



VIRTUAL PUBLIC MEETING

US 83/ US 277

At FM 3034

Taylor & Jones counties, Texas

CSJ: 0033-05-089, Etc.

Tuesday, Nov. 9, 2021

SLIDE 1 – Title Slide

Good evening ladies and gentlemen. I would like to welcome you to the Nov. 9, 2021, United States Highway (US) 83 virtual public meeting, which has been pre-recorded, for the proposed construction project of US 83/ US 277 at Farm to Market (FM) 3034 in Jones and Taylor counties in Texas. The Texas Department of Transportation, better known as TxDOT, appreciates your interest in the US 83 project and welcomes each of you. Please note that you may pause this presentation at any point to allow more time to view the slides.

SLIDE 2 – Share Your Input

Through this virtual public meeting, comments on this project will be accepted in two ways, which are outlined on this slide by e-mail and mail. All comments will be fully considered and responded to in the project record and made part of the project's environmental document. This document will then be made available for public review online at www.TxDOT.gov by searching keywords "US 83 at Abilene". All of your statements,

comments and questions will be given careful consideration before the final design is determined. All comments are welcomed but must be received or post-marked by Wednesday, Dec. 1, 2021. The public may call project staff at (325) 676-6960 during regular office hours or email project staff at any time in the project development process.

SLIDE 3 – Agenda

In this presentation, the following topics will be covered: project overview, environmental overview, right of way, project schedule and next steps and the public comment process.

Slide 4 – Project Overview Public Meeting Purpose

TxDOT has convened the virtual public meeting in compliance with both federal and state laws to receive and consider comments from the public regarding the US 83 project. A public meeting has four essential purposes: to present a project update to the public; inform the public of the project design; provide a status of the design and environmental analysis and seek public comments on the proposed improvements. This will develop a record of public comments to be considered in the project recommendations and subsequent decisions.

SLIDE 5 – Project Overview – Project Location Map

The 1.57-mile, US 83/US 277 at FM 3034 project limits are from 800 ft. north of West Summit Road in Taylor County to 0.8 mile north of FM 3034 in Jones County. The existing US 83/ US 277 is a four-lane divided urban freeway with 12-foot travel lanes, shoulders and a grassy median. FM 3034 is a two-way roadway with 12-foot travel lanes and a 4-foot outside shoulder.

SLIDE 6 – Project Overview – Existing Conditions

This slide outlines the existing conditions of the US 83/US 277 intersection at FM 3034. There have been increased crashes at the at-grade crossing, and the existing median turn

lanes along the highway at FM 3034 do not meet TxDOT's Roadway Design Manual criteria for 70 mph speed along with the roadway's curvature or banking. And, a 100-foot wide overhead transmission line that crosses the highway near FM 3034 limits the type of improvements needed.

SLIDE 7 – Project Overview – Proposed Improvements

The proposed build improvements would improve mobility and enhance safety by constructing a new US 83/US 277 overpass bridge at the intersection with FM 3034. This would remove the current at-grade crossover intersection. To make these improvements, the US 83 mainlanes and frontage roads would be reconstructed but remain a four-lane divided highway with two-lane frontage roads. To accommodate the new FM 3034 exit and entrance ramps to and from US 83, FM 3034 would be realigned to the north of the existing intersection allowing for appropriate weaving distance for highway traffic movements.

The Business US 83 connector ramp to the US 83 mainlanes would be realigned to allow for an exit ramp from the northbound US 83 mainlanes to merge with the connector ramp and to provide access to FM 3034. A new entrance ramp would be added to provide access from Business US 83 to the US 83 mainlanes. The proposed project would convert the US 83 east frontage road to a one-way roadway south of FM 3034 but would remain a two-way roadway north of FM 3034. The west frontage road will remain two-way. A future shared-use path along the west frontage road is planned as part of the statewide TxDOT Bicycle Tourism Network. Due to the close proximity of a median opening to the FM 3034 intersection, it is proposed to close the median opening 0.7 mile north of the existing US 83/277 at FM 3034 intersection.

