



December 3, 2024

Virtual Public Meeting with In-Person Option US 285 North – Project 2 From SH 302 to RM 652


CSJ:0139-03-046

Reeves County, Texas



Welcome to the second public meeting for the US 285 North corridor — Project 2. Project 2 extends from SH 302 to RM 652 in Reeves County, Texas.

This presentation along with other project materials are available online at www.txdot.gov, keyword search "US 285 North — Project 2."








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

TxDOT.gov (Keyword: #EndTheStreakTX)

#EndTheStreakTX Toolkit

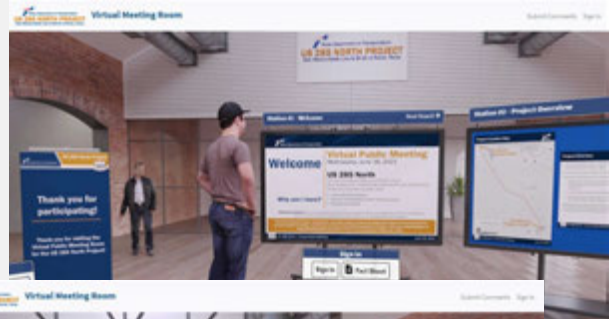


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Before we begin, we would like to express our continued concern for safety by sharing TxDOT's "End the Streak" campaign. November 7, 2000, was the last deathless day on roadways in Texas. Texans can play a major role in ending fatal crashes with a 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.

Public outreach

- Virtual public meeting #1 was held on Wednesday, June 16, 2021
 - 321 people visited the public meeting webpage
 - TxDOT received 13 comments



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The first public meeting for this proposed project was held virtually on Wednesday June 16, 2021.

321 people visited the public meeting webpage and TxDOT received 13 comments.

Project location

Project limits:

US 285
From SH 302 to RM 652 in Orla, Texas

Length:

Approximately 24 miles

Location:

Reeves County



We'll start with a brief project overview. The proposed project is approximately 24 miles long and extends from SH 302 to RM 652 in Orla, located in Reeves County, Texas.

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Project description

- Four-lane divided highway with two lanes in each direction, inside and outside shoulders
- Median openings, turn lanes, and acceleration and deceleration as needed
- Interchange with US 285 bridge over RM 652

Existing (shown as two-lane with passing lane)



Proposed (shown as four-lane divided)



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The proposed project would include widening US 285 from a two-lane highway to a four-lane divided highway. Northbound and southbound travel lanes would be separated by a wide median. The median would include openings as needed, along with turn lanes, and acceleration and deceleration lanes. The project would also include an interchange with a US 285 bridge over RM 652 in Orla.

The detailed schematic of the proposed project is available for download on the meeting page.

The project goals are to improve safety and mobility on US 285.

Safety

- The average crash rate is 29% higher than similar Texas highways
- There were 354 crashes and 9 fatalities from 2016 to 2021

Mobility

- Traffic is projected to double from 2021 to 2045
- 34% of traffic along the corridor is from heavy trucks
- The corridor sees a significant amount of commercial traffic tied to the energy sector

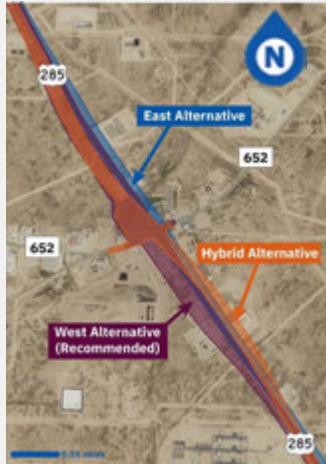


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The goals of the proposed project are to improve safety and mobility along the US 285 corridor.

- This section of US 285 has a crash rate that is 29% higher than similar highways in Texas. There were 354 crashes and 9 fatalities from 2016 – 2021.
- 34% of the traffic along the corridor is made of heavy trucks and is expected to double from 2021 to 2045.
- The corridor sees a significant amount of commercial traffic tied to the energy sector.

Overview of alternatives at RM 652 in Orla



- Three alternatives
 - West (Recommended)
 - East
 - Hybrid
- All would include an interchange with US 285 bridge over RM 652

View the proposed design schematic for more detail.


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TxDOT has analyzed three alternatives at the intersection of US 285 and RM 652 in Orla: an east, west, and hybrid alternative. The following slides present more detail on how the west alternative became the recommended alternative.


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Alternatives analyzed


West (Recommended)



East




Hybrid



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- During the development of the interchange in Orla, TxDOT considered the impacts of the three alternatives.
- Each of the three alternatives has a different right-of-way footprint and impacts different businesses and properties.
- The West alternative, which is TxDOT's Recommended, would impact the post office and businesses on the west side of US 285.
- The East alternative would impact the Pilot Travel Center and businesses on the east side of US 285
- The Hybrid alternative would impact lodging on the east side of US 285 and other businesses.



