



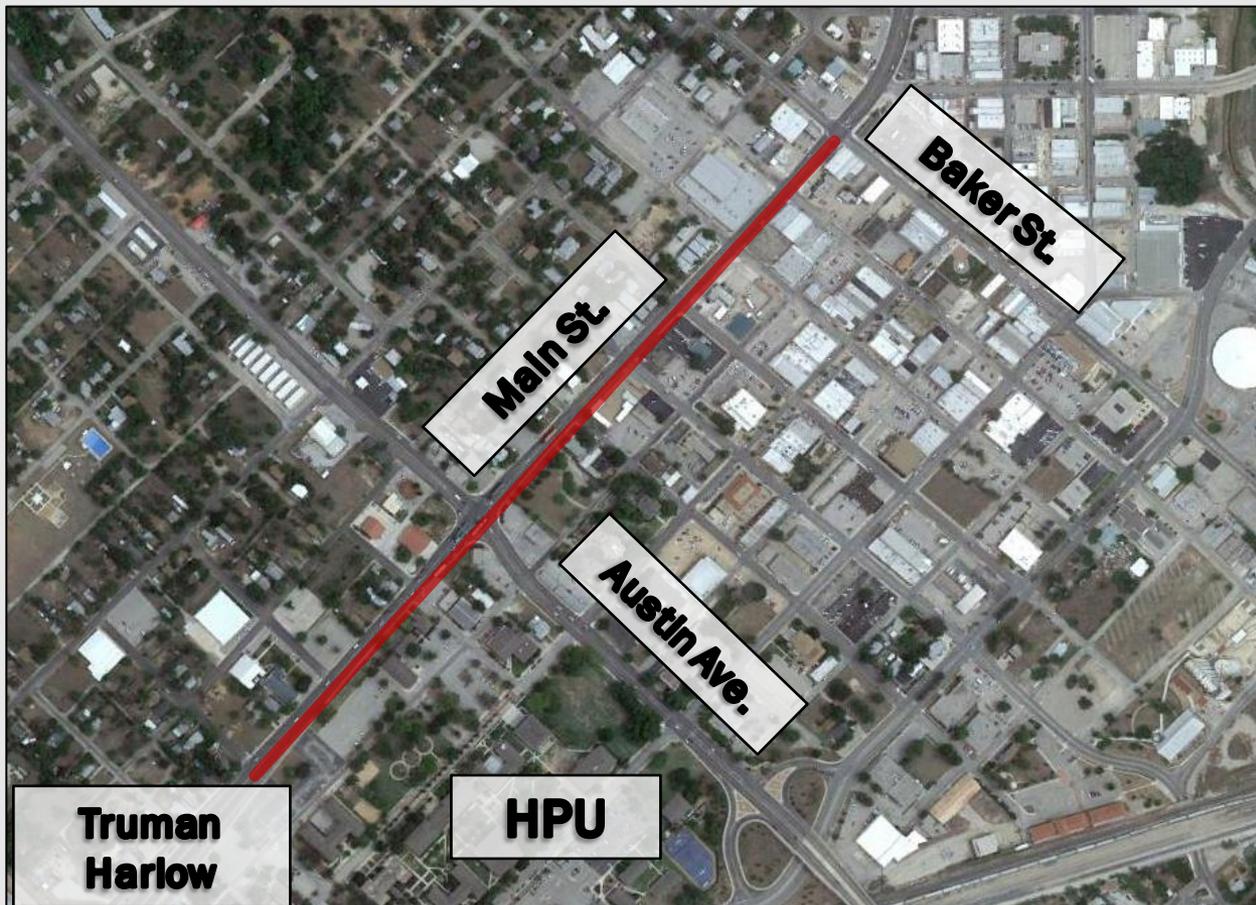
US 377/MAIN STREET PUBLIC MEETING #2

Proposed Improvements to Enhance
Traffic Flow and Safety in Brownwood



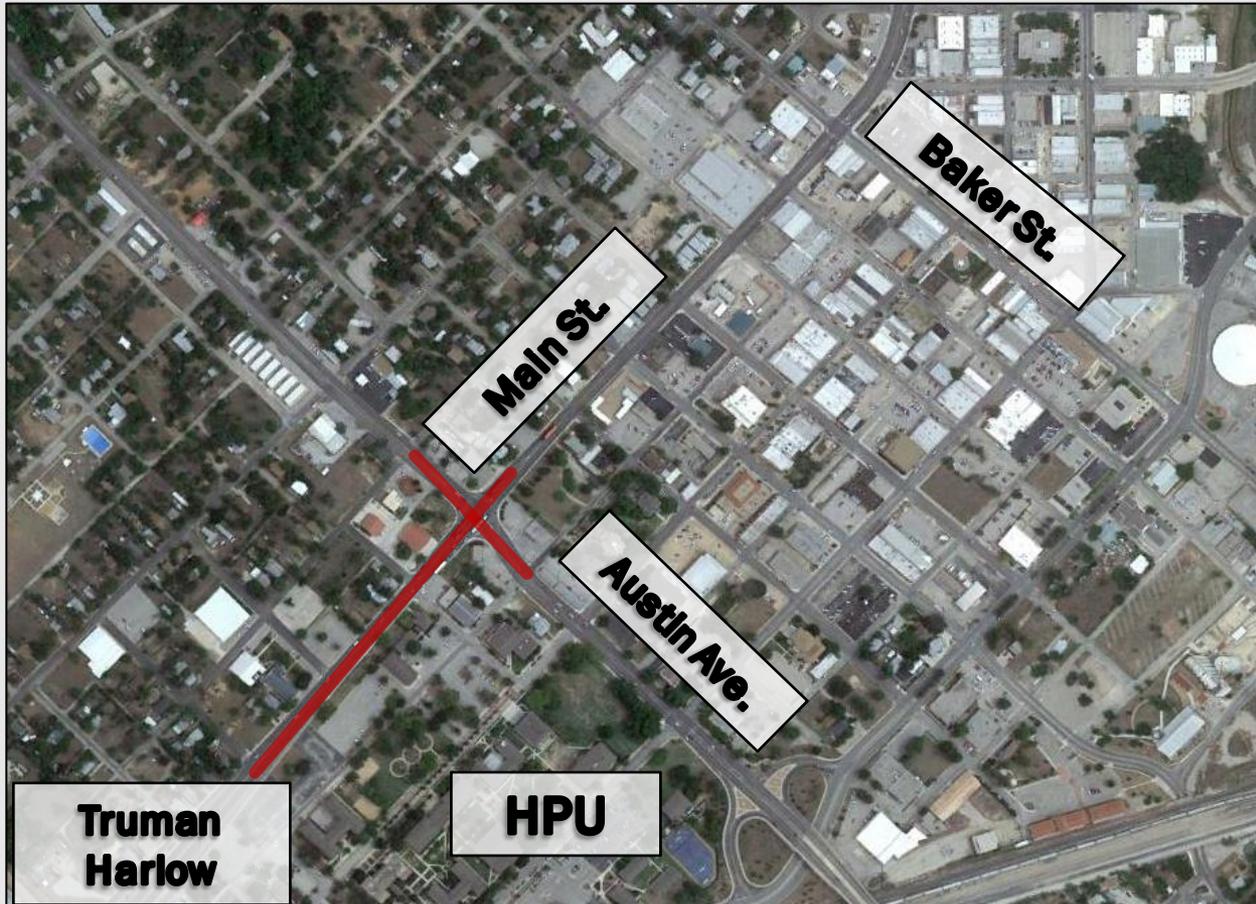
Original Project Description

The original proposed project would widen US 377/Main St. to accommodate a continuous center left turn lane from Baker St. to the north end of the Truman Harlow Overpass.



Project Description

The current proposed project would widen US 377/Main St. to accommodate a continuous center left turn lane from Austin Avenue to the north end of the Truman Harlow Overpass (Lipscomb Street).



