



**US 59 Livingston Upgrade (Future I-69)  
Virtual Public Meeting with In-Person Option**

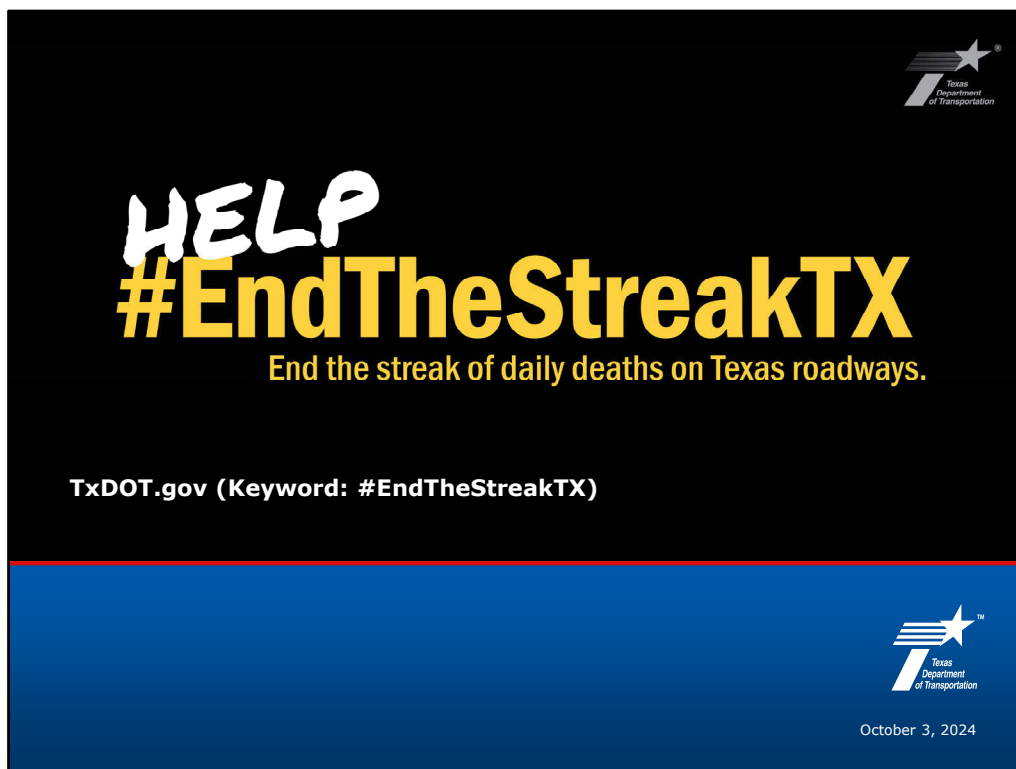
From 0.39 miles south of FM 1988 to 1.90 miles south of SL 116 on US 59, and 0.10 miles west of FM 350 North to 0.10 miles east of Briar Way on US 190  
CSJs: 0177-01-115, 0176-05-193, 0213-03-110 & 0213-04-054  
Polk County, Texas



October 3, 2024

Welcome to the Texas Department of Transportation (TxDOT) virtual public meeting for the US 59 Livingston Upgrade (Future I-69). We appreciate your interest in the project and thank each of you for your participation.

This is a pre-recorded presentation. During the video, you may pause the presentation and navigate forward or backward using your video player. The comment process for the virtual public meeting will be described near the end of this presentation.



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.

## National Environmental Policy Act (NEPA)

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



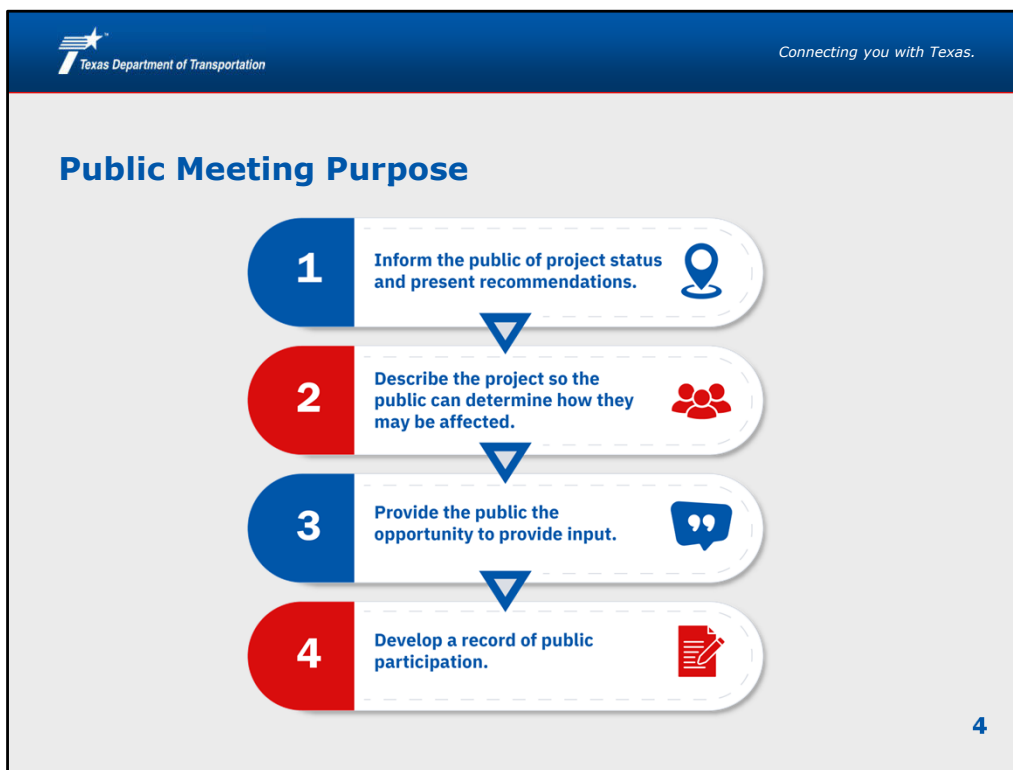
Public involvement like this meeting is an important part of the NEPA process. To advertise the meeting, notices were published on the TxDOT website and appeared in the *Polk County Enterprise* on Sept. 8, 2024, and Sept. 22, 2024. The notice was also mailed to adjacent property owners and elected public officials.

