



I-10 from Heights Boulevard to I-45 PROJECT NEWS

JANUARY 2024

Quick Facts

Project Location:

Harris County

Project Length:

1.8 miles

Project Limits:

Heights Boulevard to I-45

Estimated Cost & Funding:

\$347 Million

(Funded with State funds)

Project Reference Number:

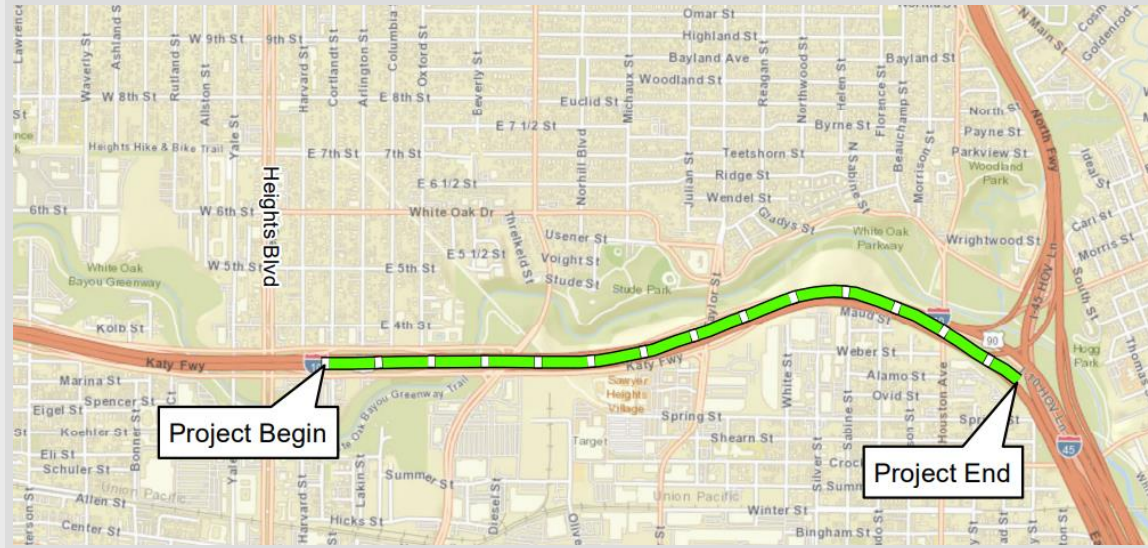
0271-07-326

Right of Way Needs:

1.2 acres

Potential Displacements:

None



Welcome to the Public Meeting

The Texas Department of Transportation (TxDOT), Houston District, welcomes you to the public meeting. This public meeting is being conducted both virtually and in-person. Both options provide an opportunity to view a pre-recorded presentation in English and Spanish and provide your feedback on the proposed project. The purpose of the public meeting is to engage with the community and gather feedback on this proposed project. Your input is important in the project development process. Details on how to comment are on the following page.

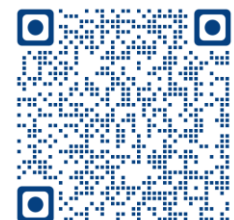
Project Description

During this public meeting, you are invited to review materials for the proposed improvements to Interstate (I) 10 from Heights Boulevard to I-45, in Harris County. The proposed project would raise the elevation of the existing I-10 main lanes above the floodplain of White Oak Bayou from Heights Boulevard to I-45 in Downtown Houston. The project also includes the construction of a 26-acre detention pond located beneath the elevated I-10 main lanes and would construct a 10-foot-wide shared use path connecting to the existing trail system. The project requires approximately 1.2 acres of new right of way (ROW) to accommodate the proposed improvements.

Project History

This is the second public meeting conducted for the proposed project and will present significant design modifications resultant of feedback received from the initial public meeting held in July 2022. Design modifications have been made as a direct result of public involvement. Topics that will be addressed in the public meeting include:

1. Purpose and Need for the Project
2. Reduction of HOV and mainlanes height
3. Preservation of natural resources
4. Additional landscaping
5. Enhanced shared use path connectivity
6. Noise mitigation
7. Coordination with METRO



For more information, go to: www.txdot.gov/projects/hearings-meetings.html or scan the QR code here. Follow us on X (Twitter) @TxDOTHouston

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 Memorandum of Understanding dated December 9, 2019, and executed by FHWA TxDOT.

Why is this project proposed?

Needs along the corridor include:

- I-10 floods during major storm events causing economic impacts and disruption of the movement of traffic, services and goods
- I-10 does not meet current federal and state flood design standards

Purpose of the Proposed Project:

The purpose of the proposed project is to reduce the risk of flooding of the I-10 facility and reduce occasions when the roadway would be impassable due to major rainfall events.

Questions or Need Help

Gabriel Adame
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How to Get Involved

You are invited to participate in the development of this project by reviewing the materials and providing comments.

You may submit comments in any language in the following ways:

- Place the comment card in the Comment Box at the in-person option
- Send your comment via U.S. Mail postmarked by Friday, Feb. 2, 2024
 TxDOT Houston District
 Advanced Project Development Director
 P.O. Box 1386
 Houston, Texas 77251-1386
- Send your comment via email to: HOU-PIOWebmail@txdot.gov

All comments must be received or postmarked by Friday, Feb. 2, 2024, to be considered in the official public meeting summary report.

Documentation of this public meeting will be available online at the project webpage when completed. This report will contain responses to all comments received by the deadline.

Please reference the project number shown on the first page in all communication.

Next Steps



Existing Roadway

The image below represents a typical section, or cross-section, view of the roadway as it is today. The existing typical section west of Houston Avenue shows a highway with five 12-foot-wide mainlanes in each direction with 10-foot wide inside and outside shoulders. There is also one 12-foot-wide High Occupancy Vehicle (HOV) lane in each direction. Along this section of I-10, the mainlanes are typically at ground level while the HOV lanes are elevated. Frontage roads, ramps and auxiliary lanes exist along the corridor however they are not present at this location. The existing right-of-way (ROW) varies from 550 to 720 feet wide. In the existing typical section, you can also see the location of White Oak Bayou and the existing 10-foot-wide shared use path on the north side of the bayou. If you look closely under the HOV lanes, you can see a small black triangle labeled 100-year Water Surface Elevation (WSEL). This is the level of the top of the water during a 100-year storm event. The existing I-10 mainlanes are located below the 100-year WSEL.



The Texas Department of Transportation (TxDOT) commits to purposefully involve the public in planning and project implementation by providing for early, continuous, transparent and effective access to information and decision-making processes.

Proposed Roadway

The image below represents a cross-section view of how the road might look after construction of the proposed project. The proposed project would consist of the same number of lanes, five 12-foot-wide mainlanes in each direction, 10-foot wide inside and outside shoulders and one 14-foot-wide HOV lane (two feet wider than existing) in each direction with wider shoulders for enhanced safety.

The primary difference between the existing and proposed I-10 typical sections is that the mainlanes would be elevated above the 100-year WSEL to reduce the risk of roadway flooding. Note the location of the WSEL triangle beneath the proposed HOV lanes and mainlanes. The proposed typical section also illustrates some additional elements of the proposed project including a 26-acre detention pond constructed beneath the elevated lanes and new 10-foot-wide shared use paths on the south side of White Oak Bayou and the south side of the eastbound mainlanes. Both would connect to the existing trail system. The proposed typical section also shows the proposed elevated METRORapid bus lanes south of the eastbound I-10 mainlanes.

