

Virtual Public Meeting with In-Person Open House Pre-Recorded Presentation

State Highway (SH) 6 Clay Road to Interstate (I) 10

Harris County, Texas

Control Section Job (CSJ): 1685-05-138

April 2024

Script:

The Texas Department of Transportation, Houston District, would like to welcome you to this virtual public meeting with an in-person open house. This presentation will provide information on the proposed State Highway (SH) 6 project from Clay Road to Interstate (I) 10 in Harris County, Texas. This is a pre-recorded presentation. We would like to thank you for participating in this public meeting.

During the virtual presentation, you may pause the video and navigate forward or backward using your video player.



Please contact Gabriel Adame at (713) 802-5199 should you have:

- Difficulties accessing public meeting information online
- Requests for special accommodations
- Language or interpretation needs other than English and Spanish

Details on how to submit an official comment will be provided later in the presentation.



Script:

If you have any technical difficulties accessing the public meeting information, need special accommodations or speak a language other than English or Spanish and have interpretation needs, please contact Gabriel Adame at (713) 802-5199. Details on how to submit comments will be provided further in the presentation.



In-Person Open House

**Tuesday, April 2, 2024
5 to 7 p.m.**

**Steve Radack Community Center
18650 Clay Road
Houston, TX 77084**



from Clay Road to I 10

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Script:

The virtual public meeting is being held in conjunction with an in-person open house. The open house will be held on Tuesday, April 2, 2024, from 5 to 7 p.m. at the Steve Radack Community Center located at 18650 Clay Road, Houston, TX 77084. The information presented in the virtual public meeting and the in-person open house is identical, and the opportunities to comment do not differ.

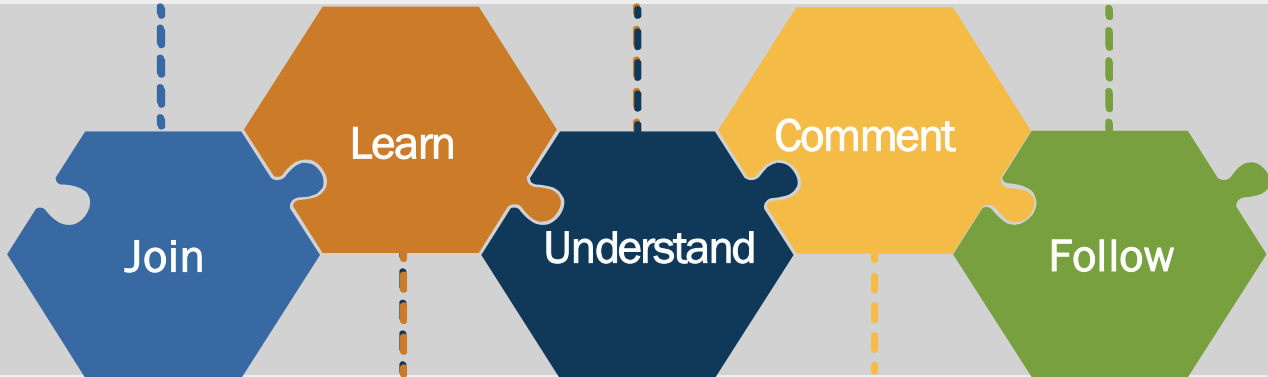
What is the Purpose of this Meeting?



Join the process by participating in this public meeting

Understand the conceptual alternatives developed for the roadway

Follow to stay engaged and receive updates on the project



Learn about the needs for the roadway

Comment on the proposed alternatives to help steer the decision-making process



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Script:

The purpose of this public meeting is to engage with stakeholders and the adjacent communities regarding the proposed project and to receive feedback. It also offers an opportunity for the project team to address any questions or concerns from the public.






At this meeting, TxDOT would like you to:

- Join the process through your participation in this meeting
- Learn why improvements to SH 6 are being considered
- Understand the differences between the alternatives
- Comment to help steer the decision-making process and
- Follow to stay engaged and receive updates on the project.

Throughout this presentation, individual puzzle pieces will appear in the upper right-hand corner of each slide. The color of the puzzle piece indicates which of the five topics - Join, Learn, Understand, Comment or Follow is being discussed.

Public Meeting Agenda



-  Outreach and Notifications
-  Project Overview and Background
-  Need and Purpose of the Proposed Project
-  Proposed Alternatives
-  Right-of-Way Process
-  Funding Information and Next Steps
-  How to Comment



from Clay Road to I 10

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Script:

At the top of the slide, you can see that the “Join” puzzle piece has appeared.

In this presentation, I will first outline the notification process leading up to this public meeting.

Then, I will provide an overview of the project, discuss background information and explain the need and purpose of the project.

Followed by a detailed discussion of the proposed alternatives to be evaluated during the next phase of this project and the right-of-way process

Funding information and next steps will be provided following the alternatives and right-of-way process discussion.

Toward the end of this presentation, there are instructions on how to submit written comments, as well as contact information for TxDOT.

Outreach and Notification Methods



Social Media posts were made on TxDOT X (Twitter), Facebook pages and on Nextdoor



Elected Official Letters were sent by mail and email on Friday, March 1, 2024



Notices were mailed directly to adjacent property owners, and local schools, emergency services and neighborhood associations on Monday, Wednesday, March 13, 2024



Approximately 10,273 of postcards were mailed directly to mailboxes in neighborhoods adjacent to the project within 77084, 77094 and 77079 zip codes on Wednesday, March 13, 2024



A notice in English was published in *The Katy Rancher* on Wednesday, March 13, 2024, and *Katy Times* on Thursday, March 14, 2024. A notice in Spanish was published in *Buena Suerte Houston* on Thursday, March 14, 2024



Changeable message boards with meeting information were placed along SH 6 from Wednesday, March 13, 2024, to Wednesday, April 3, 2024



Information was posted to the TxDOT website on Thursday, March 28, 2024



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Script:

In preparation for this public meeting, links to the meeting notice were posted on the TxDOT Facebook page, the TxDOT Houston District X page, formally known as Twitter and on Nextdoor.

Elected officials were notified of this public meeting by mail and email and Notices in both English and Spanish were published on the TxDOT webpage on Friday, March 1, 2024.

On Wednesday March 13, 2024:

- Notices in both English and Spanish were then mailed to adjacent landowners along with project location maps.
- Approximately 10,273 postcards were mailed out to mailboxes within the 77084, 77094, 77079 zip codes.
- Notices were published in English in *The Katy Rancher*.

Notices were also published in English in *The Katy Times* and in Spanish in *Buena Suerte Houston* on Thursday, March 14, 2024.

TxDOT advertised the meeting on roadside variable message signs along State Highway 6 from Wednesday, March 13, 2024, to Wednesday, April 3, 2024.

In addition, informative flyers were hand-delivered to local community facilities, gathering places and apartment complexes in the vicinity on March 25, 2024.

Project Overview

Learn



Project Name:
State Highway 6

Project Limits:
Clay Road to Interstate (I) 10

Project Length:
Approximately 3.5 miles

Estimated Cost & Funding:
Alternative 1: \$195 million
Alternative 2: \$315 million
Alternative 3: \$130 million

Combination State and Federal Funding

Project Reference Number:
CSJ: 1685-05-138



from Clay Road to I 10

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Script:

As you can see at the top of the slide, we now have the “learn” puzzle piece. In this part of the presentation, we will discuss the project in general and learn why these improvements are being considered.

