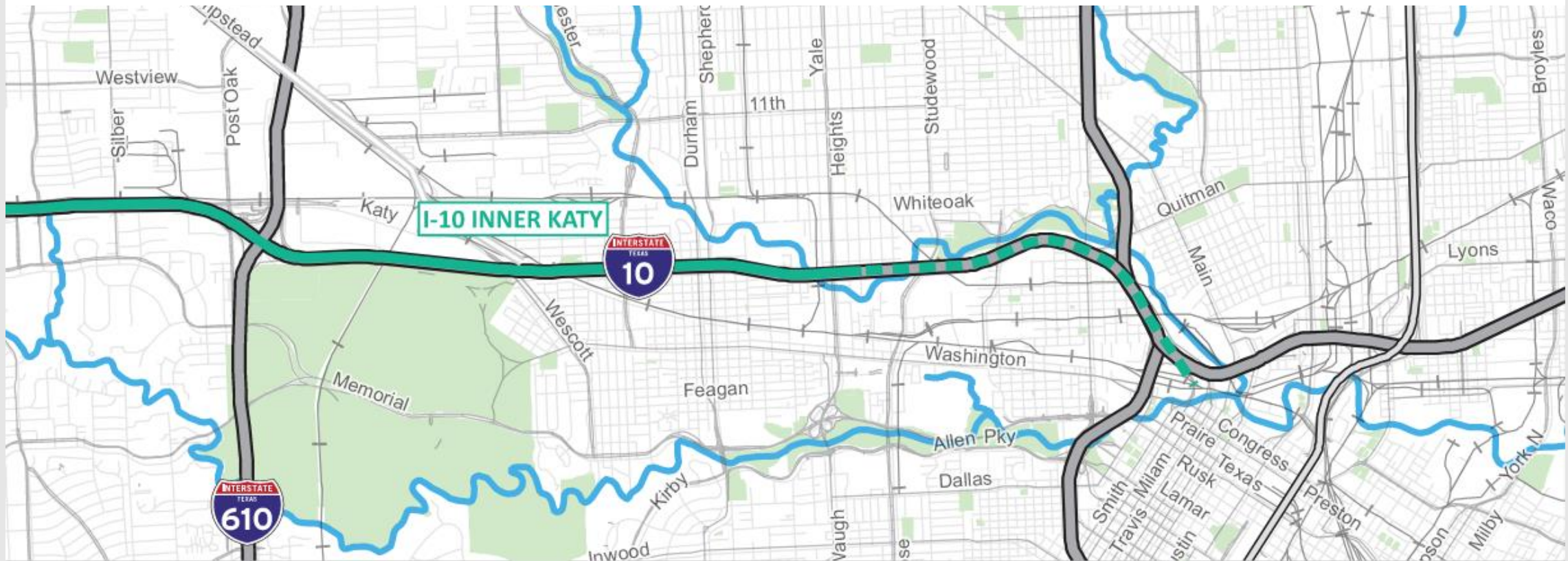


I-10 Inner Katy Corridor – Interstate Projects



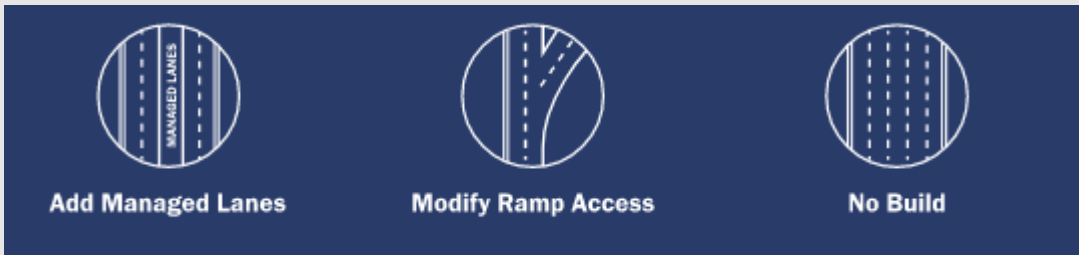
Improvements being evaluated:

- Reconstruction of the I-10 Mainlanes (General Purpose Lanes) from I-610 to Studemont St.
- Add Managed Lanes from west of I-610 to Downtown (connectivity)
- Drainage Improvements including underground storage, west of Washington Ave. to Patterson St.





- TxDOT and the Houston-Galveston Area Council (H-GAC) performed a regional travel demand analysis for I-10, between I-610 and I-45, to determine optimal lane configurations for future conditions
- Several Options Evaluated



- Each Option considered included the METRORapid Inner Katy Project
- Collaborative process with partner agencies, METRO and the City of Houston



- Travel Demand Analysis indicated that the option providing the most benefits includes:
 - METRO’s METRORapid BRT and Regional Express bus facility
 - Proposed addition of two managed lanes in each direction
 - Maintaining five (existing) general purpose lanes in each direction
- Environmental Study – NEPA Process (Goal is to minimize impacts)
 - Alternatives being initially evaluated **Public Meeting Feb 6-8, 2024**
 - ❖ No Build
 - ❖ Add two managed lanes elevated in center of I-10 (minimal to no ROW)
 - ❖ Add two managed lanes at same level as general purpose lanes (requires additional ROW and potentially impacts existing businesses and residences)



Q&A





1. Complete survey to provide feedback on design changes presented
2. Meet approval of environmental resources technical reports/studies.
3. Conduct a second Public Meeting to discuss project updates and progress.

**SCAN HERE TO COMPLETE
DESIGN CHANGE SURVEY**





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