Alternatives analysis

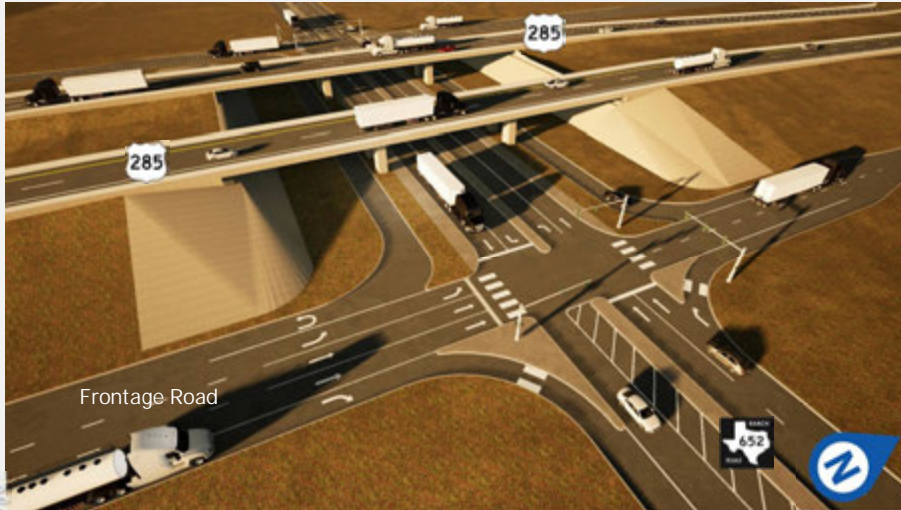
Criteria	West (Recommended)	East	Hybrid
Project Goals:			
Safety	✓✓	✓	✓
Mobility	✓✓	✓	✓
Other Considerations:			
Community Impacts	●	●	●
Acres of Acquisition	●	●	●
Potential Displacements	●	●	●
Impacts to Known Utilities	●	●	●
Impacts During Construction	●	●	●
Relative Cost	●	●	●

● Moderate impacts
 ● More impacts

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- This table summarizes the criteria TxDOT used to analyze each alternative.
- In addition to the goals of improving safety and mobility, TxDOT also looked at community impacts, acres of acquisition, potential displacements, impacts to known utilities, impacts during construction, and relative cost, to determine the recommended alternative.
- Based on the analysis, TxDOT recommends the west alternative as the proposed alignment.
- More detail for each criteria is presented on an exhibit shown at this public meeting and available for download on the meeting page.

Recommended West alternative at RM 652



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This slide shows a 3-D model of the recommended west alternative. The model illustrates a wide median on US 285 with northbound and southbound bridges going over RM 652, and signalized intersections at RM 652 on the frontage roads.

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Environmental documentation will be prepared in accordance with the National Environmental Policy Act (NEPA).

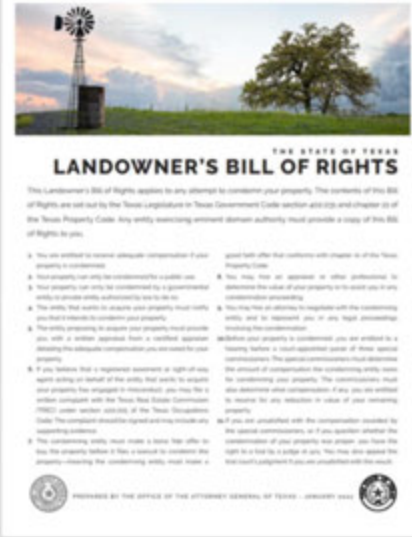
 Air Quality & Traffic Noise	 Social & Community Impacts	 Hazardous Materials
 Biological Resources	 Water Resources	 Historic & Archeological Resources

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. **11**

During the environmental process, documentation of environmental analyses will be prepared in accordance with the National Environmental Policy Act, or NEPA. These analyses will evaluate impacts to air quality and traffic noise, social and community impacts, hazardous materials in the area, natural resources including biological and water resources, and cultural resources including archeological and historic resources.

Right-of-way acquisition

- Approximately 237 – 382 acres of right of way would be required for the proposed project.
- All right-of-way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
- For more information, go to www.txdot.gov and search “landowner’s rights” or scan this QR code on your device.



No final decisions have been made regarding the project’s design or right-of-way footprint. TxDOT will coordinate with individual property owners, as needed, through its right-of-way acquisition process, following the Federal Uniform Relocation and Real Property Acquisition Policies Act.

Scan this QR code to learn more about the acquisition process or visit www.TxDOT.gov to learn more.