The proposed project is located on SH 6 and the limits are from Clay Road to I 10 in Harris County, for a length of approximately 3.5 miles. The estimated construction cost for Alternative 1 is \$195 million, Alternative 2 is \$315 million and Alternative 3 is \$130 million. While the project is not currently funded it is anticipated to be funded by Federal and State funds.

This information can also be found in the project handout for quick reference.

Project Background

Learn



- September 2017 Feasibility Report Evaluated:
 - Flooding resulting from the "Tax Day Flood" on April 17-18, 2016
 - Traffic Operation Analysis
 - Environmental Constraints
 - Preliminary Drainage and Major Utility Investigations

At the conclusion, the Feasibility Study identified issues and transportation needs along the corridor and recommended solutions.



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Script:

In 2017, TxDOT initiated a feasibility study for the SH 6 corridor from Clay Road to I 10 (West) to evaluate the transportation issues of the area and recommend potential solutions. One issue identified during the study process was flooding. On April 17 and 18, 2016, a significant storm event resulted in what is called "The Tax Day Flood". This rainfall event inundated the area which resulted in closure of this part of SH 6 for several weeks. The study team developed alternatives that would raise the road profile above the Tax Day flood levels to prevent road closures during similar rainfall events in the future.

The Feasibility Report, completed in September 2017, also included traffic operational analysis, preliminary environmental studies and preliminary drainage and major utility investigations. At the conclusion of the study, the team provided a recommended design alternative. TxDOT has reviewed the alternatives put forward in the feasibility study and have developed additional proposed alternatives that are being presented at the public meetings for you to review and comment on.

If you would like to review the Feasibility Report, it can be found on the TxDOT public meeting page, which can be accessed by scanning the QR code or visiting www.txdot.gov/projects/hearings-meetings.html.

Need and Purpose of the Proposed Project



Need

- Elevated levels of congestion
- Decrease in operational efficiency and safety
- Does not meet current and future traffic demands
- Drainage and flooding concerns

Purpose

The purpose of the proposed project is to enhance safety, address drainage and flooding, relieve congestion and improve mobility within the corridor of SH 6 between Clay Road and I 10.



SH 6 from Clay Road to I 10

April 2024

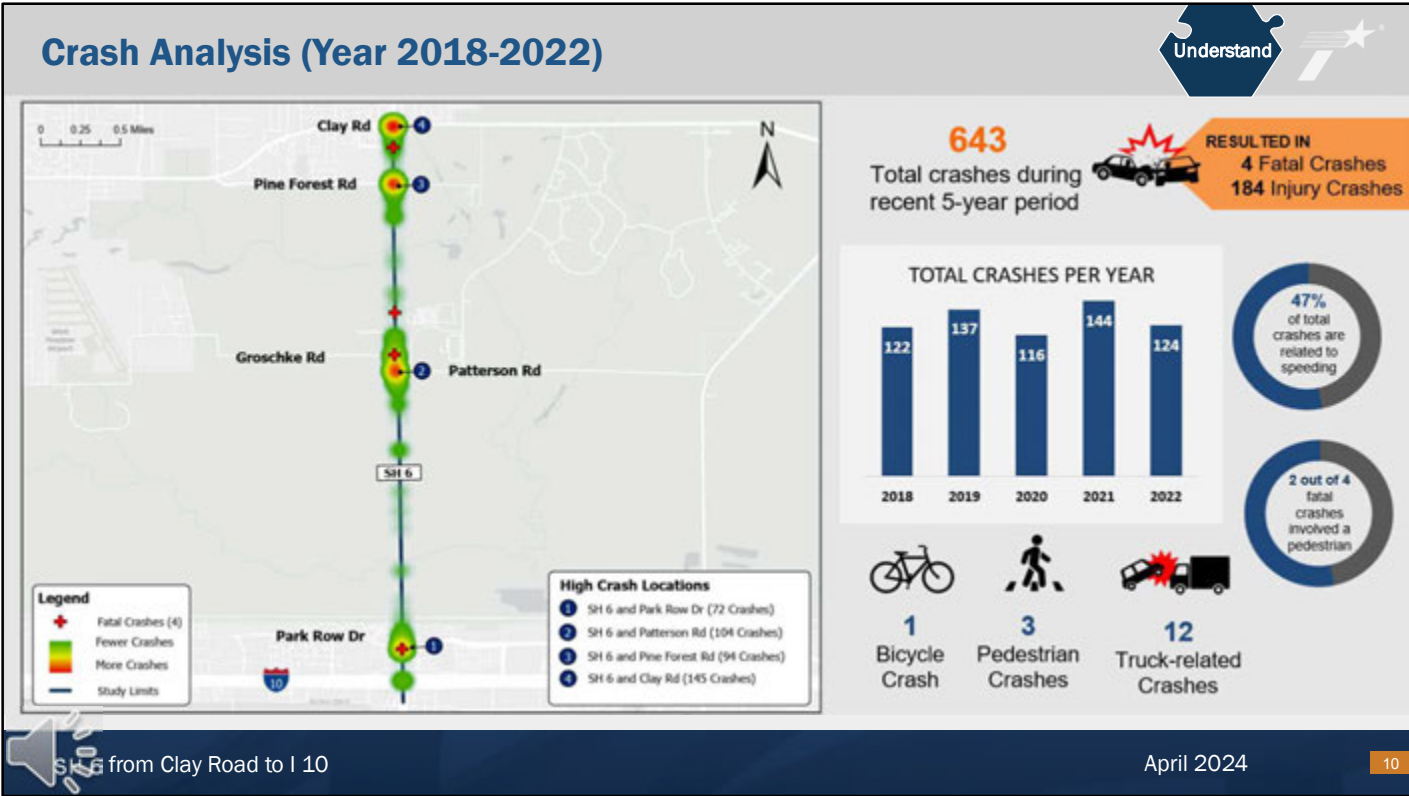
9

Script:

Before we introduce the alternatives being considered, let's first walk through the needs that have been identified along the corridor and the purpose of the proposed improvements. Each alternative solution developed is compared to this purpose statement to ensure that it would achieve the intended goals.

Currently motorists traveling on SH 6 experience elevated levels of traffic congestion between Clay Road and I 10, which decreases operational efficiency and safety and does not meet current and future traffic demands. In addition, flooding events have caused SH 6 to shut down in the past, so TxDOT is working to address flooding concerns.

