DRAFT EXECUTIVE SUMMARY

The Texas Department of Transportation (TxDOT) Beaumont District and the Project Consultant Team (Jones | Carter, Pacheco Koch, and Poznecki-Camarillo, Inc. [PCI]) (collectively, Project Team), held three Context Sensitive Solutions (CSS) Workshops for the U.S. Highway 69 (US 69) from Farm-to-Market (FM) 1003 to FM 4750 project, also known as the "US 69 – Gateway to the Big Thicket" project. This is the first segment located within the US 69 corridor study to receive funding.

CSS Workshop	Location	Date/Time	Stakeholders Present	Study Team Present
1	TxDOT Beaumont District Office	December 5, 2018 3 p.m. – 5 p.m.	6	7
2	TxDOT Beaumont District Office	May 7, 2019 3 p.m. – 5 p.m.	4	10
3	Big Thicket National Preserve Visitors Center	September 25, 2019 3 p.m. – 5 p.m.	9	7

The purpose of the CSS Workshop #1 was to present an overview of the US 69 – Gateway to the Big Thicket project, and to solicit input on stakeholder priorities, corridor opportunities and constraints, and an aesthetic style review. Input gathered at the first workshop was key to capturing the community vision, developing a sense of place in alignment with the transportation goals and objectives, and assisting with design of an aesthetically pleasing roadway to enhance user experience of the area.

TxDOT distributed an interactive online survey via the internet and an Open House held on February 19, 2019, which assisted with gathering feedback from the public on the interactive online survey (February 7, 2019 to March 8, 2019). Participants were asked to review images that best signify the US 69 Gateway to the Big Thicket project area and comment on their feelings about the proposed design concepts. Each image was evaluated based on a 1- to 5-star ranking, with 1 representing the least favorable and 5 representing the most favorable. Community participants identified closely with outdoor recreation, traditional forms, natural stone and weathering steel materials.

CSS Workshop #2 had three goals: 1) put the corridor into context (geographic scale); 2) assess precedent National Parkway elements; and 3) review the advanced design concept which was informed by the interactive online survey. Workshop participants were asked to provide input on the National Parkway elements as applied to the Big Thicket corridor as well as feedback on the sign, bridge and landscape concepts presented. Feedback was noted and comments received to move into the next phase of the CSS process.

The purpose of the CSS Workshop #3 was to discuss the final phase of the CSS process by presenting the current design and gathering feedback to guide the path forward into final engineering design. [sentence removed] Numerous exhibit boards were on display at the workshop, including boards on the overall study process, landmark arch feature, signature pedestrian bridge, sign and bridge concepts, landscape concepts, landscape palette, and the CSS vision summary. Participants provided feedback at the workshop, comments were received, and the Project Team considered this information in combination with design feedback received from TxDOT.

The CSS vison developed through this process focuses on several keys to successfully deliver a highway corridor that rises to the level of a National Parkway, establishes a sense of place, connects to the fabric of the community and meets the transportation needs for US 69. The keys to success include embracing the natural and historical context, maintaining the forested corridor, prioritizing connectivity of habitat and user groups, and creating landmark features that boldly express the identity of the Big Thicket region.

Since the third workshop, the overall CSS vision summary has been updated based on feedback including reduced monument sign and reduced bridge footings at the signature bridge. The current CSS vision summary can be found on the next page. On the TxDOT web site (txdot.gov) summary reports can be found for the Open House, interactive online survey, and CSS Workshops by searching for "US 69 Gateway to the Big Thicket). The final design of the project could be modified based on future project and environmental review.