

TEXAS DEPARTMENT OF TRANSPORTATION

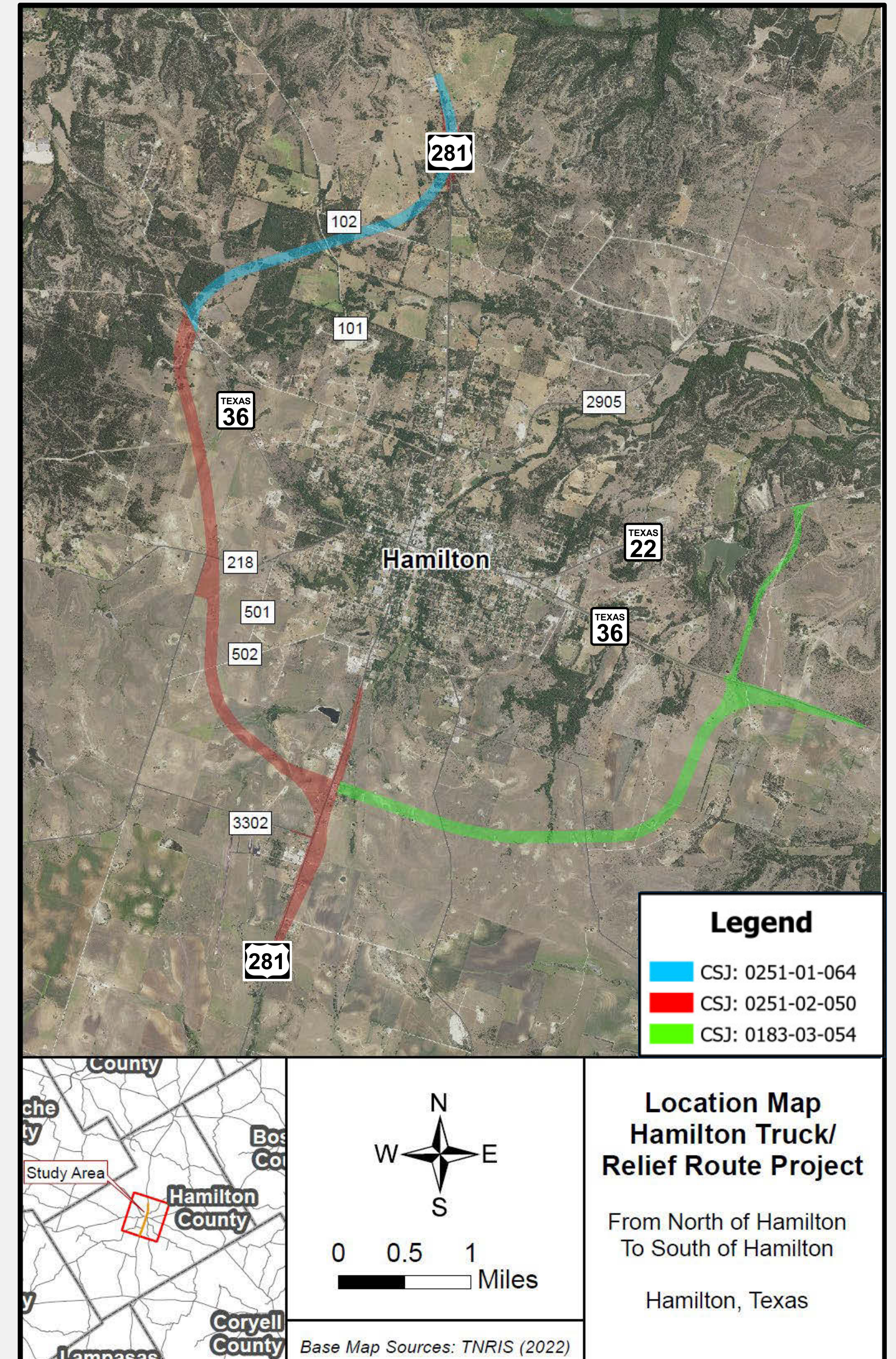
US 281 HAMILTON TRUCK/RELIEF ROUTE

FROM NORTH OF HAMILTON TO SOUTH OF HAMILTON
HAMILTON COUNTY, TEXAS

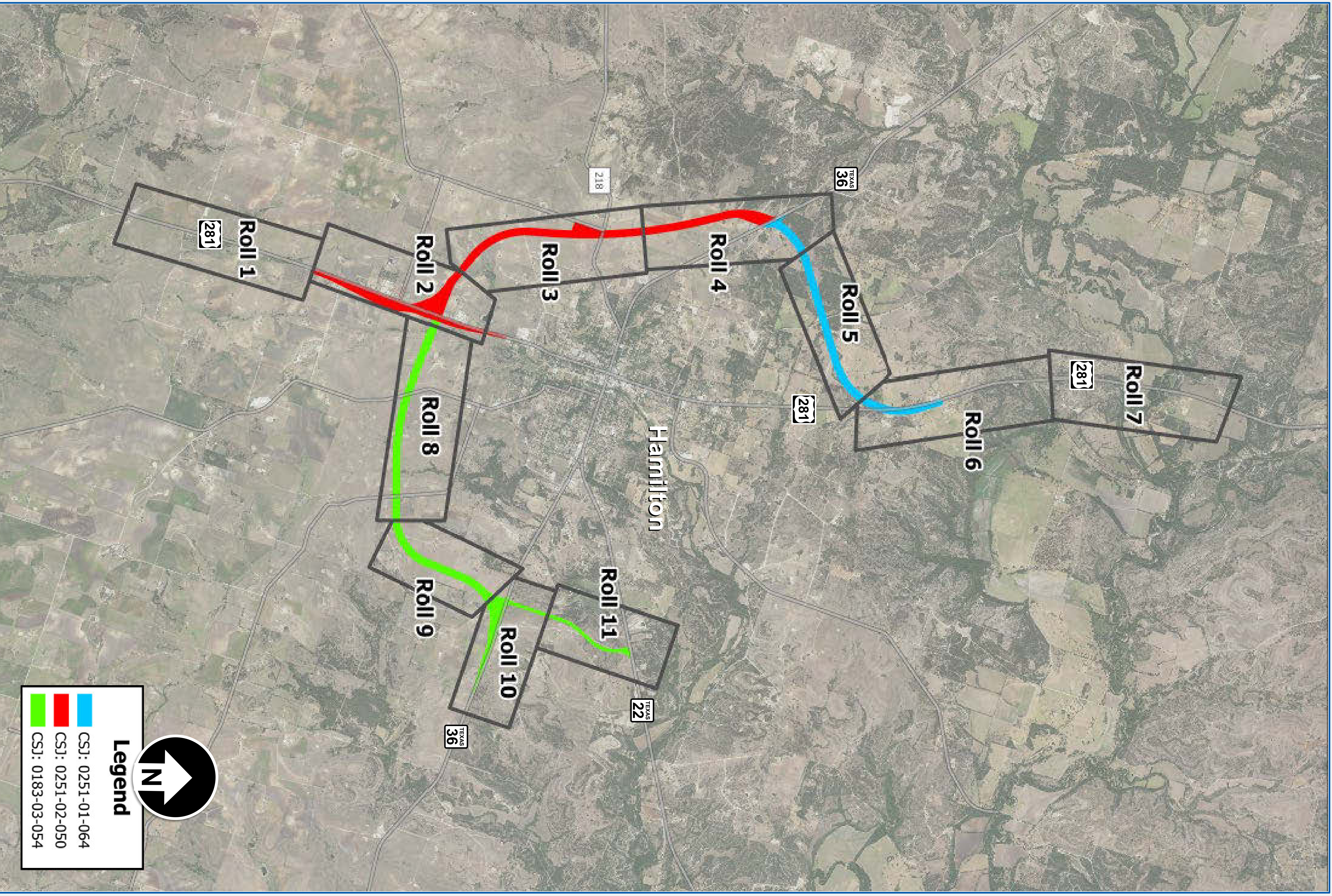
CSJs: 0251-01-064, 0251-02-050 and 0183-03-054

PUBLIC MEETING

SEPTEMBER 24, 2024



Design Schematic Key Map



Project Goal

Design a **US 281 Truck/Relief Route** to alleviate US 281 traffic congestion in the City of Hamilton; a transportation solution which considers and evaluates:

- Mobility
- Safety which includes Truck / Relief Route accommodation of hazardous truck cargo
- Traffic Operations
- Natural & Human Environments

Project History

2022-2023

TxDOT conducted a
Hamilton Truck/Relief Route Feasibility Study

Multiple Route Alignments were explored, evaluated and presented at three advertised **Public Meetings:**