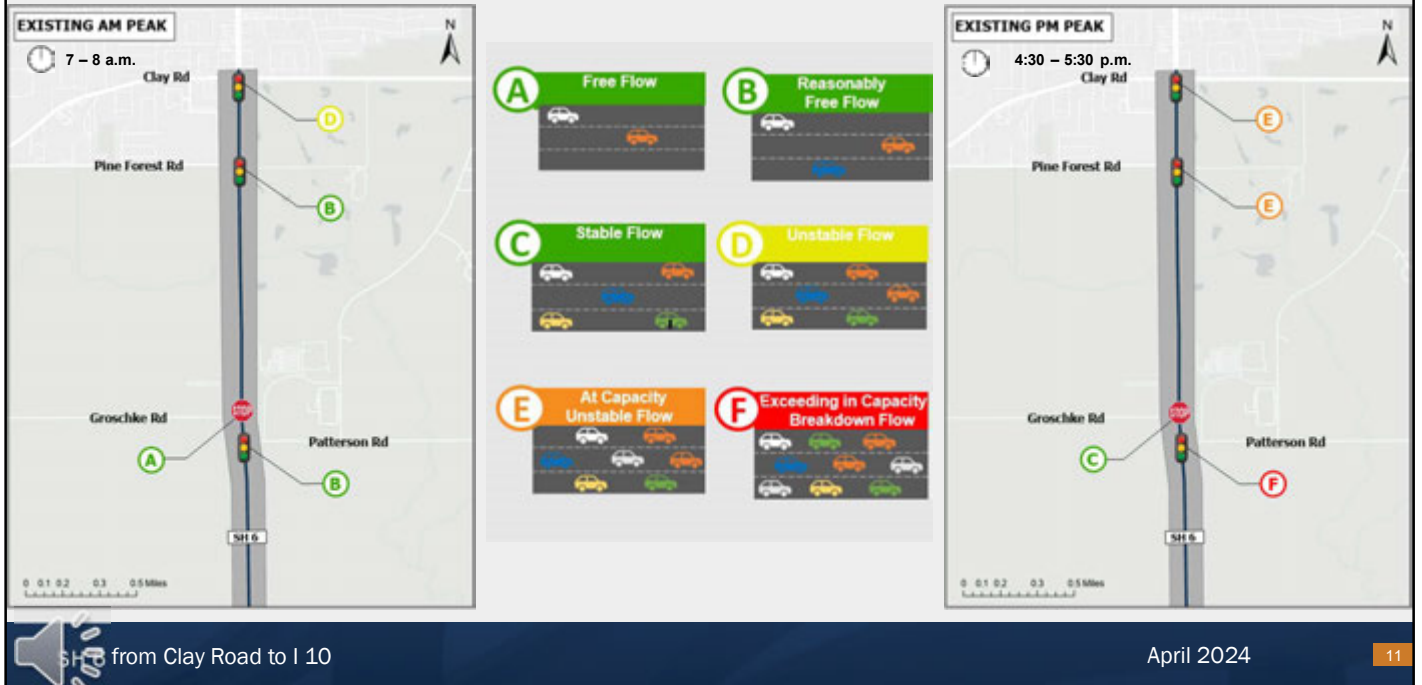
The purpose of the proposed project is to enhance safety, address drainage and flooding, relieve congestion and improve mobility within the corridor along SH 6 between Clay Road and I 10.



Script:

As stated in our need and purpose, SH 6 experiences elevated levels of congestion and a decrease in operational efficiency and safety. As part of a traffic study for SH 6, crash data was collected from 2018 to 2022. During this time frame, there were 643 total crashes recorded. Of these, there were 4 recorded fatal crashes, 1 crash involving a cyclist, 3 crashes involving pedestrians and 12 truck-related crashes. As you can see in the map, most of the recorded crashes occurred at major intersections along the corridor with Park Row Drive having 72 crashes, Groschke Road/Patterson Road having 104 crashes, Pine Forest Road having 94 crashes and Clay Road having 145 crashes.

Level of Service - Existing 2023



Script:

TxDOT uses the Level of Service as a measurement to determine the area's traffic flow, which can be related to mobility and congestion.

Level of Service is ranked from A to F. Traffic is free flowing at a Level of Service of A.

As more vehicles use the roadway and the roadway reaches capacity, the congestion increases and the speed decreases.

At a Level of Service of F, the number of cars exceed the capacity of the road and the traffic is stop and go.

Currently, SH 6 is experiencing a range of Level of Service at the key intersections along SH 6 of Levels of A through D in the Peak AM hours and C through F in the Peak PM hours for the year 2023.

Level of Service - 2050 No Build Condition



from Clay Road to I 10

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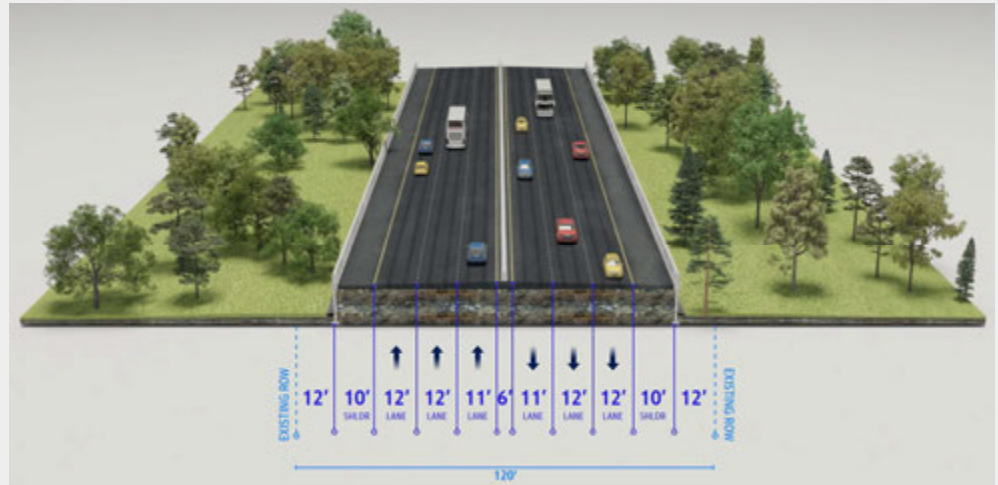
Script:

Traffic demand in 2050 is projected to be 47 percent higher than existing traffic. Under the No Build Alternative, no operational improvements would be made which would not address the increasing congestion on this roadway, resulting in a Level of Service F during both AM and PM peak hours.

Project Details: Existing Typical Section



- Six lane roadway, 12-foot-wide travel lanes with an 11-foot-wide inner lane, divided by a concrete traffic barrier
- 10-foot-wide outside shoulders



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Script:

Now that we have an understanding of the issues and have defined the goals for the project, let's take a look at the potential solutions and project details.

On this slide is an illustration of the existing typical section of the roadway. A typical section is a cross-section of the road and how it looks today.