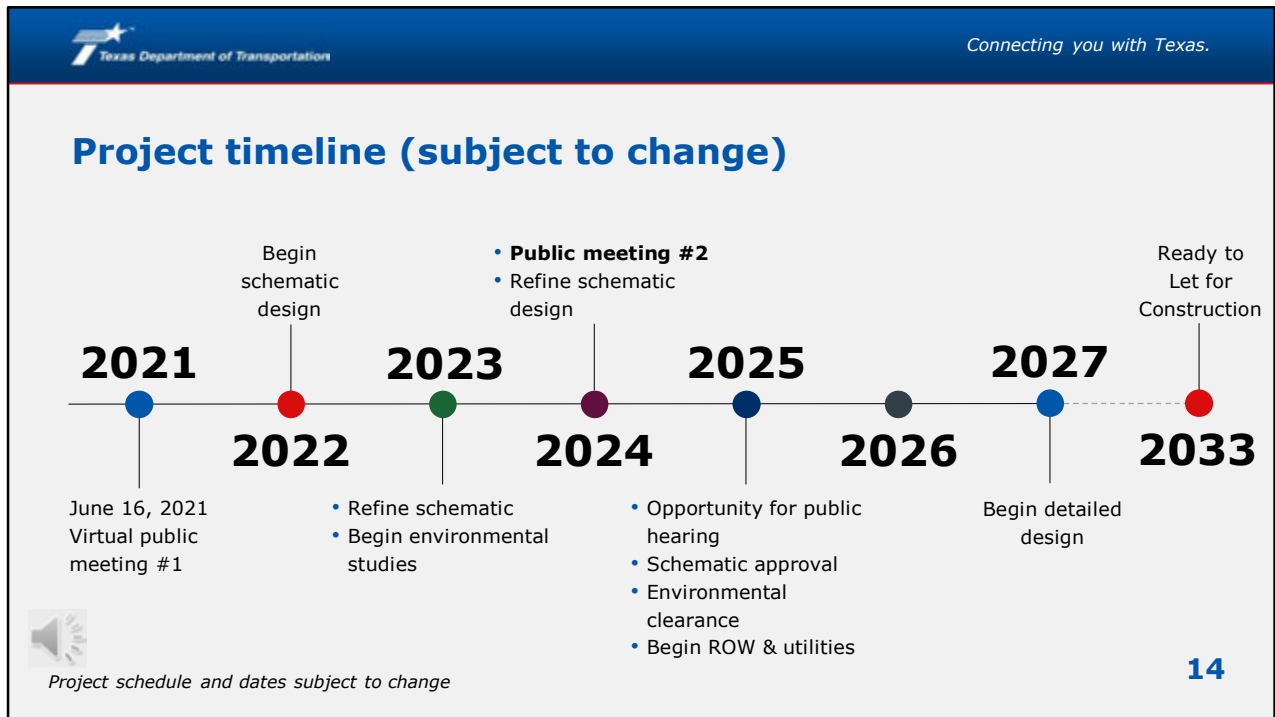
Funding and estimated construction cost

- Preliminary construction estimate
 - \$324.8 M
- Project funding
 - \$162.4 M — Category 4
 - \$162.4 M — Statewide develop authority
(currently unfunded)




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- The current construction cost estimate for this project is \$324 million.
- The project is partially funded with \$162 million in category 4 funds.
- The remaining \$162 million is programmed using statewide develop authority.






- After this public meeting, the project team will consider the feedback received and refine the draft schematic.
- Environmental studies will continue, and a notice of opportunity for a public hearing is anticipated in 2025.
- The schematic development and environmental documentation are anticipated to be finalized in mid-2025.
- Right-of-way acquisition and utility relocations could begin in late 2025. Detailed design is expected to begin in 2027.
- The proposed project would be ready to let for construction in 2033.


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How to comment

We want your feedback!

Comment Form	Email	Mail
Fill out a comment form and drop it in the comment box, email or mail it back. You can also access this form online at www.TxDOT.gov , keyword search "US 285 North – Project 2"	US285North@Jacobs.com	Jacobs Engineering Attn: Chris Hoff, P.E. 1999 Bryan St. Suite 3500 Dallas, TX 75201

All comments must be received by Wednesday, December 18, 2024.

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We would like your feedback on the entire project corridor. This slide provides details on how to submit comments.

Comments may be submitted at the public meeting, emailed to US285North@Jacobs.com, or mailed to Jacobs Engineering, Attention Chris Hoff, P.E. 1999 Bryan Street, Suite 3500, Dallas, Texas 75201

Comments must be received by Wednesday, December 18, 2024, to be included in the official meeting summary. Responses will be available on the meeting webpage once they have been prepared.

Thank you!



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Thank you for your time. This concludes the presentation.