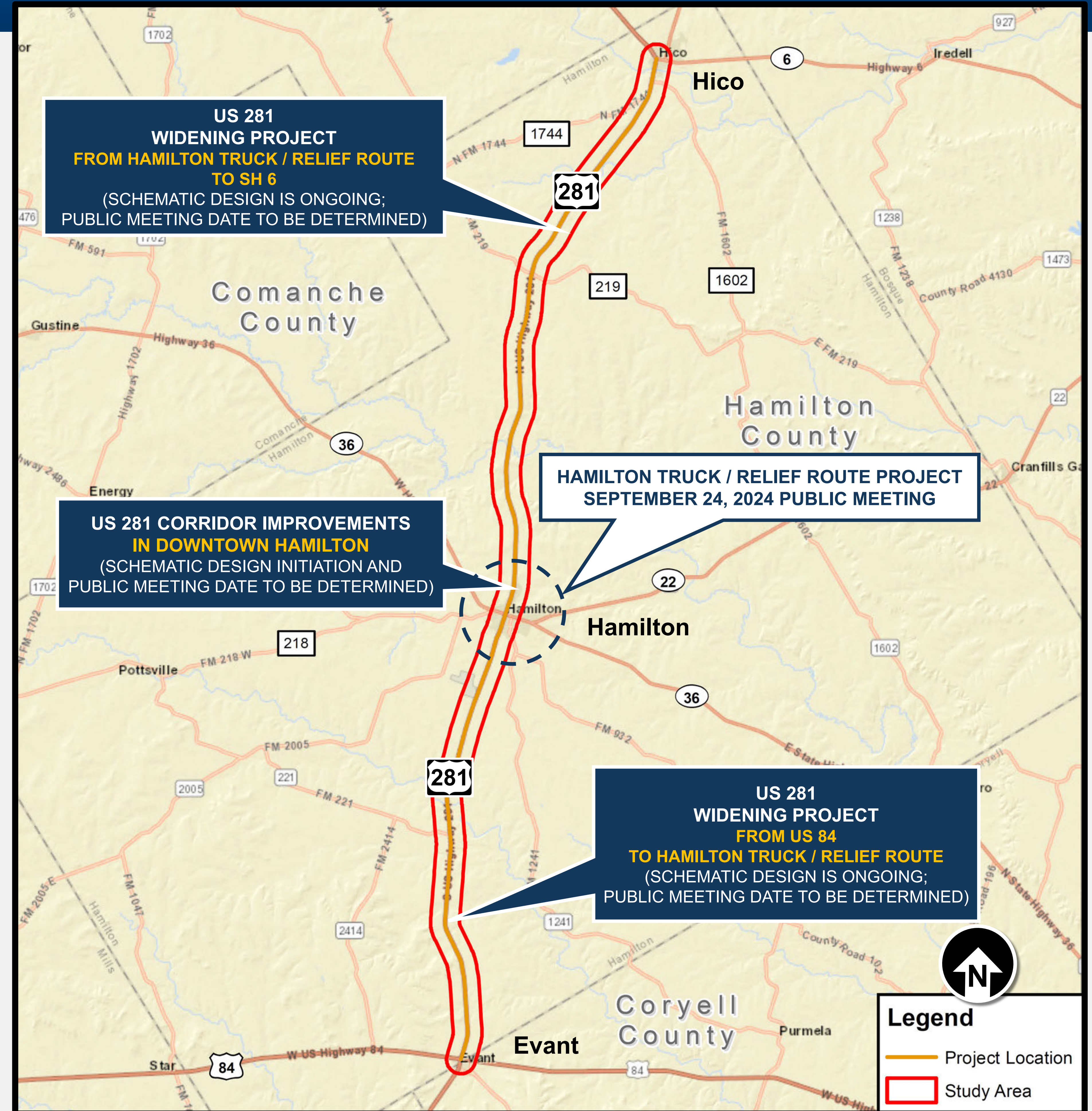
October 18, 2022

May 3, 2023

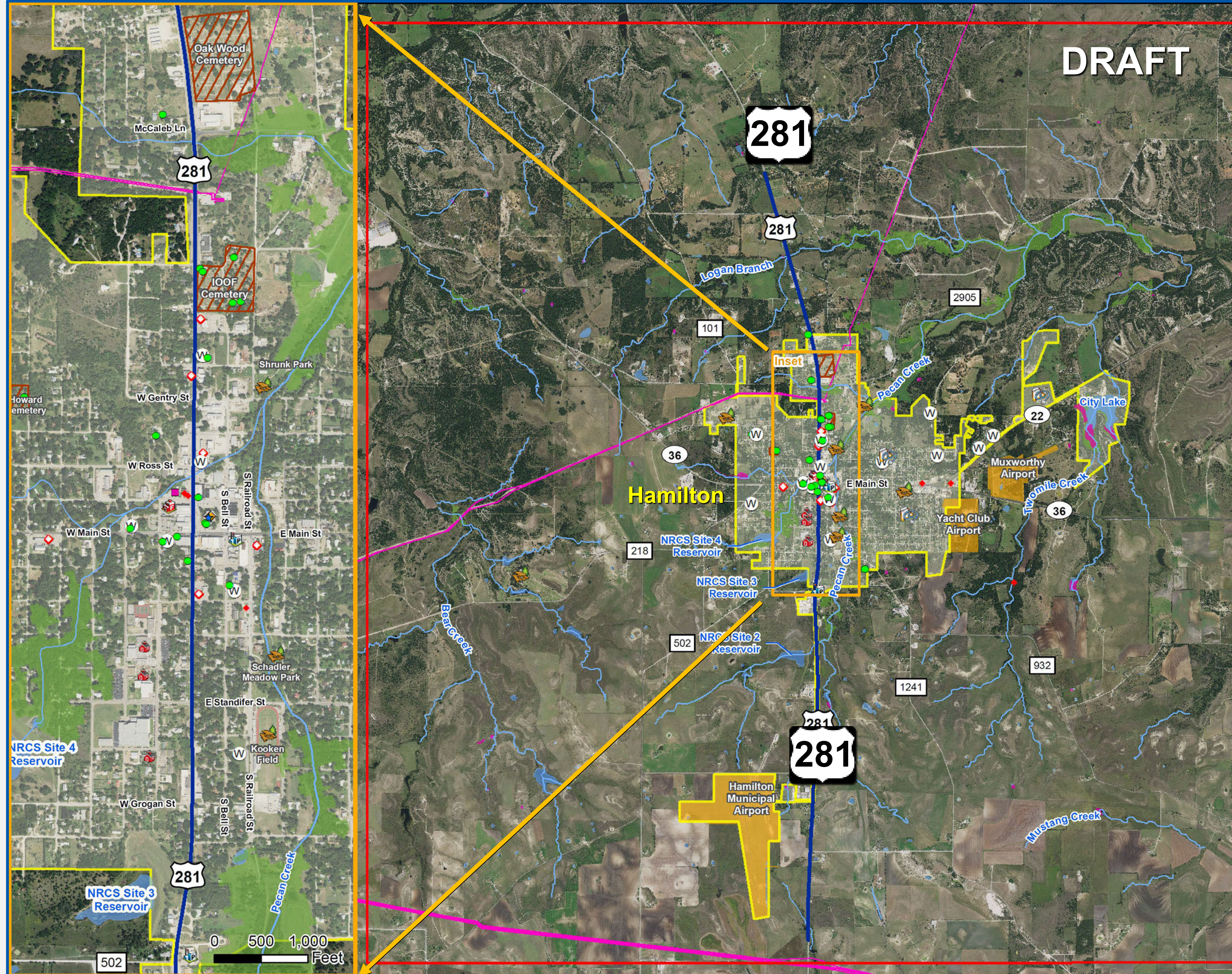
October 18, 2023

TxDOT also met with interested agencies, stakeholders and landowners