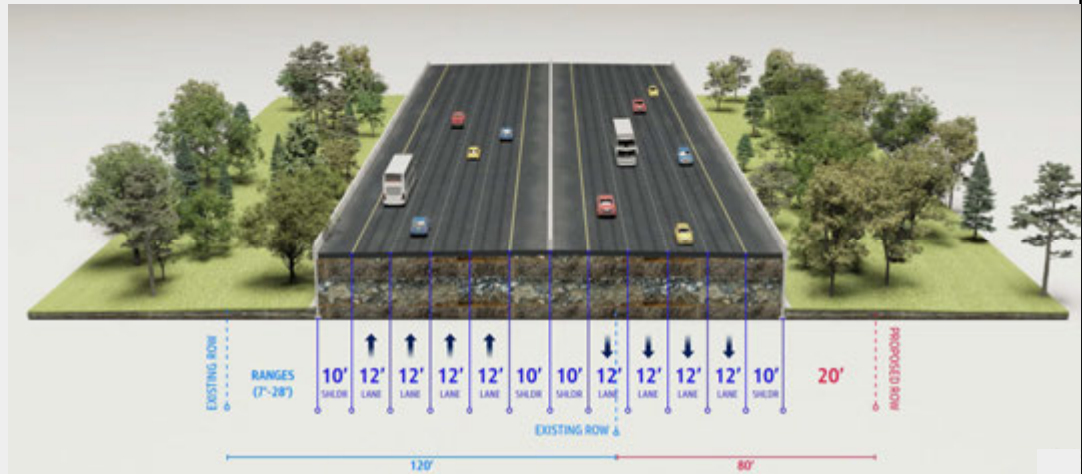
Within the project limits, SH 6 is a six-lane roadway within a 120-foot-wide existing right-of-way. The two outside lanes are 12-feet-wide and the inside lanes are 11-feet-wide. A 10-foot-wide shoulder is present on the outside of the road and there are no inside shoulders. SH 6 is on an embankment throughout the project limits, with the exception of two bridge structures over Bear Creek and South Mayde Creek.

In the next few slides, we'll present Alternative 1, 2 and 3. Alternative 1 would consist of three intersection options, Alternative 2 would consist of elevated express lanes and Alternative 3 would raise the elevation of the roadway. These Alternatives are further discussed in more detail later on in the presentation.

Project Details: Project Proposed Typical Section Alternative 1



- Widen from six lane divided to eight lane divided roadway
- 12-foot-wide travel lanes, 10-foot-wide outside and inside shoulders
- Divided by a concrete traffic barrier (CTB)
- Additional 80 feet of right-of-way would be needed for this alternative



from Clay Road to I 10

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Script:

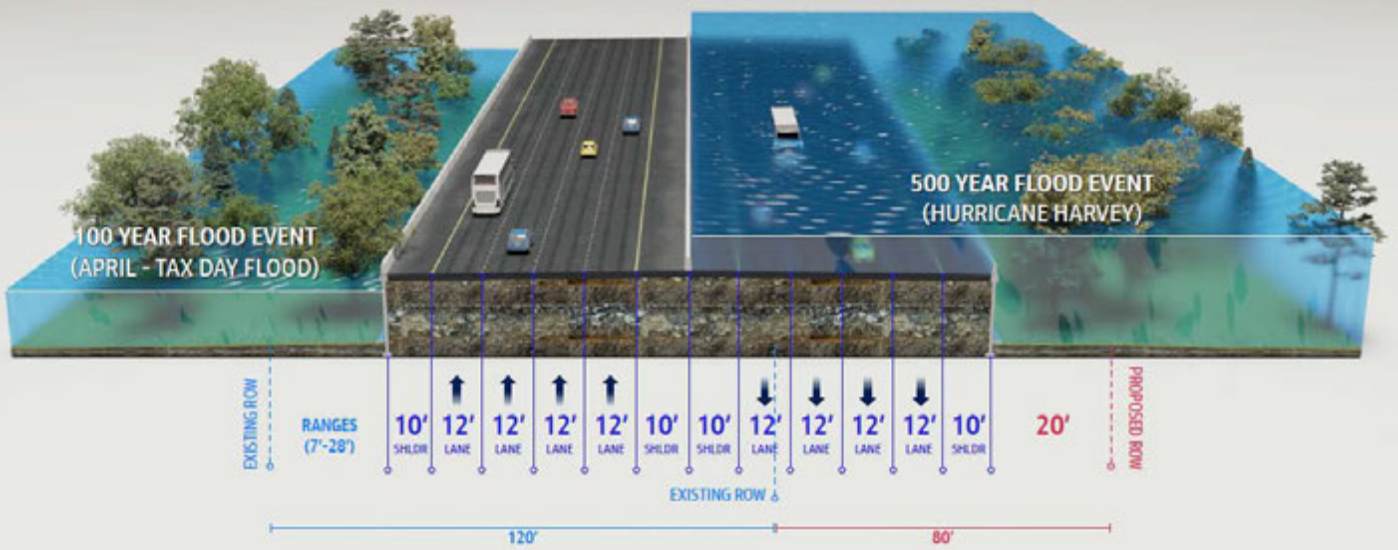
This slide illustrates the proposed typical section or a cross-section of what the road would look like with Alternative 1.

The proposed project would widen the roadway from a six-lane divided roadway to an eight-lane divided roadway, within a 200-foot-wide right-of-way with 12-foot-wide travel lanes and 10-foot-wide outside and inside shoulders. There is a variance of 7 to 28 feet depending on ramp access. The roadway would be divided by a concrete traffic barrier. This option does not currently include separate bicycle and pedestrian facilities. Options for placement of such facilities are being considered and TxDOT welcomes feedback on this topic if Alternative 1 is your preferred alternative.

As mentioned in the last slide, the existing TxDOT right-of-way is 120-foot-wide. The configuration of this alternative is approximately 200-foot-wide, which would result in TxDOT proposing to acquire an additional 80-feet of right-of-way adjacent to SH 6. TxDOT would propose acquisition from either or both sides of the roadway to avoid and minimize impacts to adjacent properties. In total, approximately 6.4 acres of right-of-way would be required. Congressman Bill Archer Park & Dog Park and the historic Bear Creek Methodist Cemetery, which are Chapter 26 and Section 4 (f) properties, are located adjacent to the proposed project. Chapter 26 and Section 4(f) properties are protected resources which include publicly-owned public parks, recreational areas of national, state or local significance, wildlife or waterfowl refuges; or lands from a historic site of national, state or local significance. TxDOT would avoid and minimize impacts to these resources to the greatest extent practicable, however some impacts

may be unavoidable.

Project Proposed Typical Section Alternative 1 Potential Flood Events



from Clay Road to I 10

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Script:

This slide illustrates the proposed Alternative 1, depicting 100 and 500-year flood events.

For the proposed Alternative 1, the roadway elevation would be raised so that at-grade movement would continue to operate normally during a 100-year flood event, shown on the left, such as the 2016 Tax Day Flood, which has a one percent chance of occurring. However, at-grade movement would not be possible during a 500-year flood event, shown on the right, such as Hurricane Harvey, which has a zero-point two percent chance of occurring.

Project Proposed Intersection at Pine Forest: Improved Existing Intersection (Traditional) – Alternative 1a



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Script:

As part of Alternative 1 of the SH 6 project, TxDOT is looking to improve the Pine Forest intersection with SH 6 with a new innovative design.

For this intersection, there are three options. The first intersection option, Alternative 1a, depicted by the illustrations, is an improved traditional existing intersection. This would be a typical intersection with an inside left-turn lane, so through-traffic must wait for those vehicles to turn during a projected green arrow. This shows how the intersection would appear looking north along SH 6 at Pine Forest; the left image is zoomed out to show the approach to the intersection and the image on the right is zoomed in to the intersection to see the turning movements.