3

The proposed project would be funded by the Federal Highway Administration and is subject to the National Environmental Policy Act also known as NEPA. NEPA requires federal agencies to evaluate the environmental and related social and economic effects of their proposed actions prior to making decisions and to provide opportunities for the public to review and comment on those evaluations.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.


Public involvement like this meeting is an important part of the NEPA process. To advertise the meeting, notices were published on the TxDOT website and appeared in the *Polk County Enterprise* on September 8, 2024, and September 22, 2024. The notice was also mailed to adjacent property owners and elected public officials.



The purpose of this virtual public meeting is to inform you about the proposed project and to gather public feedback.

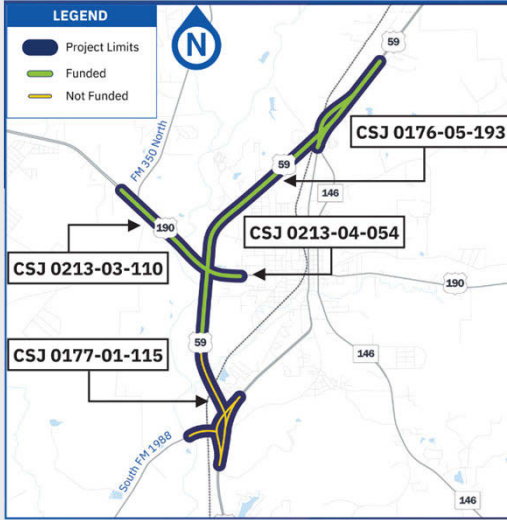
This presentation includes information on the purpose of the project; a description of the project including the design, right-of-way requirements, and schedule; and the potential environmental constraints in the area.

This public meeting is being held in compliance with both federal and state laws. Documentation of this meeting will be made available for the official record.


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## Project Overview


- **CSJs (Project Numbers):** 0117-01-115, 0176-05-193, 0213-03-110 & 0213-04-054
- **Location:** From 0.39 miles south of FM 1988 to 1.90 miles south of SL 116 on US 59, and 0.10 miles west of FM 350 North to 0.10 miles east of Briar Way on US 190
- **Length:** ~ 6 miles
- **Estimated Construction Cost:**  
 CSJs 0176-05-193, 0213-03-110 & 0213-04-054 (\$295,000,000)  
 CSJ 0177-01-115 (\$135,000,000)
- **Construction Letting:** CSJs 0176-05-193, 0213-03-110 & 0213-04-054 (Spring 2032)  
 CSJ 0177-01-115 (TBD)



5

The proposed project would involve the reconstruction of US 59 mainlanes, ramps and frontage roads to meet interstate standards for potential future designation as I-69. Proposed improvements would also include revising the configuration of the US 190, BUS 59 North, and BUS 59 South/FM 1988 interchanges, in addition to new frontage road connections crossing over the Union Pacific Railroad just north of BUS 59/FM 1988 and just south of BUS 59 North.

The proposed project runs just over 6 miles and extends from 0.39 miles south of FM 1988 to 1.9 miles south of State Loop 116 in Polk County. It would include the construction of cable barrier-divided mainlanes along US 59 that consist of four 12-foot-wide travel lanes, two in each direction, 4-foot-wide inside shoulders, and 12-foot-wide outside shoulders. Northbound and southbound US 59 frontage road construction would include two 12-foot-wide travel lanes with a 4-foot inside shoulder and a 10-foot outside shoulder. A 10-foot shared-use path would also be constructed along the proposed US 59 frontage roads.




## Project Need and Purpose

### NEED

US 59 does not meet current interstate standards.


The US 59 interchanges with US 190, BUS 59 N and FM 1988 are inadequate for current and future traffic volumes, which results in:

- Traffic congestion
- Reduced mobility
- Increase in traffic crashes



### PURPOSE

- Enhance safety
- Improve mobility
- Provide a more efficient hurricane evacuation route
- Provide system connectivity to I-69




6

The proposed project is needed because US 59 within the project limits does not meet current interstate standards, and the US 59 interchanges with US 190, BUS 59 N and FM 1988 are inadequate for current and future traffic volumes, resulting in traffic congestion, reduced mobility, and increased traffic crashes.