Project Integration with adjacent US 281 Projects



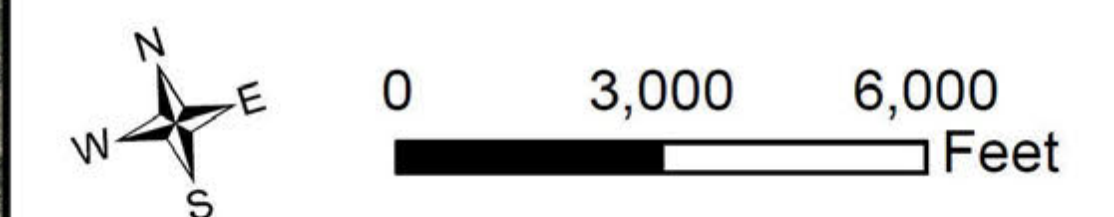
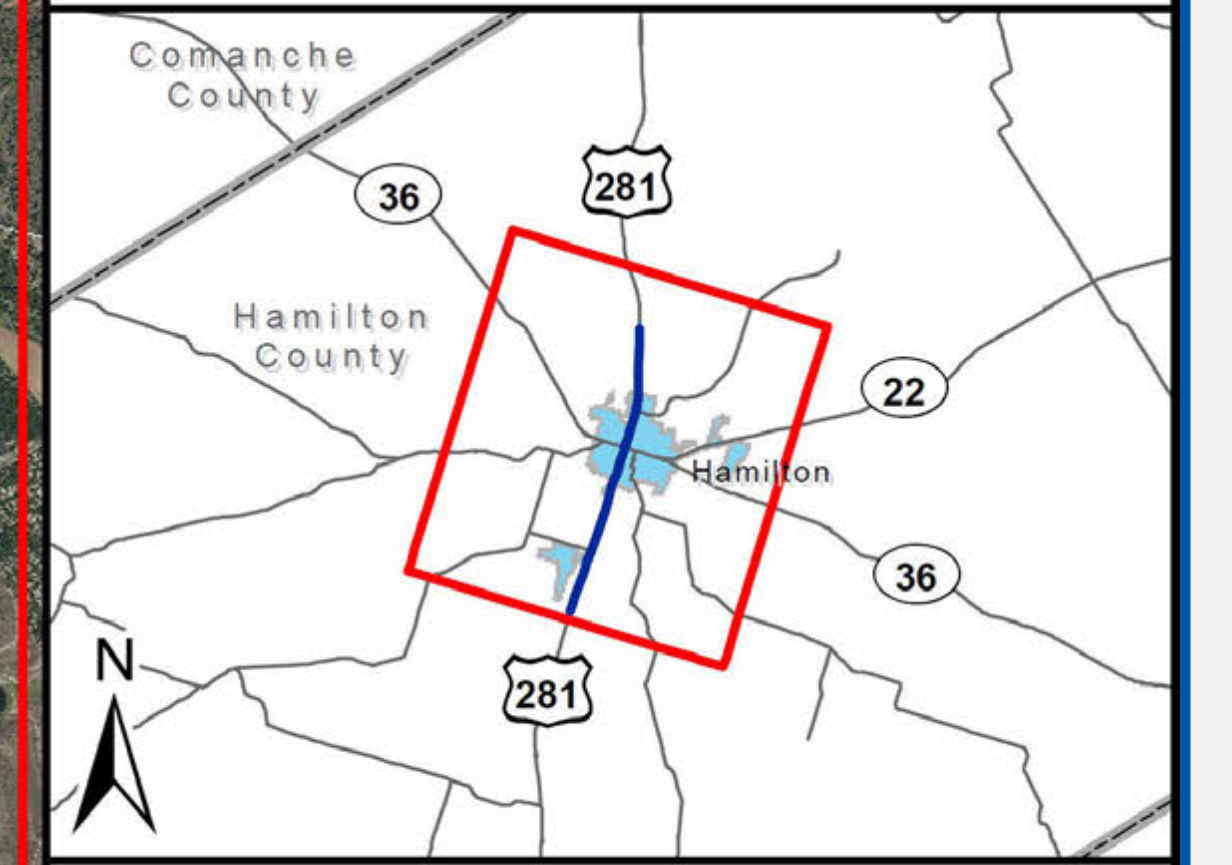
Environmental Constraints Map