Please visit the intersection model station at the in-person open house or use the attached QR code to view a model of each intersection to see how they would function.

Project Proposed Intersection at Pine Forest: Displaced Left Turn - Alternative 1b



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Script:

The second intersection option, Alternative 1b, represented here, is a Displaced Left Turn, where left-turning vehicles are moved to the opposite side of the road before they reach the main intersection. This dedicated left-turn lane diverges from the main traffic lanes several hundred feet before the intersection. Vehicles in this lane cross oncoming traffic at a designated point controlled by traffic signals, placing them on the left or opposite side of the road. When these vehicles reach the intersection, they can turn left onto the cross street without crossing the path of oncoming traffic.

This shows how the intersection would look if you are traveling northbound on SH 6. The left image is zoomed out to show how one would enter the displaced left turning lanes as one approaches the intersection and the right image is zoomed in to the intersection to see the turning movements.

Please visit the intersection model station at the in-person open house or use the attached QR code to view a model of each intersection to see how they would function.

Project Proposed Intersection at Pine Forest: Green T – Alternative 1c



SH 6 from Clay Road to I 10

April 2024

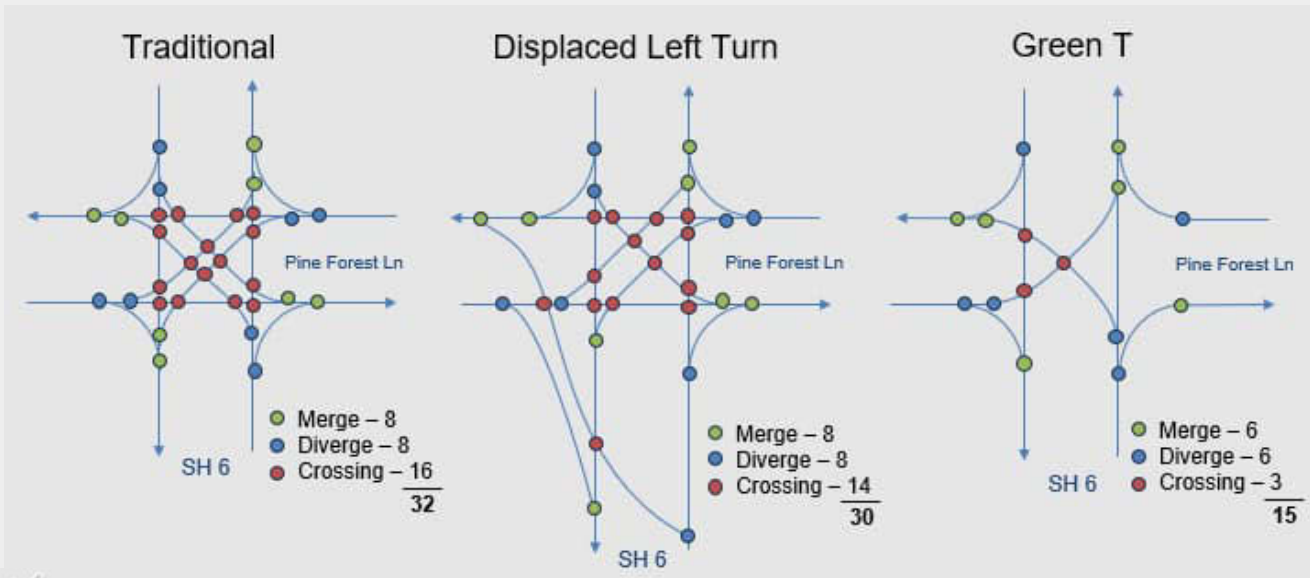
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Script:

The third intersection option, Alternative 1c, represented here, is a Green T intersection. A Green T-intersection is a traffic design that allows vehicles on a main road to move continuously in one direction without stopping, thanks to a permanent green light. Vehicles traveling along the main road in the opposite direction are controlled by a traffic signal that would allow left turns from the minor road to cross and merge into the main road traffic. The left image is zoomed out to show the approach to the intersection and the image on the right is zoomed in to the intersection to see the turning movements.

Please visit the intersection model station at the in-person open house or use the attached QR code to view a model of each intersection to see how they would function.

Safety Benefits – Conflict Points at Pine Forest Ln.



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Script:

The graphic represents conflict points for the three alternatives at the Pine Forest Road intersection. Conflict points are points where two vehicles can potentially collide with each other at road intersections. As you can see with the illustration, the Green T intersection, Alternative 1c, has far fewer crossing conflicts and is therefore considered a safer configuration.

Innovative Intersections – Pros and Cons



Name	Pros	Cons
Traditional Intersection – Alternative 1a	<ul style="list-style-type: none"> • Public familiarity (No learning curve) • Easier to widen main lanes in the future • One traffic signal • Simplifies pedestrian crossings 	<ul style="list-style-type: none"> • Decreased safety with more conflict points during protected and unprotected left turns (increase in crashes) • Inefficient signal timing • Traffic exceeds left-turn lane storage • Long delays
Displaced Left Turn Intersection – Alternative 1b	<ul style="list-style-type: none"> • Improved safety - 30 conflict points • Improved intersection capacity • Better signal progression 	<ul style="list-style-type: none"> • Public perception • Higher signal cost • Pedestrian crossing can be challenging • Potential driver confusion
Green T Intersection – Alternative 1c	<ul style="list-style-type: none"> • Improved safety - 15 conflict points • No delay in Northbound Through movement • Perfect signal progression • Improved intersection capacity • One traffic signal 	<ul style="list-style-type: none"> • Pedestrian and bicyclist crosswalks are not provided across the major street • Need long downstream distance for merge • Encourages high speed • Potential driver confusion



from Clay Road to I 10

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Script:

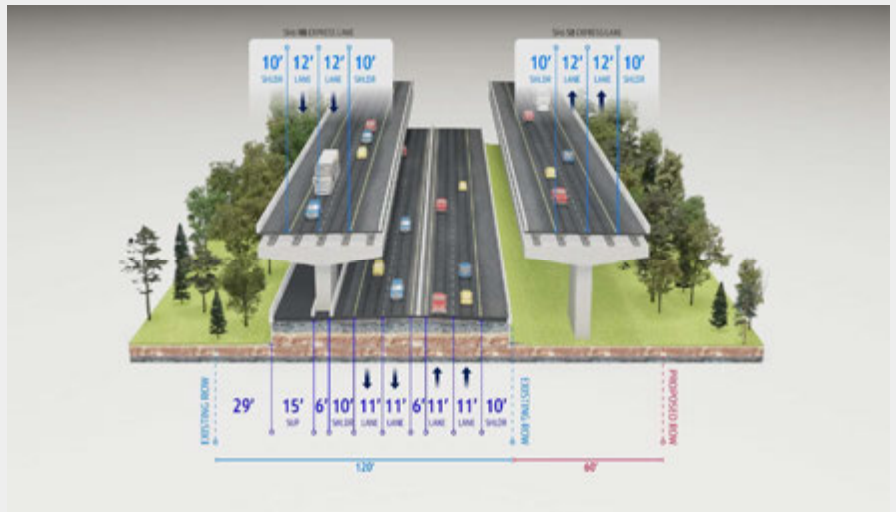
The project team is asking for your input on which alternative would best fit this intersection. In order to make an informed decision, this slide compares the pros and cons of each intersection type; the Traditional Intersection (Alternative 1a), the Displaced Left Turn Intersection (Alternative 1b) and the Green T Intersection (Alternative 1c).