The project's purpose is to:

- Enhance safety,
- Improve mobility,
- Provide a more efficient hurricane evacuation route, and
- Provide system connectivity to I-69



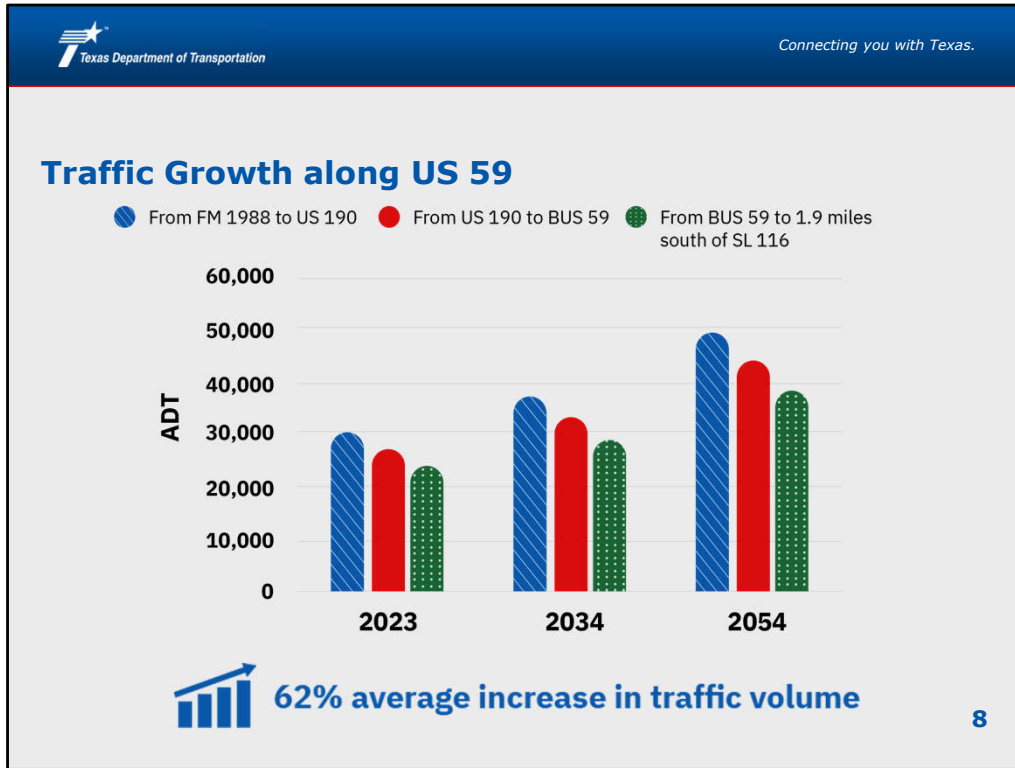
Project Goals

Design	Environmental	Safety
<ul style="list-style-type: none"><li>Upgrade to interstate standards</li><li>Improve interchange connectivity</li><li>Provide a more efficient hurricane evacuation route</li></ul>	<ul style="list-style-type: none"><li>Minimize impacts to affected environment</li></ul>	<ul style="list-style-type: none"><li>Improve system safety</li><li>Reduce intersection conflict points</li><li>End The Streak</li></ul>

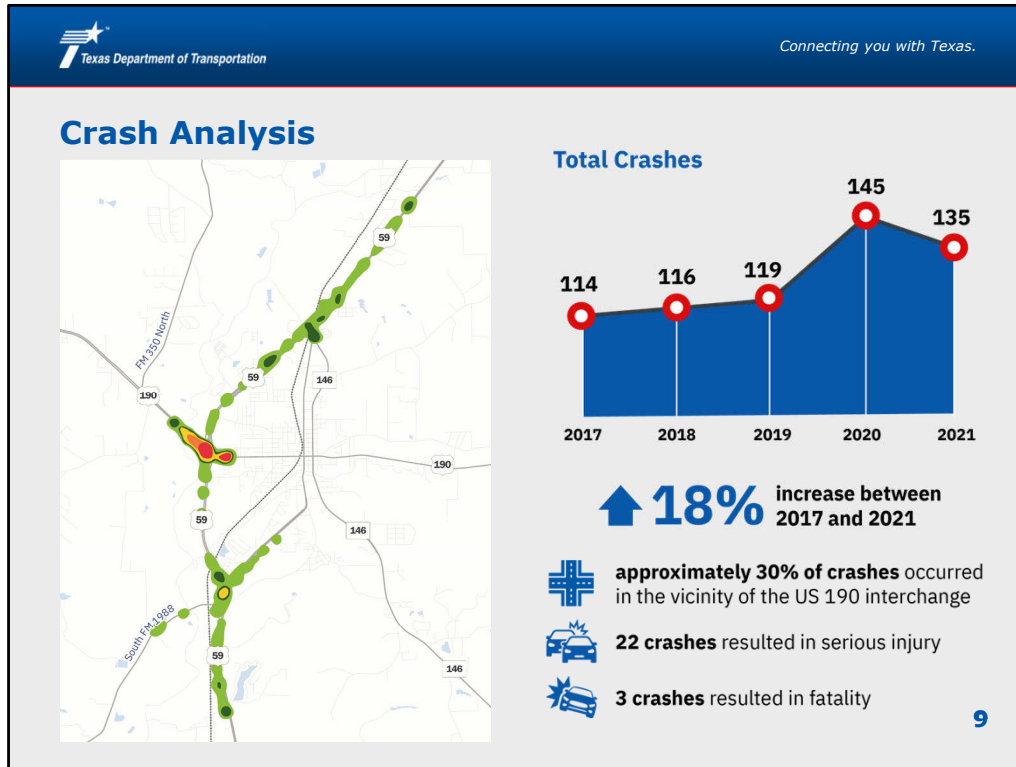
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The project goals fall under three categories: design, environmental, and safety.