DRAFT

Constraints Map US 281 Truck / Relief Route

From North of Hamilton
To South of Hamilton
Hamilton, Texas

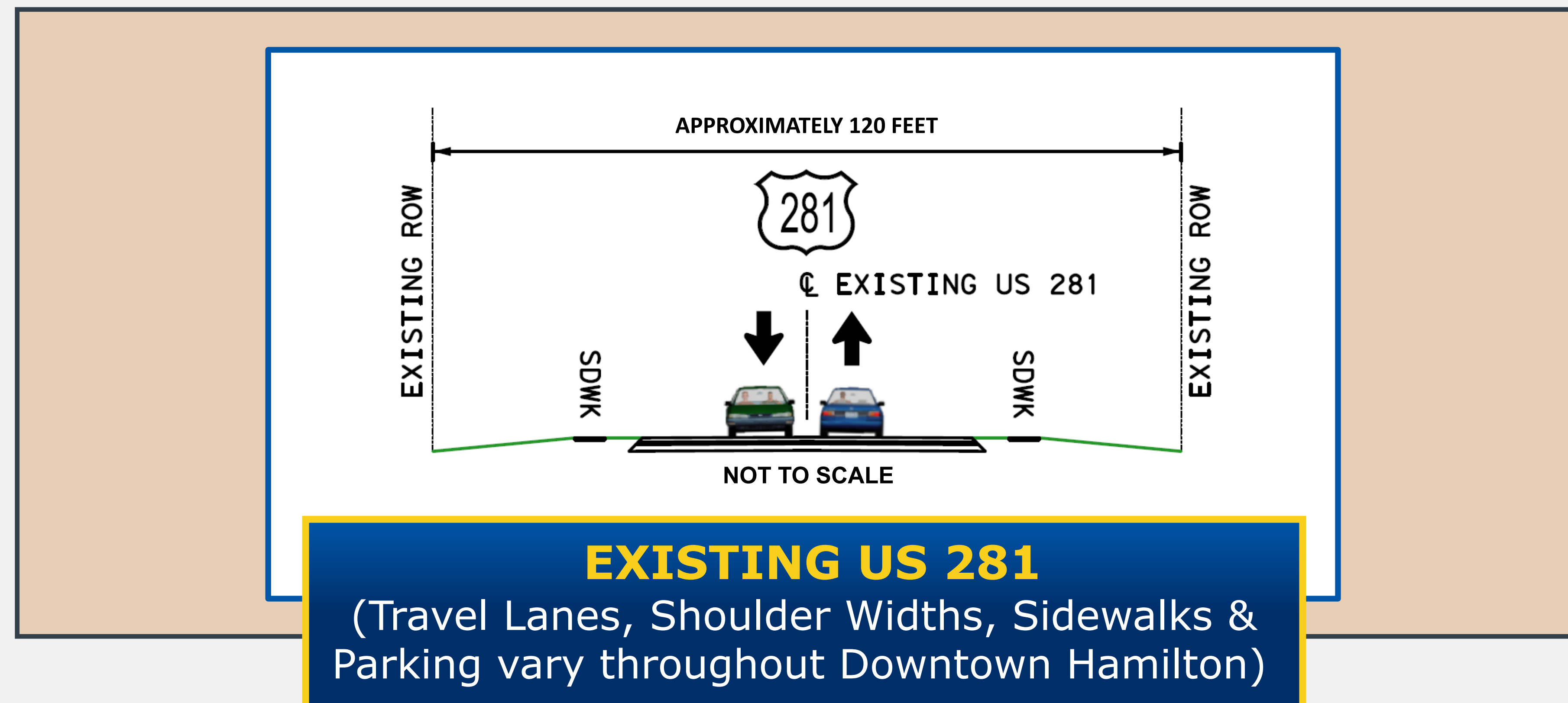


Legend

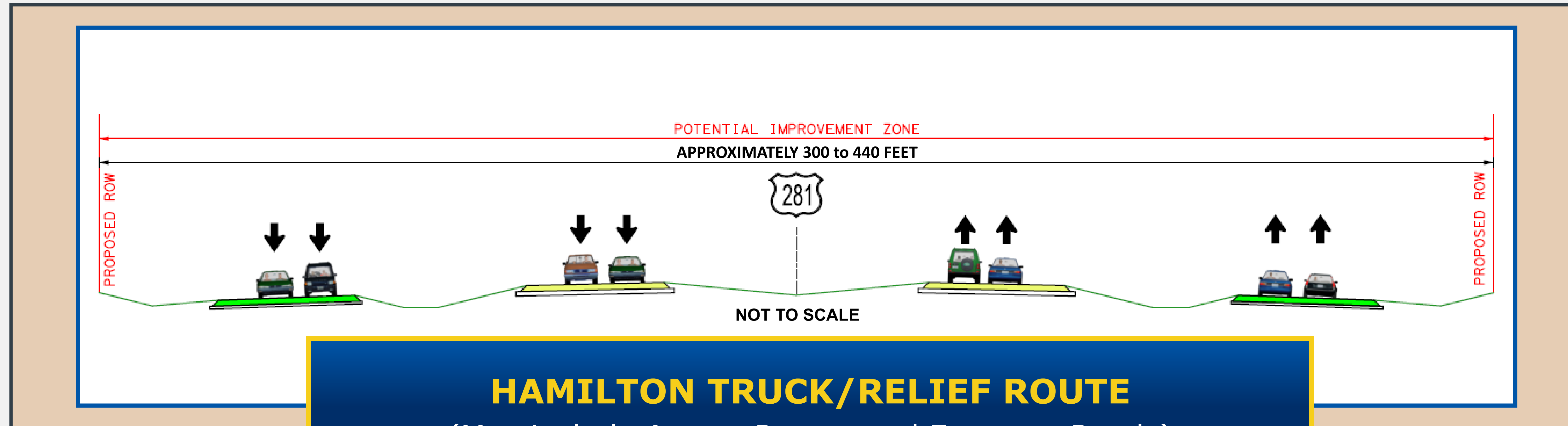
Study Corridor	Recreation
Study Area	School
Hamilton City Limits	Fire Station
Courthouse (THC)	Police Station
Historic Marker (THC)	Hospital/Assisted Living
Museum (THC)	Place of Worship
National Registry Property (THC)	Airport
Leaking Petroleum Storage Tank (TCEQ)	Cemetery (THC)
Petroleum Storage Tank (TCEQ)	Stream (USGS)
Oil/Gas Pipeline (TRRC)	Pond/Lake (USGS)
	Potential Riparian Habitat (EMST)
	Potential Wetland (USFWS)

Sources: TCEQ (2022); THC (2022); TNRS (2020); TPWD (2014); TRRC (2022); TXDOT (2022); USFWS (2022); USGS (2022)