Why is the project needed?

- This project focuses on improving the mobility and safety at the Austin Avenue/Main Street intersection.
- Approximately 14,000 vehicles travel this section of Austin Avenue each day. Approximately 17,500 vehicles travel this section of US 377/Main Street each day. Traffic is projected to increase to more than 26,400 (Austin Avenue) 34,000 (Main St./US 377) vehicles per day by 2035. Large trucks account for approximately 9% of traffic on US 377/Main Street.
- The lack of a center turn lane for side street access (at the church, etc.) causes traffic to backup in the inside lane. Vehicles waiting to turn left cause all traffic on the inside lanes to come to a stop, resulting in delays, traffic backups and increased rear-end collision risk.
- The lack of right turn lanes on Austin Avenue onto Main Street slows thru-traffic during peak traffic hours.
- Mobility:
 - Providing a center turn lane will allow for increased storage of vehicles eliminating traffic impacts to inside lanes
 - The addition of right turn lanes at the Austin Ave. intersection would improve traffic flow during peak hours.

Existing Austin/Main Intersection Conditions



Proposed Austin/Main Intersection Conditions

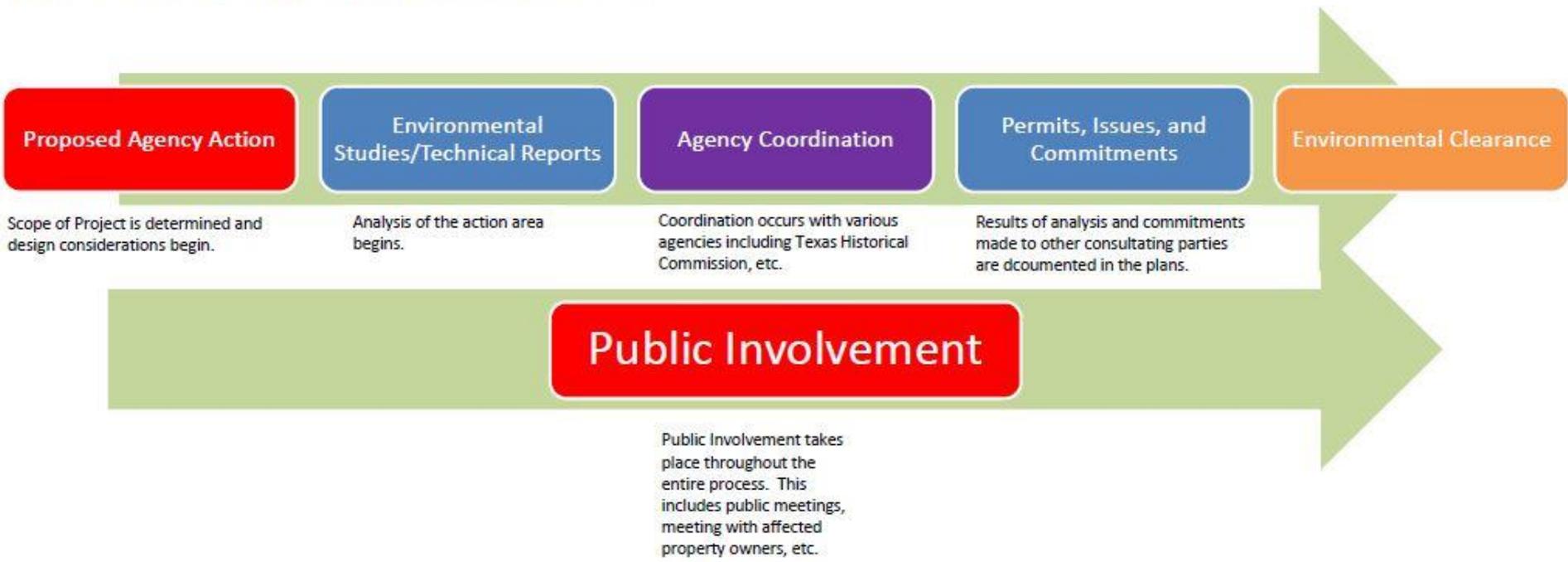


Turning Lanes

- Right turn lanes off of Austin onto Main Street.
- Frees up through lanes allowing for better flow of traffic.

