



VIRTUAL PUBLIC MEETING SCRIPT
US 67
From FM 199 to BUS 67 (Walls Drive/Henderson
Street)
CSJ: 0259-04-041, 0259-03-059, 0422-03-037
Johnson and Somervell County, Texas
DECEMBER 8, 2022

MR. RICARDO GONZALEZ, P.E., TxDOT DIRECTOR OF TRANSPORTATION, PLANNING & DEVELOPMENT

SLIDE 1 – Title Slide

Welcome to the Texas Department of Transportation’s prerecorded virtual public involvement presentation.

We appreciate your interest in the project and welcome each of you. Please note that you may pause this presentation at any point to allow more time to view the slides, and you may also pause the presentation and navigate forward or backward as needed.

In this presentation, we will cover the public involvement purpose, project overview, environmental, and right of way considerations. This is followed by an explanation of how to provide comments for the proposed project and the adjournment.

SLIDE 2 – Welcome

My name is Ricardo Gonzalez, and I serve as the Director of Transportation, planning and development for the Fort Worth District of the Texas Department of Transportation, better known as TxDOT. Your input on the proposed improvements is valuable and will help benefit the community and shape the final project recommendations.

The virtual public materials and project information can be found at www.txdot.gov by typing the project keyword in the search box in the upper right-hand corner. After the project information is presented, we would appreciate your feedback.

SLIDE 3 – End the Streak TX

November 7, 2000, was the last deathless day on roadways in Texas. That means for nearly 22 years, 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 and please enjoy the rest of this presentation.

MR. JOHN NGUYEN, CONSULTANT TO TxDOT

SLIDE 4 – Virtual Public Meeting Displays

Hello, my name is John Nguyen, and I am consultant supporting the TxDOT Fort Worth District with public involvement services.

The information and materials presented in this virtual public meeting are the same as those presented at the in-person option on December 8. The virtual public meeting information and materials will be available for viewing until December 23, 2022.

If you would like to view hard copy materials at the TxDOT Fort Worth District Office, please call Francis Smith at (817) 370-6708 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to make an appointment.

SLIDE 5 – Virtual Public Meeting Displays (cont.)

Full versions of the virtual public meeting displays are available for download at www.txdot.gov. Search “US 67.”

SLIDE 6 – Agenda

In this presentation, the following topics will be covered: Project Overview, Corridor History, Project Considerations, Evaluated Roadway Widening Options, Proposed Bicycle and Pedestrian Accommodations, Estimated Project Costs, Environmental Process - Right of Way, Anticipated Schedule and the Public Comment Process..

SLIDE 7 – Public Meeting Purpose

The purpose of this public meeting is to:

- Present a project update to the public.
- Inform the public of the proposed project design.
- Provide the public with information about the environmental documentation process.
- Offer the public an opportunity to provide input.
- Develop a record of public engagement and collect formal statements.

SLIDE 8 – Project Overview

The US 67 project limits begins in Somervell county at FM 199 to US 67 Business (Walls Drive/West Henderson Street in Johnson County and Somervell County, Texas. The project is approximately 12.6 miles long.

SLIDE 9 – Project Purpose and Objectives

The purpose of the US 67 project from FM 199 to Business 67 (Walls Drive/W Henderson Street) include:

- Improving mobility.
- Enhance access.
- Reduce congestion.
- Enhance safety.

The objectives of the project is to add capacity, update roadway to current design standards and criteria, accommodate bicycle traffic, and accommodate North Central Texas Council of Government Mobility 2045.

SLIDE 10 – Project History

- US 67 was originally constructed in the 1960's.
- US 67 starts as a four-lane highway from FM 199 and narrow to two-lane highway with passing lanes as it travels to Cleburne, where it widens back to a four-lane highway at Lake Pat Cleburne.

SLIDE 11 – Proposed Improvements

The proposed improvements include:

- Reconstruct and widen US 67 from an existing two-lane roadway to a four-lane divided roadway with a center median.
- Provide 12-foot wide shoulder along both sides of the roadway to accommodate bicycle.
- Intersection improvements (with re-alignment of the intersections at County Road 1119).
- Drainage improvements including curb and gutter with the underground storm sewer system and improvements to culverts and bridges to meet current design standards and new roadway width.