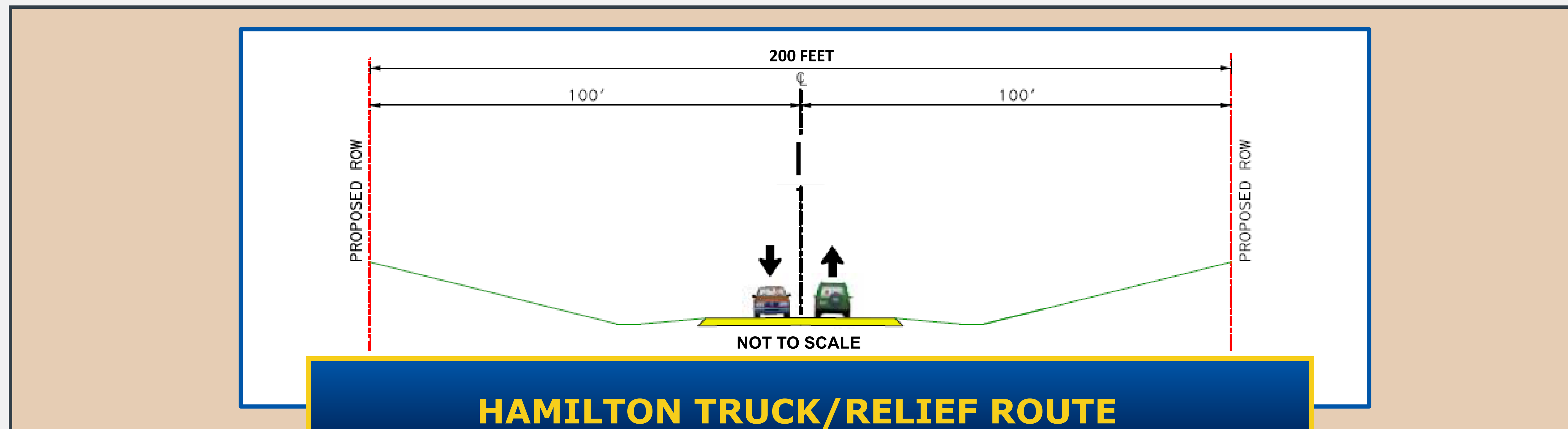
Existing Typical Section



Proposed Typical Sections

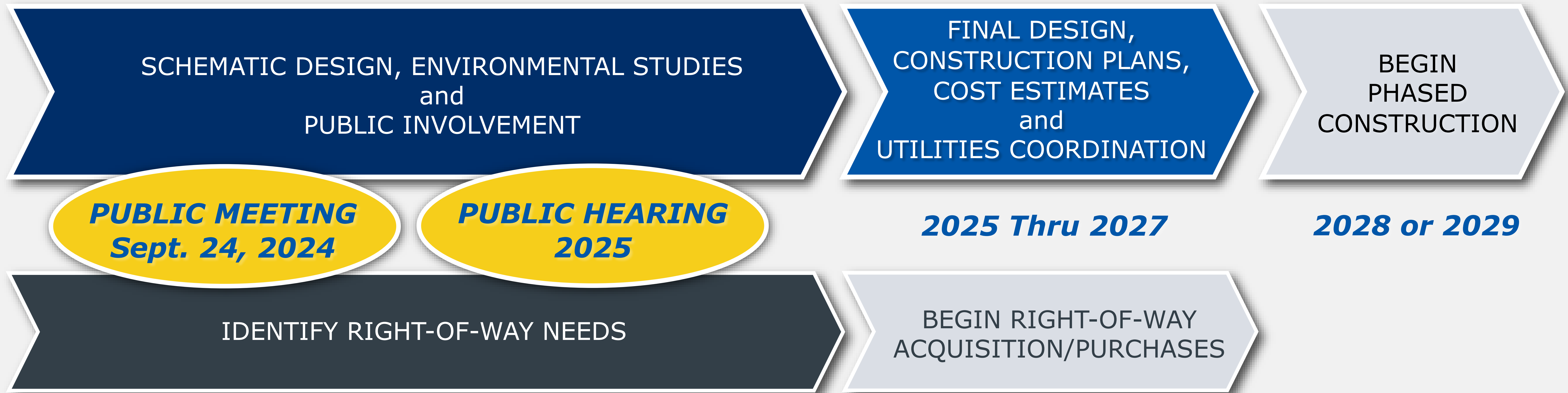


HAMILTON TRUCK/RELIEF ROUTE
(May include Access Ramps and Frontage Roads)



HAMILTON TRUCK/RELIEF ROUTE
(For the Route segment located between SH 36 and SH 22)

Project Timeline*



* Subject To Change

Submit Your Comments
during or after this Public Meeting

Mail: **US 281 Project Team**
C/O Bartlett & West, Inc.
9330 LBJ Frwy, Suite 1150
Dallas, TX 75243-3497

Email: US281.Hamilton@civilassociates.com

Phone: (254) 867-2700

Website: www.txdot.gov/projects/projects-studies/waco/us281.html



*Written comments must be received or postmarked on or before **October 9, 2024** to be included in the Public Meeting Documentation*

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

TxDOT.gov (Keyword: #EndTheStreakTX)



#EndTheStreakTX Toolkit



PUBLIC MEETING- REUNION PÚBLICA



*Please note that there is no live presentation.
View the TxDOT pre-recorded presentation.*

*Por favor tome en cuenta que no hay presentación en vivo.
Vea la presentación pregrabada de TxDOT.*

National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation

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.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT – en virtud de 23 U.S.C. 327 y un Memorando de Entendimiento fechado el 9 de diciembre del 2019, y ejecutado por la FHWA y TxDOT.

Directing travelers to downtown Hamilton

Guide Signs

Directed Guidance and permitted traffic movements



GOOGLE:
Dublin, TX US 67 Relief Route Sign Example



SOURCE:
onlinemanuals.txdot.gov/txdotmanuals/smk/truck_routes

City Pride Sign Program (city option)

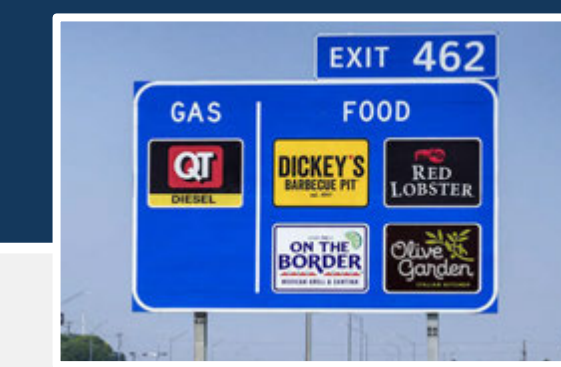
Names and Logos of welcoming civic organizations displayed near the city limits