SLIDE 8 – Project Overview – Proposed Typical Section

These proposed improvements on the previous slide will be highlighted in greater detail in the following slides. This slide highlights the proposed project with two, 12-foot US 83 mainlanes in each direction (northbound and southbound); one, 14-foot lane for exit/entrance ramps and two, 12-foot frontage road lanes. The westbound frontage road would remain two-way while it is proposed to convert the east frontage road to one-way south of FM 3034 but remain a two-way operation north of FM 3034. The proposed shared-use path next to the westbound frontage road would be a future path connecting with the statewide TxDOT Bicycle Tourism Network.

SLIDE 9 – Project Overview – Proposed US 83 at FM 3034 Improvements

This general overview highlights the US 83 mainlanes and ramps, showing grade separation of the mainlanes at the proposed FM 3034 intersection with the mainlanes above and over FM 3034. Entrance and exit ramps would be added to the northbound and southbound mainlanes. On the US 83 frontage roads, it is proposed to reconfigure the BUS US 83 connector/frontage road to merge with the new exit ramp. The connector/frontage road would be a one-way operation south of FM 3034. All other frontage roads will remain two-way. The design would accommodate a future 10-foot shared-use path for the TxDOT Bicycle Tourism Network along the west frontage road. FM 3034 would be realigned at US 83/US 277 to accommodate the new connector ramp.

SLIDE 10 – Project Overview – Proposed Exit Ramp and Realign Connector

This enhanced view provides a closer inspection of the proposed connector ramp and frontage road improvements. The blue line in the schematic shows the proposed exit ramp from the northbound US 83/US 277 mainlanes. The yellow line shows the realigned northbound Business US 83 connector/frontage road.

SLIDE 11 – Project Overview - US 83 Mainlanes Grade Separation

This view highlights the removal of the at-grade FM 3034 intersection with hash marks, and the orange shows the proposed relocation of the FM 3034 intersection further north as a bridge, grade separated intersection. The US 83 bridges in purple would be built over FM 3034 to improve mobility and enhance safety.

SLIDE 12 – Project Overview – US 83 Improvements South of FM 3034

The blue lines in this image show the proposed new entrance ramps south of the FM 3034 intersection to the US 83 northbound and southbound mainlanes. The lavender lines show the reconstructed US 83 mainlanes. The yellow lines identify the west and east frontage roads. The west frontage road would remain two-way. The east frontage road would convert to one-way south of FM 3034 and would remain two-way north of FM 3034. A proposed future 10-foot shared-use path for TxDOT's Bicycle Tourism Network, shown in green, would be planned along the west frontage road.

SLIDE 13 – Project Overview – US 83 Improvements North of FM 3034

The blue lines in this image show the proposed entrance and exit ramps north of the FM 3034 intersection to the US 83 northbound and west frontage road. The lavender lines show the reconstructed US 83 mainlanes. The yellow lines identify the west and east frontage roads. The existing median opening 0.7 mile north of the existing US 83/277 at FM 3034 intersection, is proposed to be closed shown in the black hash marks. Due to the close proximity of the existing median opening to the US 83 northbound entrance ramp and acceleration lane, the median opening closure will improve safety. The west frontage road would remain two-way while the east frontage road would remain two-way north of FM 3034.

SLIDE 14 – Project Overview – Realign FM 3034

This slide shows a close-up view of the FM 3034 realignment in orange proposing to move it further north of the existing US 83/FM 3034 intersection. The hash marks show the portion of FM 3034 to be removed. As part of the proposed improvements, the east frontage road would be converted to one-way south of FM 3034 but remain two-way north of FM 3034. The typical section view displays FM 3034 remains a two-way roadway with four-foot shoulders.