The Traditional Intersection is a typical intersection familiar to the public. It would be easier to widen the main lanes and provide pedestrian crossings with this intersection option. In addition, fewer traffic signals would be needed. However, as discussed on the previous slide there would be more conflict points during protected and unprotected left turns, causing an increase in accidents. In addition, there could be long delays due to inefficient signal timing and traffic could exceed the storage capacity of the turning lane, slowing the flow of traffic that is not turning.

Both innovative intersections (the Displaced Left Turn and the Green T) would improve safety by reducing the number of conflict points over a traditional intersection and improve intersection flow, but slightly differ in how the signals operate.

Cons between the two innovative intersections are as follows: the intersections could cause driver confusion while traversing the intersection. The Displaced Left Turn Alternative would cost more and makes pedestrian crossing more difficult, while the Green T Alternative does not provide crosswalks for pedestrians and bicyclists at major streets and drivers would need a long downstream distance for a merge.

- Northbound and southbound elevated express lanes outside of existing grade pavement footprint, two 12-foot-wide lanes, 10-foot-wide inside and outside shoulders
- Existing SH 6 pavement would serve as at-grade movement, with two 11-foot-wide lanes in each direction, 10-foot-wide outside shoulders
- 15-foot-wide Shared Use Path
- Approximately 60 feet of additional right-of-way would be needed for this alternative



from Clay Road to I 10

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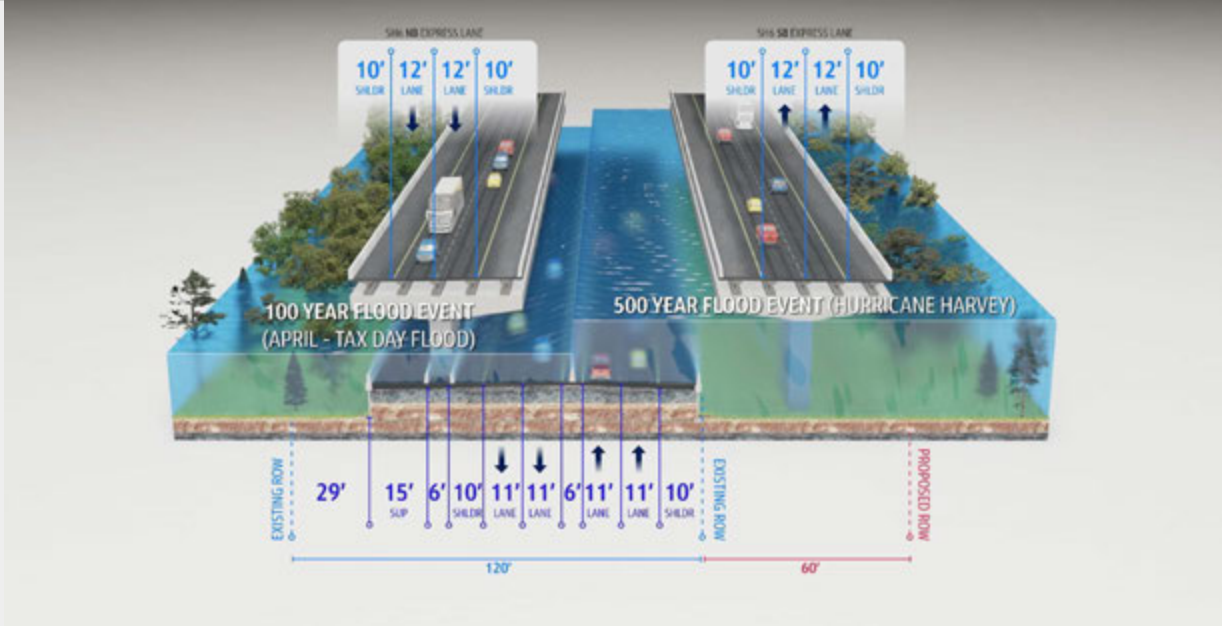
Script:

This slide illustrates the proposed typical section, or a cross-section of what the road would look like with an Alternative 2 Elevated Express Lane design.

The proposed project would provide northbound and southbound elevated express lanes outside of the existing grade pavement footprint with two 12-foot-wide travel lanes in each direction and 10-foot-wide outside and inside shoulders. The existing SH 6 pavement would serve for at-grade movement, with two 11-foot-wide lanes in each direction and 10-foot-wide outside shoulders. Adjacent to the at-grade roadway, a 15-foot-wide shared use path would be added to provide a shared pedestrian and bicycle facility.

Approximately 60 feet of additional right-of-way would be needed for this alternative. Overall, roughly 4.7 acres of right-of-way would be required. Adjacent to the proposed project is the Congressman Bill Archer Park & Dog Park and the historic Bear Creek Methodist Cemetery, which are Chapter 26 and Section 4(f) properties. Right-of-way would be acquired from one side of the roadway or the other to help minimize impacts to adjacent resources.

Project Proposed Typical Section Alternative 2 Potential Flood Events



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Script:

This slide illustrates the proposed Alternative 2 depicting 100 and 500-year flood events.

For the proposed Alternative 2, the existing at-grade movement would not be able to occur under a 100-year flood event or 500-year flood event, but the elevated portion would accommodate both types of flood events.

Project Details: Project Proposed Typical Section Alternative 3



- Four 11-foot-wide lanes in each direction, 8-foot-wide shoulders
- 4-foot-wide inside CTB separated median
- No new right-of-way would be needed, impacts to Bill Archer Park & Dog Park, Bear Creek Methodist Cemetery and other adjacent properties would be avoided



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Script:

This slide illustrates the proposed typical section, or a cross-section of what the road would look like with Alternative 3.

The proposed project would raise the elevation of the roadway, provide eight, 11-foot-wide travel lanes and 8-foot-wide shoulders within the existing right of way.

A 4-foot-wide concrete traffic barrier would separate the northbound from the southbound lanes.

Since no additional right-of way would be needed under Alternative 3 there would be no impacts to Bill Archer Park & Dog Park, Bear Creek Methodist Cemetery or other adjacent properties. However, in order to remain within the existing 120-feet of right-of-way, this alternative configuration would not be able to support the construction of separate bicycle or pedestrian facilities.

Alternative 3 is different from Alternative 1, in that the lanes are narrower, there are no inside shoulders and no additional right-of-way is required.

Project Proposed Typical Section Alternative 3 Potential Flood Events



from Clay Road to I 10

April 2024

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Script:

This slide illustrates the proposed Alternative 3, depicting 100 and 500-year flood events.

For the proposed Alternative 3, at-grade movement would continue to operate normally during a 100-year flood event, however at-grade movement would not be possible during a 500-year flood event.