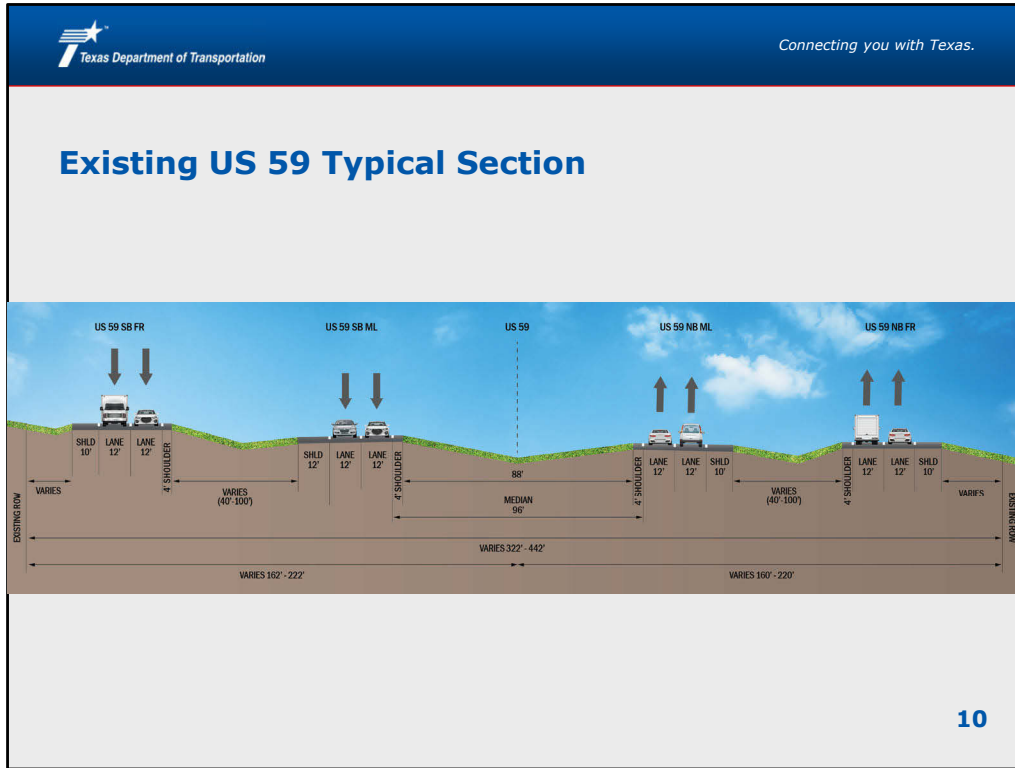
- **Design-wise**, the project's goals are to upgrade the corridor to interstate standards, improve interchange connectivity, and provide a more efficient hurricane evacuation route.
- On the **environmental side**, the project's goal is to minimize impacts to the affected environment.
- For **safety**, the goals are to improve system safety, reduce intersection conflict points, and work toward TxDOT's overarching goal of ending the streak.



From 2023 to 2054, traffic along US 59 is expected to increase an average of 62%. All segments of the project limits are expected to see an increase in traffic volume.



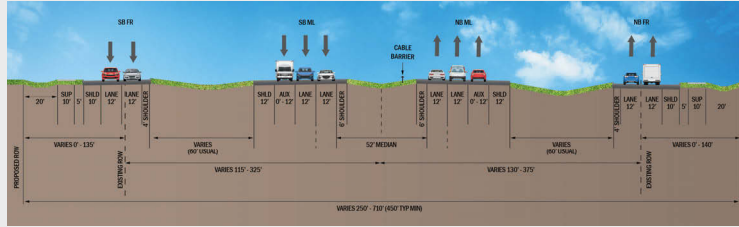
From 2017 to 2021, the project area saw an 18% increase in crashes. The highest concentration of crashes being the US 190/US 59 interchange, accounting for approximately 30% of total crashes. Of the total crashes, 22 crashes resulted in serious injury, and three crashes resulted in a fatality.



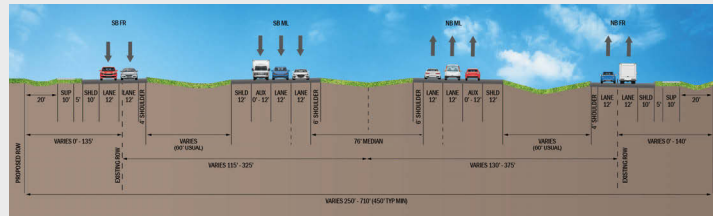
The current roadway is a four-lane roadway with two-way frontage roads and a divided median. It also includes 10- to 12-foot outside shoulders and no pedestrian connectivity.

## Alternatives Evaluated - Typical Sections

### Alternative 1: 52' Median



### Alternative 2: 76' Median



**NOTE:** The typical sections shown are preliminary for feasibility evaluation and will be refined as the project progresses.

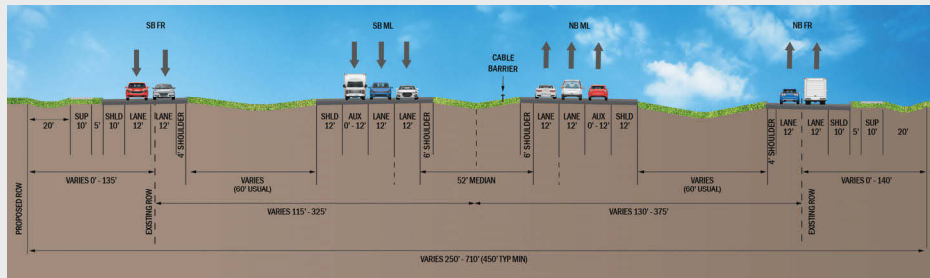
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Alternatives evaluated include barrier-divided mainlanes along US 59 that consist of four 12-foot-wide travel lanes, two in each direction, 4-foot-wide inside shoulders, and 12-foot-wide outside shoulders. Northbound and southbound US 59 frontage road construction would include two 12-foot-wide travel lanes with a 4-foot inside shoulder and a 10-foot outside shoulder. A 10-foot shared-use path would also be constructed along the proposed US 59 frontage roads. Medians for the alternatives vary from 52 feet to 76 feet.