- Added Center Turn Lane.
- Allows for safer left-hand turning movements.

The Environmental Process



Historic Studies – The Section 106 Process

Step 1: Begin the process

- Determine what the project is
- Identify consulting parties
- Notify SHPO about the project
- Plan for involving interested parties

Step 2: Identify historic properties

- Determine the APE
- Consult with SHPO and consulting parties
- Identify historic properties
- Involve interested parties

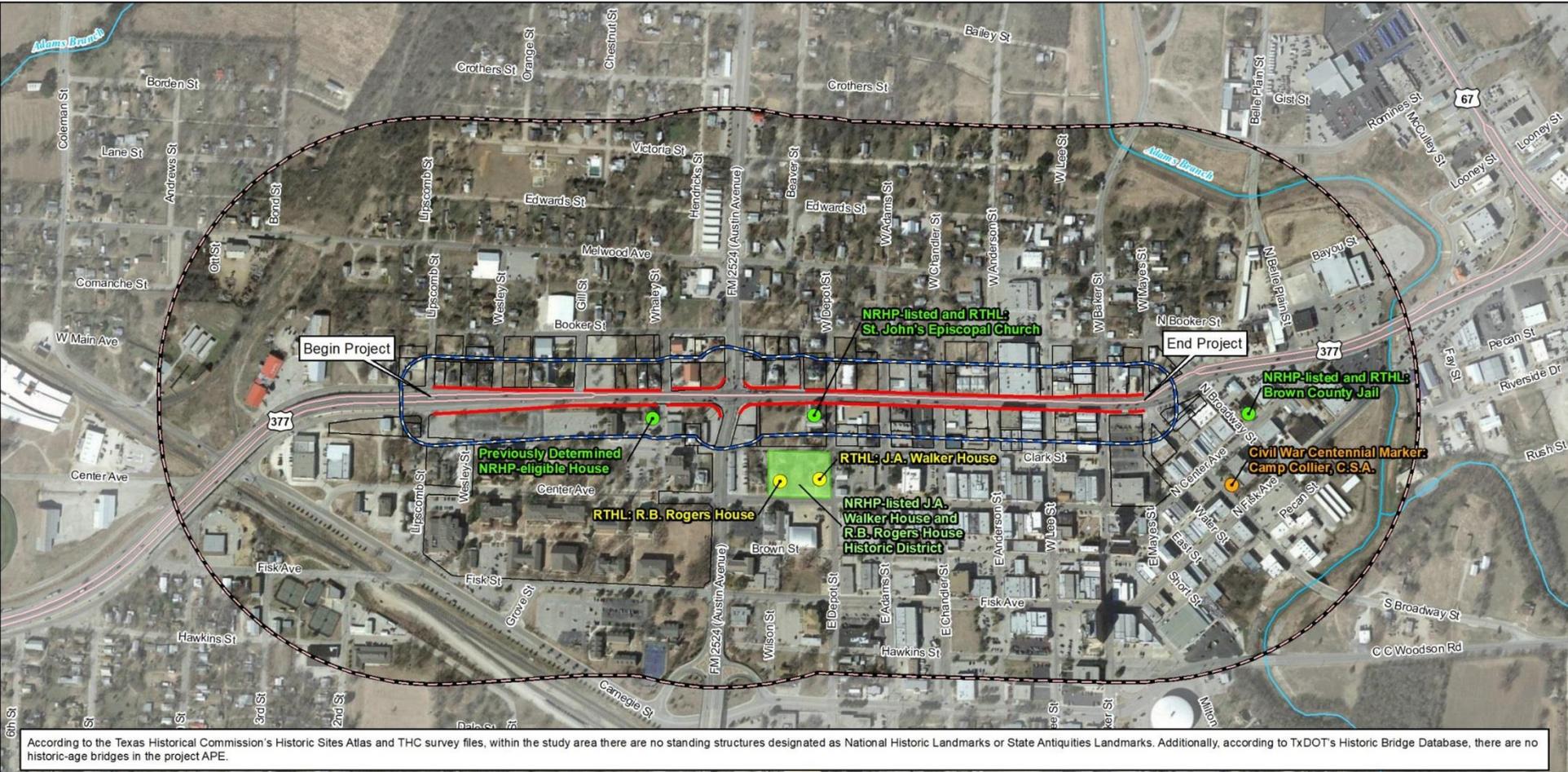
Step 3: Assess effects

- Evaluate effects to historic properties
- Consult with SHPO and consulting parties
- Involve interested parties

Step 4: Resolve adverse effects

- Avoid, minimize, or mitigate adverse effects
- Consult with SHPO and consulting parties
- Involve interested parties

Historic Studies – Project Map



Base Map: Texas Imagery Service; ESRI-USA Base Map. Data Source: Texas Historic Sites Atlas

- Existing Right-of-way
- Area of Potential Effect (150 feet)
- Study Area
- Parcel
- Recorded Texas Historic Landmark (RTHL)
- Civil War Centennial Marker
- NRHP-listed/Previously Determined NRHP-eligible Property