Project Details: Project Proposed Intersection at Patterson



- Groschke Road would be re-aligned to meet with Patterson Road
- Groschke Road and Patterson would remain at grade and SH 6 would go over the intersection

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Script:

Currently there is a traffic signal at the intersection of Patterson Road and State Highway 6. Approximately 600 feet north of Patterson Road, on the west side of State Highway 6 is Groschke Road. Another intersection improvement proposed under Alternative 1 and 2, would be to realign Groschke Road to meet with Patterson Road. Under Alternative 1, Groschke and Patterson Roads would remain at grade and would be controlled by a traffic signal, while State Highway 6 would bridge the intersection. For Alternative 2, the elevated express lanes would go over the intersection, while all at grade traffic would be controlled by a traffic signal.

Please review the schematic available online or at the in-person open house to see the roadway re-alignment and intersection improvement in more detail.

Level of Service Per Alternative



Alternative	Clay Road AM/PM		Pine Forest AM/PM		Groschke Road AM/PM		Patterson Road AM/PM	
Existing	D	E	B	E	A	C	B	F
2050 No-Build SH 6	F	F	F	F	F	C	B	F
Alternative 1a (Traditional Intersection at Pine Forest)	D	D	B	C	C	A	B	C
Alternative 1b (Displaced Left Turn Intersection at Pine Forest)	D	D	B	C	B	B	C	C
Alternative 1c (Green T Intersection at Pine Forest)	D	D	C	D	C	A	B	C
Alternative 2	E	D	C	D	-	-	C	D
Alternative 3	D	E	E	F	F	B	B	D



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Script:

As mentioned earlier, one of the purposes of the proposed State Highway 6 project is to address mobility and congestion within the project limits. The predicted Level of Service was calculated for each Alternative, including the intersection configuration options associated with Alternative 1 and is displayed in the table.

As shown in the table the Level of Service is better at most intersections under all three Alternative 1 options, which range from A through D.

Alternative 2 has a Level of Service ranging from C through E.

Lastly, Alternative 3 has a Level of Service of F at Pine Forest and Groschke Road.

Project Details: Additional Right of Way and Potential Displacements



Alternative	Additional Right-of-Way	Potential Anticipated Displacements	Potential to impact Section 4(f)/Chapter 26 Properties
Alternative 1	80 feet width – 6.4 acres total	0	Yes
Alternative 2	60 feet width – 4.7 acres total	0	Yes
Alternative 3	None	0	No



SH 6 from Clay Road to I 10

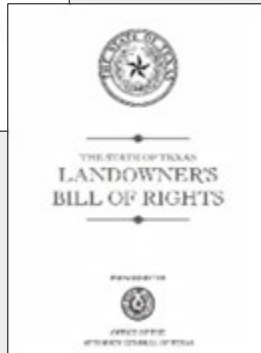
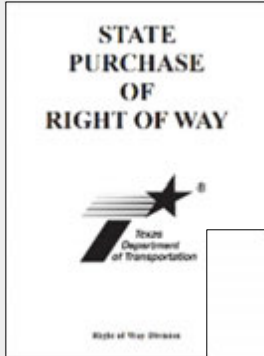
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Script:

TxDOT would require an additional 80 feet of right-of-way along SH 6 from Clay Road to I 10 in order to accommodate the configuration of Alternative 1, totaling 6.4 acres. Alternative 2, with the elevated express lanes, would require an additional 60 feet of right-of-way for the proposed design, for a total of 4.7 acres. TxDOT would propose acquisition from either or both sides of the roadway to avoid and minimize impacts to adjacent properties. Alternative 3 would not require additional right-of-way. None of the alternatives under consideration in this presentation would result in displacements or relocations.

The Project Team will consider comments from the public in selecting the preferred alternative. Once an alternative is selected, the project design team would then move into more detailed development of the design. Should the selected alternative require additional right-of-way, the right-of-way alignment would be designed to avoid and minimize impacts to adjacent properties as much as possible.



- Visit the Right-of-Way table at the in-person meeting or access the information on-line
- Right-of-Way Brochures are available on the TxDOT Website: www.txdot.gov/inside-txdot/forms-publications/publications/landowner-rights.html
- Information about the Right-of-Way Acquisition schedule can be obtained by calling the TxDOT District Office at (713) 802-5076



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Script:

Information about the Right of Way acquisition process may be found by visiting TxDOT Staff at the Right-of-Way table at the in-person meeting. You can also access information on the TxDOT webpage at the web address listed on this slide or by scanning the QR code. Information regarding the schedule of acquisition may be obtained by calling the TxDOT District Office at (713) 802-5076.



National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation

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 Dec. 9, 2019, and executed by FHWA and TxDOT.



Script:

This project is anticipated to receive federal funds, and because of the federal component, TxDOT is required to assess the potential environmental effects of the proposed project in accordance with Federal standards. The process that is followed is called the National Environmental Policy Act process, otherwise known as NEPA. The NEPA process provides analyses of the potential impacts to the natural and manmade environment and helps the decision maker to make an informed decision on whether or not to proceed with the project. On Dec. 9, 2019, TxDOT received a signed Memorandum of Understanding from the Federal Highway Administration that permits TxDOT to assume responsibility from the Federal Highway Administration for reviewing and approving certain assigned NEPA projects. This review and approval process applies to this project.

Environmental Analysis



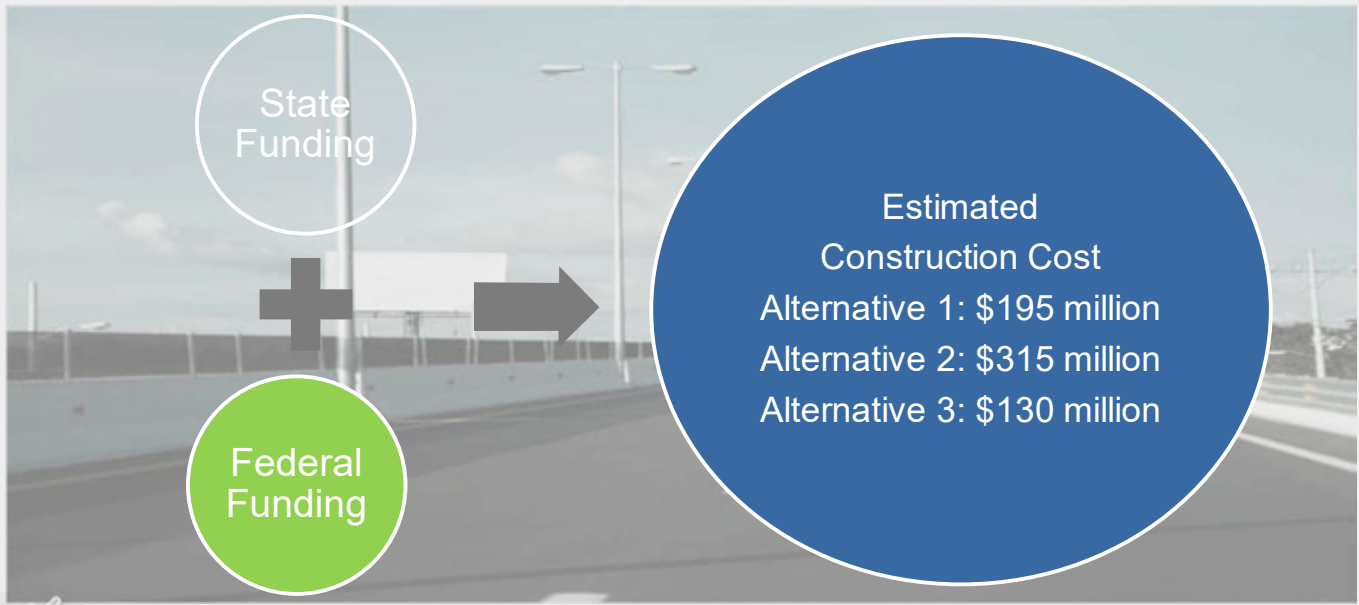
from Clay Road to I 10

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Script:

Once an alternative is selected, the project team would begin evaluating the potential environmental impacts that could occur as a result of constructing the proposed project. Areas that would be reviewed include biological resources, community impacts, environmental justice, water resources, hazardous materials, archaeological resources, historic resources and traffic noise. The project would be designed to avoid or minimize impacts to the greatest amount practicable. Once completed, technical reports documenting the analysis and conclusions of the studies would be available for review upon request.



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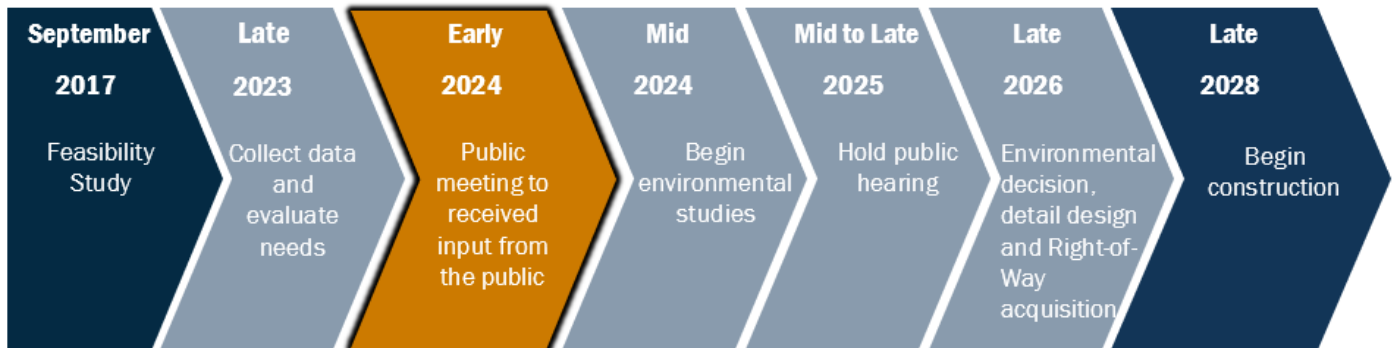
Script:

It is anticipated that the proposed project would be funded by Federal and State funding. The estimated construction cost for Alternative 1 is \$195 million, for Alternative 2 the estimated construction cost is \$315 million and the estimated construction cost for Alternative 3 is \$130 million.

SH 6 Project Timeline and Next Steps



We are here



* This schedule is approximate and subject to change



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Script:

We want to highlight the estimated project timeline. Look for the green “We are here” arrow at the top middle of your screen. After the comment period closes, the project team will review the comments received, select an alternative to move forward and prepare official public meeting documentation. Public meeting documentation would be posted to the project webpage when complete. After the selection of the preferred alternative, environmental studies and more detailed engineering would begin. The project team would hold a public hearing in mid to late 2025 to present the selected alternative and ask for feedback from the community. After the public hearing, comments received from the public would be incorporated into the design and then environmental decision would be reached. Final design and right-of-way acquisition are anticipated in late 2026. Construction is anticipated for late 2028. The project team estimates that construction would take approximately one and a half years.

How to Submit Your Comments



All comments must be received or postmarked by **Wednesday, April 17, 2024**.
Comments may be submitted in the following ways:

Comment Card: Download the comment card from the website, fill it out and email or mail it to TxDOT. Include reference to CSJ: 1685-05-138/AW

Online: To access the public meeting page, scan the QR code or visit www.txdot.gov/projects/hearings-meetings.html

Click on the "Online Comment Form" section.

Email: Submit to: [hou-piowebmail@txdot.gov](mailto:houstonpiowebmail@txdot.gov)

In-person: Drop the Comment Form in the comment box at the in-person open house

Mail: Mail the comment card: TxDOT Houston District
Advanced Project Development Director
P.O. Box 1386
Houston, Texas 77251-1386



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Script:

TxDOT encourages you to review the materials regarding the proposed project and provide feedback. Please let TxDOT know which of the roadway alternatives you prefer: Alternative 1, Alternative 2 or Alternative 3. In addition, which intersection option you prefer for Alternative 1: Traditional Intersection, Displaced Left Turn or Continuous Green T.

You may submit comments in the following ways:

Download the comment card from the project webpage - www.txdot.gov/projects/hearings-meetings.html and email it to HOU-PIOwebmail@txdot.gov

Fill out the comment card at the open house and drop it in the comment box.

Mail the comment card to: TxDOT Houston District
Attention: Advanced Project Development Director
P.O. Box 1386
Houston, Texas 77251-1386

Comments must be received or postmarked by Wednesday, April 17, 2024, to be included in the public meeting documentation.

Responses to verbal and written comments received during the comment period will be included in the public meeting documentation that will be posted on the project webpage when complete. The input we are seeking from you is which of the three roadway alternatives you prefer: Alternative 1, Alternative 2 or Alternative 3? We also know that some of the intersection designs can be confusing since they are different from the intersections you typically drive through. Which of these do you prefer and why?



Houston District Contact

Contact the TxDOT Public Engagement Coordinator anytime during project development:

Gabriel Adame
Phone: 713-802-5199
Email: Gabriel.Adame@txdot.gov

Social Media



Follow us on X (Twitter):
twitter.com/TxDOTHouston



Like us on Facebook:
www.facebook.com/txdothouston



Follow us on Instagram:
www.instagram.com/txdothouston



To access the public meeting page visit www.txdot.gov/projects/hearings-meetings.html or scan the QR code



Script:

Please don't hesitate to contact us with any questions, and feel free to contact Gabriel Adame at the TxDOT Houston District office by phone at (713) 802-5199 or email at Gabriel.Adame@txdot.gov with any questions or comments at any time during the project development process. And don't forget to visit the website and follow us on X formally Twitter, for ongoing road closures and construction updates on the Houston District X page. You may also keep up with TxDOT news on our Facebook page or follow us on our Instagram page.

HELP
#EndTheStreakTX
End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)

#EndTheStreakTX Toolkit

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Script:

November 7, 2000, was the last deathless day on roadways in Texas. That means for over two decades, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to End the Streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions and never drive under the influence of alcohol or drugs. So please do your part and share this message with your friends and family



**Thank you for participating in
this public meeting**

**Please remember to submit comments by
Wednesday, April 17, 2024**



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Script:

Thank you for participating in this public meeting. Please remember to submit your comments no later than Wednesday, April 17, 2024, to be included in the official public meeting documentation.