SOURCE:
txdot.gov/safety/traffic-signs-signals/city-pride-sign

Logo Sign Program (city and business option)

Consumer Attraction Signs highlighting go-to sites and services such as gas, food, lodging, camping, 24-hour pharmacies, and tourist attractions



SOURCE:
txdot.gov/safety/traffic-signs-signals/logos-signs



GOOGLE:
Dublin, TX US 67 Relief Route Sign Example



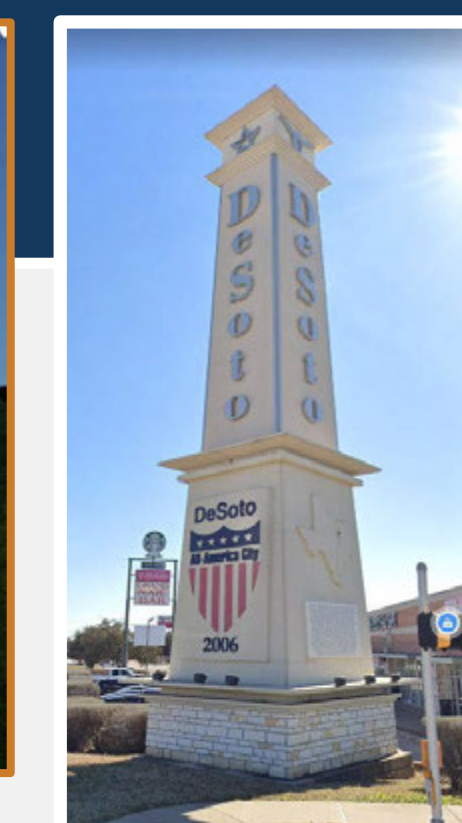
GOOGLE:
La Grange, TX US 71 Relief Route Sign Example

Gateway Signs (city option)

Appealing first impression, sense of arrival Monuments bordering communities and downtown districts



SOURCE:
since1845.com/galleries/highway-gateway/



GOOGLE:
Texas Highway Gateway Sign Examples

Exploring TRUCK Parking



STUDY PURPOSE
Assess and address existing and future truck parking needs with practical, innovative and cost-effective strategies

TEXAS STATEWIDE TRUCK PARKING STUDY

1 Overview of the Texas Statewide Truck Parking Study

The shortage of safe, authorized truck parking was identified in the 2018 Texas Freight Mobility Plan (TFMP) as a high priority need. This Study represents the advancement of the 2018 TFMP recommendation to conduct a statewide truck parking study and develop comprehensive strategies to address truck parking needs. This study assesses the current supply and demand of truck parking in Texas and provides recommendations and strategies to address existing and future parking gaps and needs.

The Texas Statewide Truck Parking Study supports national and state freight mobility goals and missions. This chapter provides an overview of the study including the study purpose, goals and objectives, the approach, stakeholder outreach and data collection.

PURPOSE, GOALS AND OBJECTIVES

TxDOT, in coordination with public and private sector stakeholders, developed a study purpose, and goals and objectives to achieve the purpose. The purpose, goals and objectives are informed by:

- Texas Freight Advisory Committee (TxFAC);
- Federal Highway Administration (FHWA);
- Trucking companies and drivers across the state;
- Community leaders and planning partners;
- TxDOT districts and divisions;
- TxDOT's 2019-2023 Strategic Plan;
- Texas Transportation Plan 2050;
- 2018 Texas Freight Mobility Plan; and
- National freight policy goals defined in the 2012 Moving Ahead for Progress in the 21st Century (MAP-21) and 2015 Fixing America's Surface Transportation (FAST) Act.

KEY FINDINGS

- The purpose of the study is to assess and address existing and future truck parking needs with practical, innovative and cost-effective strategies
- A data-driven, stakeholder-informed approach was used to complete the study

18 stakeholder workshops were held throughout the state November 2018 - February 2019

4 updates to the Texas Freight Advisory Committee, including **two panels** comprised of truckers that operate throughout Texas

Two on-line surveys resulted in over **1,600 responses**, **75%** from truck drivers

20 stakeholder interviews and focus groups were held with drivers, managers, trucking associations, planning partners, shippers and receivers, private truck stop facility operators and solution providers.

Three industry forums were conducted in coordination with the Texas Trucking Association to gain input from drivers on strategies for addressing truck parking needs.

TxDOT staffed a booth at the **Great American Truck Show** in Dallas in August 2019.

Webinars and meetings conducted with District Engineers and planning staff.

2


SECTION 1:
The Texas Statewide Truck Parking Study

This study represents the first comprehensive analysis of truck parking in Texas. The safe and efficient movement of freight depends on adequate and strategically located truck parking. Federal hours-of-service (HOS) regulations require drivers to rest at defined intervals, causing them to search for parking before their allowable drive time expires or while staging for their pick-up and delivery slots, resulting in lost productivity, higher shipping costs and increased congestion. Parking shortages can also lead to parking in unauthorized locations and result in a safety hazard for both the driver and the motoring public. In addition, truck parking facilities provide drivers with a host of necessary amenities to support their operations and daily personal needs while on the road for days and weeks at a time.

A statewide truck parking shortage was identified in the 2018 Texas Freight Mobility Plan (TFMP) as an immediate need and a comprehensive examination and plan for mitigating the truck parking shortage was one of the short term policy recommendations.

The first section introduces the Texas Statewide Truck Parking Study. **Chapter 1** describes the **purpose of the study, Texas' vision and goals related to truck parking, provides a high level summary of the approach** and demonstrates how this Study supports TxDOT's mission and National and State freight goals. **Chapter 2** discusses **why truck parking is important** and defines the role of TxDOT.