- NRHP-listed Historic District

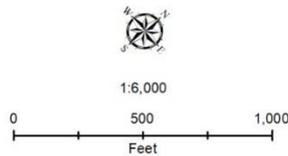


Figure 4
Study Area and Area of Potential Effect on Aerial Imagery
US 377 from Lipscomb Street to West Mayes Street
Brown County, Texas
CSJ: 0128-01-111

Historic Studies – Findings



Historic Studies – Findings



Historic Studies – Findings



Historic Studies – Findings



Historic Studies – Findings



Historic Studies – Findings



Historic Studies – Findings

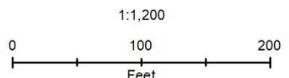


Historic Studies – Findings



Historical Studies—Current Project Area



 Existing Right-of-way	 Recommended Not NRHP-eligible Resource No. (#)	 1:1,200 
 Area of Potential Effect (150 feet)	 NRHP-listed/Recommended NRHP-eligible Resource No. (#)	
 Parcel		

Base Map: Texas Imagery Service; ESRI-USA Base Map. Data Source: Texas Historic Sites Atlas

Figure 4.1
 Inventoried Resources
 US 377 from Lipscomb Street to West Mayes Street
 Brown County, Texas
 CSJ: 0128-01-111

What are the complications and concerns with this proposal?

Impacts to historic buildings



Impacts to churches

What are the complications and concerns with this proposal?