## Preferred Alternative (1)

The proposed project would include:

- Construction of cable barrier-divided mainlanes along US 59 that consist of four 12-foot-wide travel lanes, two in each direction, 6-foot-wide inside shoulders, and 12-foot-wide outside shoulders.
- Continuous one-way frontage roads consisting of two 12-foot-wide travel lanes with a 4-foot inside shoulder and a 10-foot outside shoulder.
- A 10-foot shared-use path along the proposed US 59 frontage roads.



12

Alternative 1, which includes a 52-foot-wide median, is chosen as the preferred alternative because of the following key measures:

- Lower right-of-way impacts (13.4 acres vs 20.7 acres for Alternative 2)
- Lower number of adjacent parcel impacts (63 vs 130 for Alternative 2)
- Lower number of probable displacements (18 vs 23 for Alternative 2)
- Lower number of stream impacts to jurisdictional Waters of the U.S. (314 vs 390 linear feet for Alternative 2)
- Lower number of floodplain impacts (0.6 acres vs 1.2 acres for Alternative 2)

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## FM 1988 / BUS 59 Interchange: Existing Conditions

### Interchange Issues

- ✗ High crash frequency
- ✗ Closely spaced and conflicting ramps hinder driver decision making
- ✗ Outdated and skewed ramp design (*FM 1988, BUS 59, and US 59 Frontage Roads*)
- ✗ Discontinuous frontage roads hinder emergency vehicle access

The map shows the interchange area with several key features labeled:
 

- FM 1988 at UPRR At-Grade Xing
- FM 1988/SB FR Intersection (Stop Controlled)
- FM 1988 ramp to BUS 59
- US 59 SB FR
- Conflicting Exit / Entrance ramps
- S. Washington Ave. Intersection
- BUS 59 Exit to SB FR / FM 1988
- NB US 59 Exit to BUS 59
- Southpoint Shopping Center

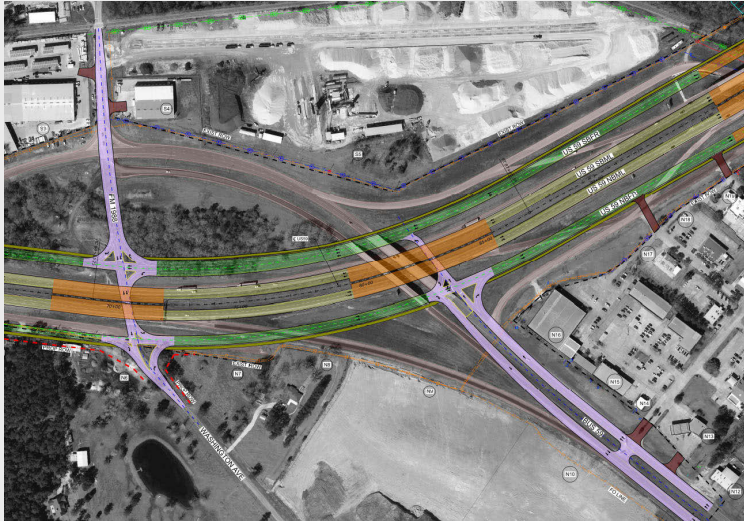
LEGEND  
 [Callout Box] Adjacent Developments

**13**

The FM 1988/Business 59 interchange faces several issues, including:

- High crash frequency
- Closely spaced and conflicting ramps that hinder driver decision making
- Outdated skewed ramp design
- Discontinuous frontage roads that hinder emergency vehicle access

## FM 1988/BUS 59 Interchange: Alternatives Considered and Proposed Plan



14

At the Business 59 and FM 1988 interchange, the proposed design:

- Brings the intersection up to current design standards;
- Moves ramps away from the intersection;
- Provides continuous frontage roads;
- Realigns Business 59 to reduce the skew and tie into proposed frontage roads closer to a traditional perpendicular intersection;
- Extends FM 1988 to tie into the proposed frontage roads;
- Removes left turns at signals to improve safety; and
- Provides a free turnaround lane for both frontage roads.

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## US 190 Interchange: Existing Conditions

**Interchange Issues**


- ✗ Major developments closely spaced
- ✗ High driveway density close to interchange
- ✗ 183 crashes along US 190 near interchange in 5 years
- ✗ Failing operations (LOS F) result from high number of conflicting traffic volumes
- ✗ Left-turn queue spillback due to short storage length

**15**

The existing US 59/US 190 interchange faces several challenges:

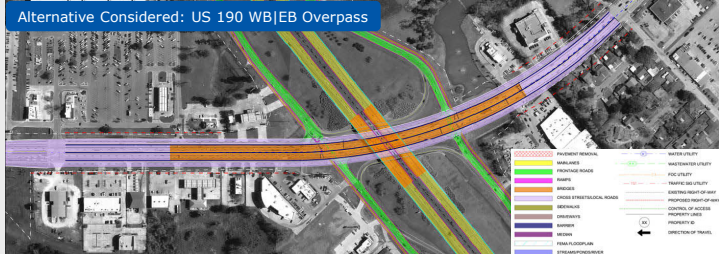
- Major developments are closely spaced
- There is high driveway density close to the interchange
- 183 crashes occurred along US 190 from 2017 to 2021
- The intersection experiences failing operations due to the high number of conflicting traffic volumes