These improvements will enhance overall safety for vehicles and bicycles.

SLIDE 12 – Project Considerations – Current Design Criteria

- Update horizontal alignments, vertical profiles and intersection sight distance to the current TxDOT standards.
- Provide a minimum lane width of 12-feet
- Provide a 76-ft median width
- Addition of a shared use path along northbound US 67 between Park Road 21 and Business 67 for bicycle and pedestrian accommodation.

SLIDE 13 – Existing Roadway – Typical Section

The existing roadway typical section of US 67 without passing lane consist of two 12-ft wide travel lanes with 4 to 10-ft shoulders and typical right-of-way width is 100ft.

SLIDE 14 – Proposed Roadway – Typical Section

The proposed roadway typical section show US 67 is four 12-ft wide travel lanes (2 in each direction) divided by a 76-ft wide grass median. The shoulder width is 12-ft wide on the outside to accommodate bicycle traffic and typical right-of-way width of 220-ft.

SLIDE 15 – Proposed Bicycle and Pedestrian Accommodations

This slide shows how the 12-ft wide shoulders for bicycle accommodation will be implemented at cross streets. The point of conflict or where the vehicle cross path with the bicycle is at the taper for the turn lane instead of at the intersection.

SLIDE 16 – Evaluated Roadway Widening - Alternatives

Currently, the study is evaluating 3 alternatives for the reconstruction and widening of US 67.

- Alternative A or “Widen US 67 to the south with full roadway reconstruction”. This alternative holds the existing alignment for the southbound lanes and widen to the south for the northbound lanes. The existing roadway will be fully reconstructed.
- Alternative B or “Re-align US 67 to avoid displacements” option holds the existing alignment for southbound lanes except where it can be shifted to avoid impacting properties and utilities on the south side. The existing roadway will be fully reconstructed.
- Alternative C or “Widen US 67 to the south, Rehab existing roadway” holds the existing alignment for the southbound lanes and widen to the south for the northbound lanes, mill and overlay the existing roadway, replace bridges and culverts and widen only where needed to meet criteria.

SLIDE 17 – Evaluated Roadway Widening – Alternatives A, B, and C

This slide shows the differences between Alternatives A, B, and C at the beginning of the project where existing US 67 transitioned from a four-lane divided roadway to a two-lane undivided roadway. The proposed pavement is shown in light-yellow and the existing pavement is cross-hatched in turquoise. As shown, all 3 alternative depicts the proposed US 67 northbound lanes begin where the existing pavement transition from the four-lane divided roadway to a two-lane undivided.

SLIDE 18 – Evaluated Roadway Widening – Alternatives A, B, and C

This slide shows the differences between Alternatives A, B, and C at County Road 1226. The proposed pavement is shown in light-yellow and the existing pavement is cross-hatched in turquoise. The roadway alignment of US 67 is adjusted to avoid displacements to the gas sites.

SLIDE 19 – Evaluated Roadway Widening – Alternatives A, B, and C

This slide shows the differences between Alternatives A, B, and C at the end of the project where US 67 ties into the

existing 4-lane divided roadway near Lake Pat Cleburne. The proposed pavement is shown in light-yellow and the existing pavement is cross-hatched in turquoise.

SLIDE 20 – Proposed Alternatives Analysis – Widening US 67

This table contains a Proposed Alternatives Analysis giving a Red circle to the alternative have that would have the most negative effect and a dark green to those with the most positive effect for the evaluation criteria listed. Looking at each alternative and comparing against mobility, operations, safety, cost, and social and environmental effects, one can see which alternatives might be most beneficial. The "Stakeholder Input" is to be determined as input will be received from this public meeting. It is important to note that the value of these effect determinations is estimated and can be adjusted as the project progresses.

SLIDE 21 – Estimated Project Cost

The estimated construction cost for Alternative A is \$160 million. \$95.6 million for Alternative B and \$94.6 million for Alternative C.

SLIDE 22 – National Environmental Policy Act (NEPA)

The National Environmental Policy Act, or NEPA process, provides analyses of the potential impacts to the natural and man-made environment and helps the decision maker to make an informed decision on whether or not to proceed with the project.

On December 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 NEPA projects.

This review and approval process applies to this project.