The study is organized into three main sections for the purpose of setting the stage for why truck parking matters, followed by the data, analysis and identification of truck parking needs and challenges, and ending with strategies and recommendations for addressing Texas' truck parking needs. Section 1 introduces the study, Section 2 examines truck parking inventory, demand and needs in Texas and Section 3 presents truck parking recommendations and a call to action.



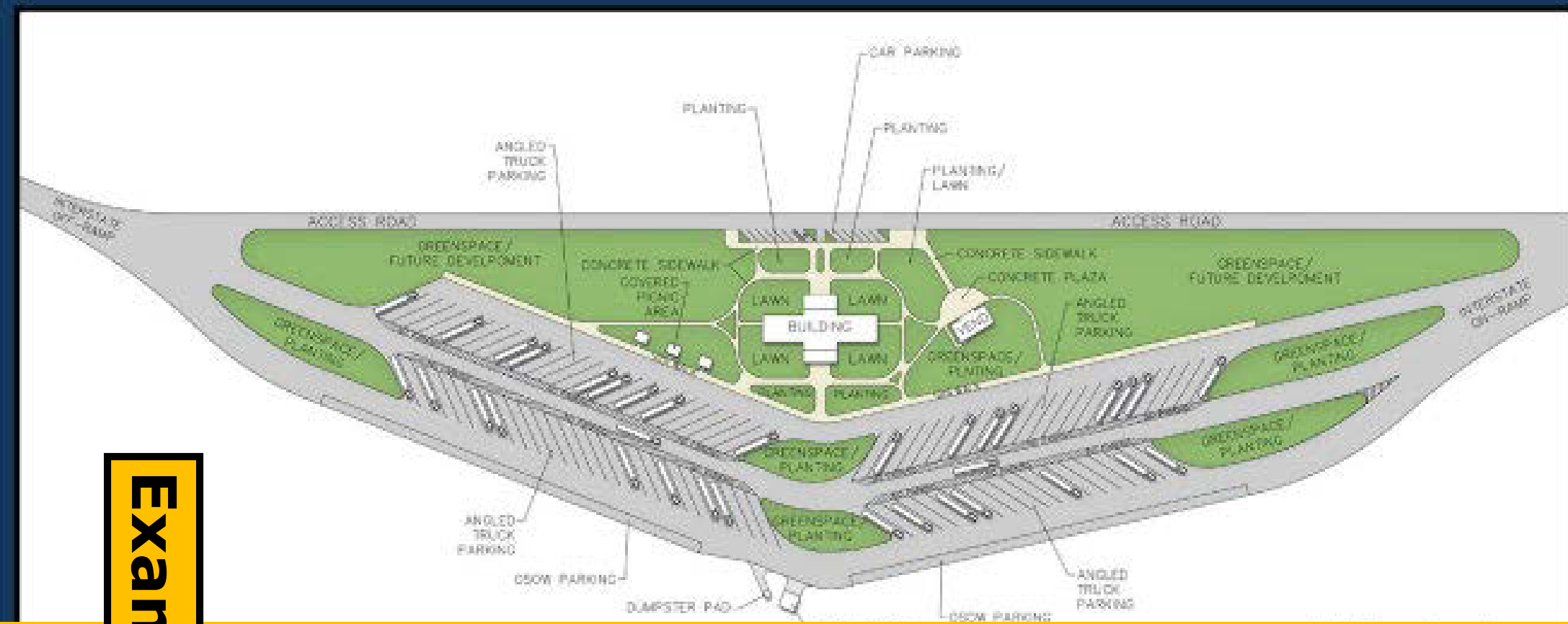
SOURCE: [txdot.gov/pub/txdot/move-texas-freight/studies/truck-parking/final-report.pdf](https://www.txdot.gov/pub/txdot/move-texas-freight/studies/truck-parking/final-report.pdf)

- Truck Parking / Rest Areas can also serve haul type vehicles such as equestrian event horse trailers
- Current data indicates approximately 16.5% of the US 281 traffic in Hamilton County are trucks
- TxDOT's 2019 Roadway Inventory Database lists the following **US 281 2018 Average Annual Daily Traffic volumes** which are forecasted to increase through design year 2055:
 - ▶ 199 to 248 Single Unit trucks
 - ▶ 393 to 550 Tractor Trailer Trucks (The highest volume occurs near downtown Hamilton)

Example: Unauthorized Truck Parking in Midland, TX

ILLUSTRATIVE CONCEPTS FOR NEW TRUCK PARKING FACILITIES

1. New Dedicated Truck Parking Facility (Adjacent to a Highway) – Est. \$9,370,000.00
 - a. Site survey: 2-3 months
 - b. Detailed site design: 12-18 months
 - c. Environmental clearance: 6-12 months, TCEQ coordination: 3 months
 - d. Right of way review: 1-2 months
 - e. Right of way purchase (if necessary): 8-12 month
 - f. Utilities examination: 4-6 months
 - g. Permitting: 8-12 months depending on location
 - h. Construction: 12-18 months



Example

2. Fort Davis Picnic Area: Example of Repurposing an Existing Picnic Area to a Dedicated Truck Parking Facility – Est. \$3,260,000
 - a. Site survey: 2-3 months
 - b. Detailed site design: 10-12 months
 - c. Environmental clearance (if necessary): 6-12 months, Texas Commission on Environmental Quality (TCEQ) coordination: 3 months
 - d. Right of way review: 1-2 months
 - e. Right of way purchase (if necessary): 8-12 months
 - f. Utilities examination: 4-6 months
 - g. Permitting: 8-12 months depending on location
 - h. Construction: 10-16 months



Example



SOURCE: txdot.gov/pub/txdot/move-texas-freight/studies/truck-parking/final-report.pdf

SOURCE: txdot.gov/pub/txdot/move-texas-freight/studies/truck-parking/final-report.pdf