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## US 190 Interchange: Alternatives Considered and Proposed Plan

Alternative Considered: US 190 WB|EB Overpass



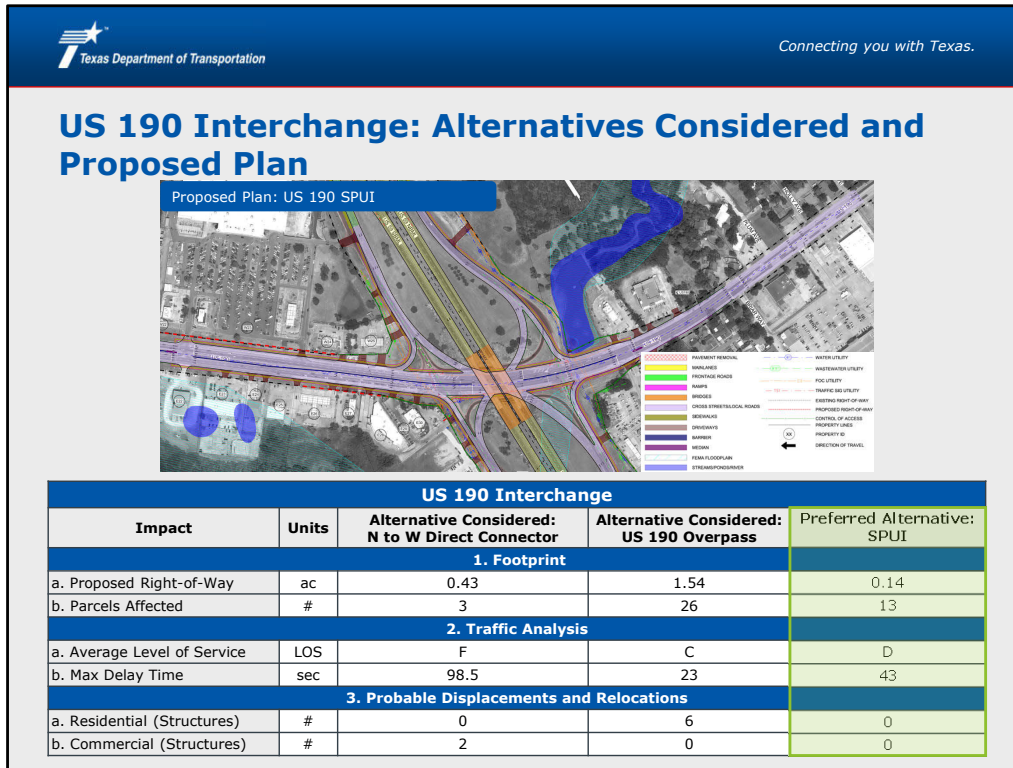
US 190 Interchange		
Impact	Units	Alternative Considered: US 190 Overpass
<b>1. Footprint</b>		
a. Proposed Right-of-Way	ac	1.54
b. Parcels Affected	#	26
<b>2. Traffic Analysis</b>		
a. Level-of Service	LOS	C
b. Max Delay Time	sec	23
<b>3. Probable Displacements and Relocations</b>		
a. Residential (Structures)	#	6
b. Commercial (Structures)	#	0

17

A second US 190 interchange alternative considered included elevating two eastbound and two westbound US 190 through lanes at a third level over the US 59 mainlanes. This was considered to address the heavy east- and westbound through traffic between Briar Way (at the east limit) and FM 350 North (to the west).

While this alternative did result in a satisfactory Level of Service C and effectively reduced delay through the intersection, it also required the most complex traffic control at Briar Way and Walmart signals and resulted in higher costs due to the amount of bridge structure required.

In addition, it resulted in the largest property impacts of all alternatives considered, including 1.54 acres of right-of-way acquisition affecting 26 parcels and resulting in the displacement of 6 residences.



The Single Point Urban Interchange (or SPUI) alternative was identified as an option to be considered for the US 59 at US 190 interchange to address both through movements, and the heavy northbound and southbound left turns.

This alternative would provide improved interchange safety by reducing vehicle turning movement conflicts with through movements.

A SPUI would result in a simple three-phased traffic signal which also results in improved mobility, connectivity and frontage road traffic flow.

- Phase 1 US 190 eastbound and westbound through lanes
- Phase 2 US 190 east- and westbound left-turn movements
- Phase 3 US 59 north- and southbound left-turn movements

In addition, a SPUI would effectively utilize the existing freeway right-of-way footprint to minimize impacts to adjacent property owners.

The SPUI alternative was ultimately recommended for the US 190 interchange because it provided reasonable Level of Service D for the design year which results in the lowest number of impacts to adjacent properties of the three alternatives considered including only 0.14 acres of right of way impacting 13 parcels, and no displacements.