SLIDE 23 – Environmental Process

An environmental assessment (or EA) is currently being prepared in accordance with the National Environmental Policy Act (or NEPA) which, once prepared, will be provided to the public with environmental documentation.

The EA will include a thorough evaluation of:

- Air Quality
- Bicycle/Pedestrian Accommodations
- Community Impacts
- Cultural Resources
- Hazardous Materials
- Indirect and Cumulative impacts
- Right of Way/Easements
- Traffic Noise
- Vegetation and Wildlife and
- Water Resources

SLIDE 24 – Considerations – Environmental Constraints Map

This map shows a detailed environmental constraints along US 67 from FM 199 to 0.8 mile west of County Road 1226. A full version of this map is available for download at www.txdot.gov, keyword search: "US 67"

SLIDE 25 – Considerations – Environmental Constraints Map

This map shows a detailed environmental constraints along US 67 from 0.8 mile west of County Road 1226 to Business 67 (Walls Drive/Henderson Street). A full version of this map is available for download at www.txdot.gov, keyword search: “US 67”

SLIDE 26 – Environmental Process – Agency Coordination

TxDOT will be coordinating with several regulatory and governmental agencies during the environmental process for this project. Coordination will occur with the North Central Texas Council of Governments, Texas Historical Commission, Texas Parks and Wildlife Department, and the United States Army Corps of Engineers.

SLIDE 27 – Environmental Process - Right of Way

The acquisition of new right of way is anticipated for this project. Approximately 256.3 acres of right-of-way and 1.5 acres of easements are required as a result of the proposed improvements.

Exact amount of right-of-way will be determined later in the detail design project process.

SLIDE 28 – Right of Way

The Uniform Relocation Assistance and Real Property Acquisition Policies Act is a law passed in 1970 that was designed to ensure that anyone who owned property needed for a public purpose would be treated fairly. The law establishes guidelines for the acquisition of property and the relocation of displaced individuals and businesses. Additionally, 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 29 – Right of Way (cont.)

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. After that, 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. For further information, TxDOT right of way brochures can be found at the link provided on the screen. The brochures, including two booklets titled "The Purchase of Right of Way," and "Relocation Assistance," are also available upon request. These booklets contain detailed information to inform you of your rights and provide information about TxDOT’s right-of-way acquisition procedures.

SLIDE 30 – Anticipated Schedule

Provided here is an estimated schedule for the US 67 project. We are currently in the early stages of project development.

Public outreach will be ongoing throughout the study. In addition to this public meeting, a second public meeting is anticipated in summer 2023 and a public hearing is planned for winter 2024.

The project is not currently funded for construction. Please note that the schedule is tentative and is subject to change.

SLIDE 31 – Feedback and Discussion

Your comments about this project are very important to TxDOT and will contribute greatly to the success of this project. TxDOT is committed to continuing our efforts to gain public feedback about this project. We understand that this virtual public meeting format is a bit different, so let’s take a few minutes and explain the comment process. Please note that

comments can be made throughout the comment period and will be included in the meeting documentation.

The Fort Worth District is asking the public to provide their comments in the following ways:

1. You may email your comments to: Francis.Smith@txdot.gov
2. By voicemail at (817) 370-6708
3. By filling out a comment card and mailing your comments to the Texas Department of Transportation, Attention: Dr. Francis A. Smith, P.E., at 2501 SW Loop 820, Fort Worth, TX 76133
4. Comments will also be accepted online by visiting the website www.txdot.gov. Type in “US 67” in the keyword search at the top right of the TxDOT homepage, then click on the “Submit Your Comment” button on the project webpage.
5. All of your statements, comments and questions will be given careful consideration before final design features are determined.

The public comment period closes on Friday, December 23, 2022, which is 15 days from this virtual public meeting.

Please ensure that your comment is received or postmarked by this date.

The public may also email or call project staff during regular office hours to ask questions about the project at any time in the project development process.

SLIDE 32 – Thank You

Thank you for joining TxDOT’s online virtual public meeting for the US 67 project.

We sincerely appreciate your attendance and interest. Please take a moment to review project materials online. And remember to submit your comments on or before Friday, December 23, 2022. Your questions, comments and concerns will receive careful consideration. Thank you very much, and this concludes the virtual public meeting and presentation.