SLIDE 15 – Environmental Overview – Public Involvement Notices

For this virtual public meeting with an in-person option to engage stakeholders and seek input, elected and public officials were mailed a notice, comment form and fact sheet on Wednesday, Oct. 20, 2021. Adjoining property owners, identified by using county tax rolls, were mailed a notice, comment form and factsheet on Friday, Oct. 22, 2021. Public notices were published on TxDOT's website (www.TxDOT.gov) on Oct. 25, 2021.

A notice of this public meeting was also published in the *Abilene Reporter News* on Monday, Oct. 25, 2021. As well, the TxDOT Abilene District distributed a media release on Nov. 2, 2021 to advertise the virtual public meeting and in-person option. You may view TxDOT's technical reports online at www.TxDOT.gov by searching keywords "US 83 at Abilene".

SLIDE 16 – Environmental Overview – FHWA MOU

The US 83 improvement project is anticipated to be federally funded. Due to the project receiving federal funds, TxDOT is required to assess the potential environmental effects of the proposed project. The National Environmental Policy Act otherwise known as (NEPA) review 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. This virtual public meeting, presented by TxDOT, is provided to share information and to encourage comments from the public regarding the proposed US 83 project.

SLIDE 17 – Environmental Overview – Evaluated Resources

Environmental resources evaluated for the proposed project include the following: right of way/easements, bicycle/pedestrian accommodations, community impacts, vegetation and wildlife, floodplains, water resources, cultural resources, hazardous materials, traffic noise and air quality.

SLIDE 18 - Right of Way

With the proposed improvements, approximately 12.1 acres of land would be required with no impacts to building structures. The Uniform Relocation Assistance and Real Property Acquisition Act of 1970, a law passed in 1970 that was designed to ensure that anyone who owned property needed for a public purpose would be treated fairly, establishes guidelines for the acquisition of property and the relocation of displaced individuals and businesses. It is the policy of TxDOT that individuals impacted by transportation systems expansion shall not be denied benefits excluded from participation or otherwise be subjected to discrimination based on the grounds of race, color, sex, age, handicaps or national origin.

SLIDE 19 - Right of Way con't

Each impacted property owner is offered “just compensation” for the property needed for the project. To arrive at this value, independent appraisers are hired to prepare detailed appraisals and establish value. A written offer to the property owners is made based on the value determined in the appraisals. Property owners are given a minimum of 30 days to consider the offer. Right-of-Way Brochures are available on the TxDOT Website at the location on this slide.

SLIDE 20 – Project Schedule & Next Steps

Part of the NEPA review process is conducting public involvement through proactively engaging stakeholders and seeking public input. TxDOT held a Public Meeting on Aug. 29, 2017 to gather feedback on the project. The “You Are Here” on the timeline is this virtual public meeting with an in-person option to receive additional comments on the proposed project. In highlighting the project’s next steps, the environmental clearance process is anticipated to be completed in the spring of 2022 with project design completed in the spring of 2023. TxDOT estimates construction to begin in summer 2024 with completion estimated by late 2025. Utility investigations are ongoing, and the approximate construction cost is \$22 million.

SLIDE 21 – Public Comment Process

TxDOT values your comments on this project. You may mail your comments to the Project Manager, Bryce Wade. at 4250 N. Clack St., Abilene, Texas 79601. You may also send your comments via e-mail to TxDOT Project Manager Bryce Wade at Bryce.Wade@txdot.gov. Remember to submit your comments by Wednesday, Dec. 1, 2021 to be included in the project meeting summary.

SLIDE 22 – Public Comment Process

For your convenience, we invite you to view all of the information developed for this project online at www.txdot.gov Keyword Search: US 83 at Abilene.

SLIDE 23 – Conclusion

We sincerely appreciate your attendance and interest concerning the US 83/US 277 at FM 3034 project. Please remember to submit your comments by **Wednesday, Dec. 1, 2021**. Thank you, this concludes the public meeting presentation.