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## BUS 59 (N) Interchange: Existing Conditions

**Interchange Issues:**

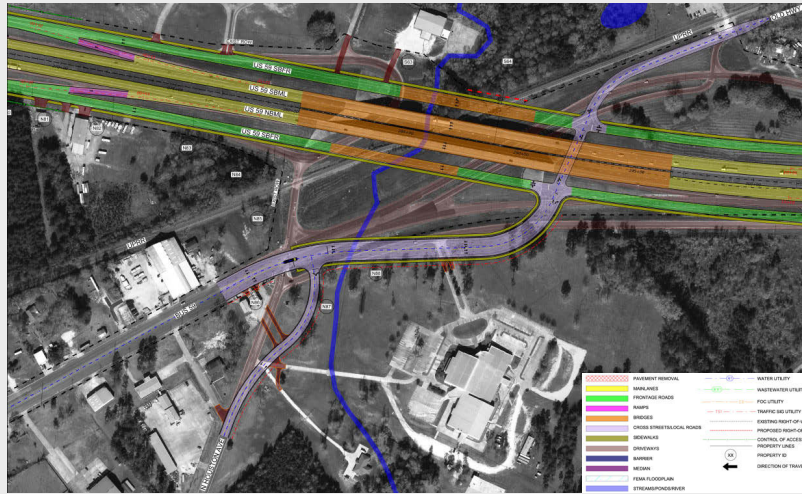
- ✗ Heavy peak hour traffic along frontage roads and SH 146 to Livingston High School
- ✗ Safety and congestion issues with at-grade rail crossing for SH 146 and frontage road users
- ✗ Skewed intersection with BUS 59, SH 146, Colt Rd
- ✗ Closely spaced access hinders driver decision making (*BUS 59, SH 146, Colt Rd and US 59*)
- ✗ Discontinuous frontage roads at railroad crossing limits emergency vehicle access
- ✗ Outdated design standards connecting Old Highway 35 and BUS 59

**19**

The Business 59 North interchange is being evaluated for improvements due to several issues. The issues include:

- Heavy peak hour traffic along frontage roads and SH 146 to Livingston High School;
- Safety and congestion issues with the at-grade UPRR crossing for SH 146 and frontage road users;
- Intersection skew;
- Closely spaced access hinders driver decision making;
- Discontinuous frontage roads at the railroad crossing limit emergency vehicle access; and
- Outdated design standards for the design connecting Old Highway 35 and Business 59.


## BUS 59 (N) Interchange: Proposed Plan



20

At North Business 59 and SH 146 the proposed design:

- Provides continuous frontage roads across the railroad;
- Realigns North Business 59 to reduce the skew and tie into proposed frontage roads closer to a traditional perpendicular intersection;
- Realigns SH 146 to reduce the skew to tie into North Business 59 perpendicularly;
- Removes the short connection from SH 146 to the turnaround that traversed the railroad; and
- Adds a right-turn lane from the northbound frontage road intersection up to Livingston Junior High School to provide more storage.













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## Environmental Constraints

An environmental analysis is required by the National Environmental Policy Act (NEPA).

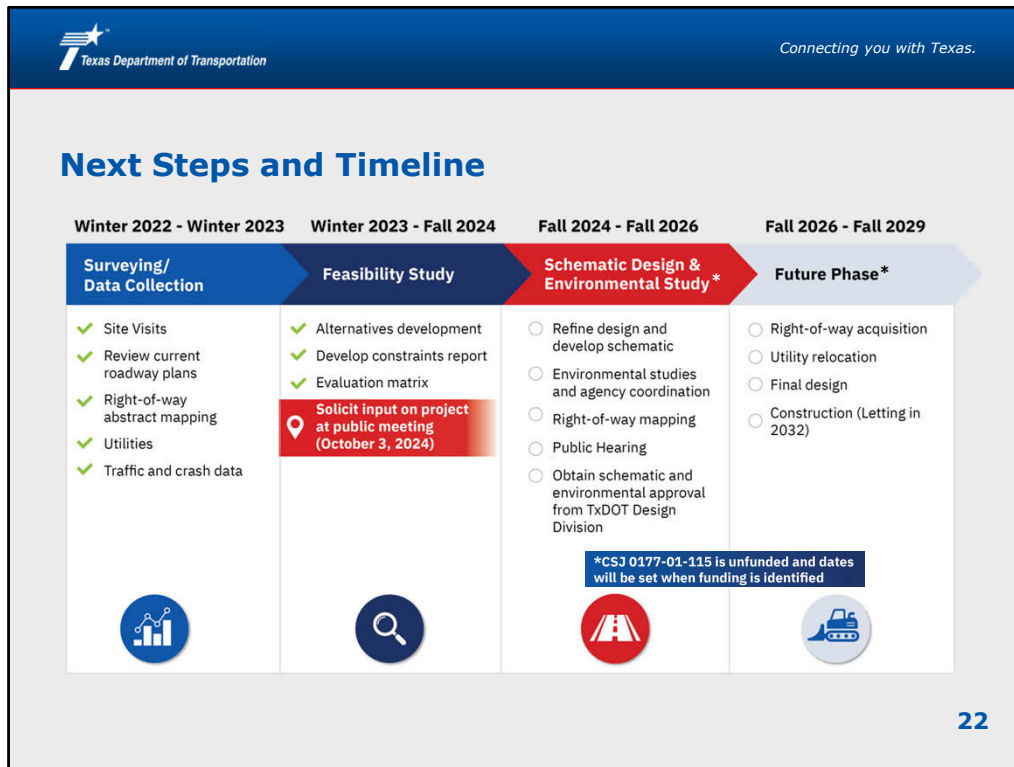
The primary purpose of this analysis is to help TxDOT determine how the project would affect environmental resources prior to making decisions and provide the public an opportunity to review and comment on those analyses.

 Water Resources	 Air Quality	 Traffic Noise	 Community Impacts	 Vegetation & Wildlife
 Threatened & Endangered Species	 Indirect & Cumulative Impacts	 Historical & Archeological Resources	 Hazardous Material Sites	 Land Use & Parkland

21

As mentioned earlier, NEPA requires federal agencies to evaluate the environmental and related social and economic effects of their proposed actions prior to making decisions and to provide opportunities for the public to review and comment on those evaluations.

On the slide, we've noted a variety of environmental resources that will be analyzed as part of the NEPA process. To begin the process, we have conducted a constraints analysis to help us identify any environmental resource concerns in the project area. If you see any resources we may have missed on the conceptual schematic, please let us know by providing public comment through any of the means described later in the presentation. Your help identifying these resources early in the project development process aids us as we move forward to refine the design of the project and start environmental studies.




The project timeline is as follows. The surveying and data collection stage occurred between winter 2022 and winter 2023. In this stage, site visits occurred, the roadway plans were reviewed, as-builts and the right-of-way abstract map were created, utilities were contacted, and traffic and crash data was collected.

The next phase is the feasibility study, and that is scheduled for winter 2023 through fall 2024. So far during this phase, the alternatives and constraints report have been developed, and the evaluation matrix was created. In addition, the project team is soliciting input on this analysis and the proposed project during this public meeting.

From fall 2024 through fall 2026, the project will be in the schematic design and environmental study stage. The team will review public input and coordinate with local agencies to begin development of the schematic and environmental studies. Once the schematic design and environmental studies have been completed, TxDOT will hold a public hearing to present and solicit comments on the schematic and environmental documentation. After analyzing feedback from the hearing, TxDOT will make final revisions and submit the schematic and environmental document for approval from TxDOT Division.

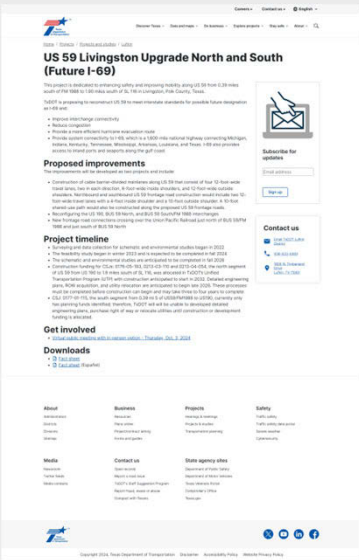
After obtaining schematic and environmental approvals and completing the right-of-way map, TxDOT will begin the right-of-way acquisition process, relocation of utilities and development of the detailed engineering plans and estimates. The right-of-way acquisition process and relocation of utilities is anticipated to take up to three to four years. Construction is currently scheduled to start in 2032. Please note, CSJ 0177-01-115 is unfunded and dates for schematic and environmental approvals, as well as construction, will be set when funding is identified.

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## Meeting Materials

Meeting materials can be viewed by:

- Visiting [www.txdot.gov](http://www.txdot.gov) and searching "US 59 Livingston".
- Scrolling to the bottom of the webpage to the Get Involved Section
- Clicking on the Virtual Public Meeting with In-Person Option – Thursday, October 3, 2024



23

All the materials for this public meeting are available for viewing and downloading on the US 59 Livingston Upgrade project webpage by navigating to [www.txdot.gov](http://www.txdot.gov) and searching "US 59 Livingston".

Once on the project webpage, scroll down to the "Get Involved" section and click on the link named "Virtual Public Meeting with In-Person Option – Thursday, October 3, 2024" to view the following public meeting materials: public meeting notice in English and Spanish, project fact sheet, schematic, newspaper display ads in English and Spanish, this pre-recorded presentation and online comment link.

The video presentation is in English and Spanish. If you need any technical or language assistance, please email us at [Rhonda.Oaks@txdot.gov](mailto:Rhonda.Oaks@txdot.gov) or call Rhonda Oaks, our public information officer, at 936-633-4395.



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## Submit Written Comments and Feedback


We appreciate your feedback! TxDOT is available to answer questions anytime during the project development process. Visit [www.txdot.gov](http://www.txdot.gov), keyword search "**US 59 Livingston**" for additional project information and downloads.

 <b>Comment Card</b> Leave written comments at in-person meeting	 <b>Online Comment</b> TxDOT.gov, keyword search "US 59 Livingston"	 <b>Email Comments</b> Jennifer.Adams@txdot.gov	 <b>Mail-in Comments</b> TxDOT Lufkin District 1805 N. Timberland Drive Lufkin, TX 75901	 <b>Voicemail</b> 936-337-2353
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**All comments must be received by Friday, Oct. 18, 2024, to be included in the summary report for this meeting.**

24

We appreciate your feedback! TxDOT is available to answer questions anytime during the project development process. Comments are welcome on this project. You can submit comments using the online comment form, found on the project webpage. Also on the project webpage, there is an option to send in email comments. You may mail comments directly to the Lufkin District Office at TxDOT Lufkin District Office, 1805 N. Timberland Drive, Lufkin, TX 75901. In addition, you can leave a voicemail at 936-337-2353. All comments must be received by Friday, October 18, 2024, to be included in the summary report for this meeting. Also, you may click on the "Subscribe to Updates" button to add your email to our project list.



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## Contact Information

**Contact us anytime during the project development process.**

**US 59 Livingston Upgrade**

TxDOT Lufkin District Office  
1805 N. Timberland Drive  
Lufkin, TX 75901

**Email:** Jennifer.Adams@txdot.gov  
**Phone:** 936-633-4383

**This event's comment deadline is  
Friday, October 18, 2024**

25

The public may call project staff during regular office hours or email project staff to ask questions about the project at any time in the project development process. For questions about this project, please contact our project manager using the contact information shown on this slide and in the meeting materials.

Please note that discussions with the project team members will not be included in the official record of the public meeting. If you wish to submit a comment to be part of the official record of this public meeting, you must do so formally, in the ways outlined in this presentation. The deadline to submit comments to be included in the official meeting summary is Friday, October 18, 2024.



Thank you for participating in this public meeting! This concludes our presentation.