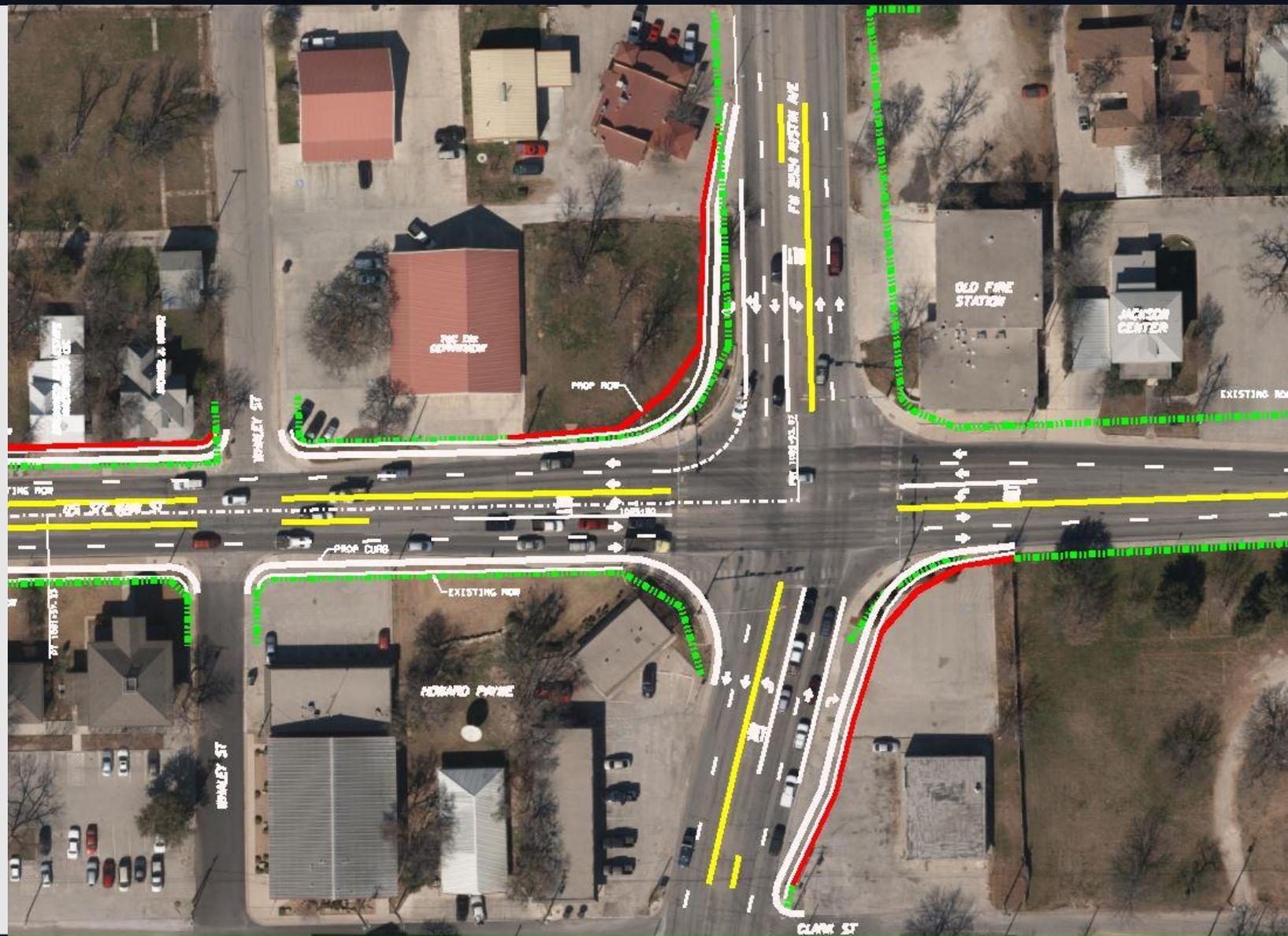
- Impacts to businesses



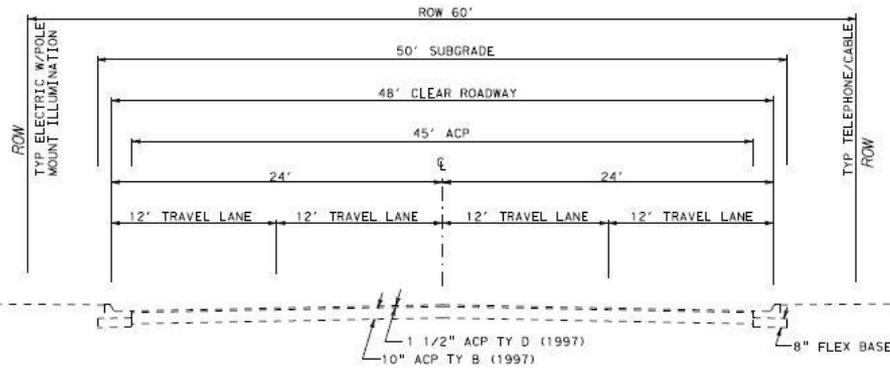
- Impacts to residences



Right of way acquisition options

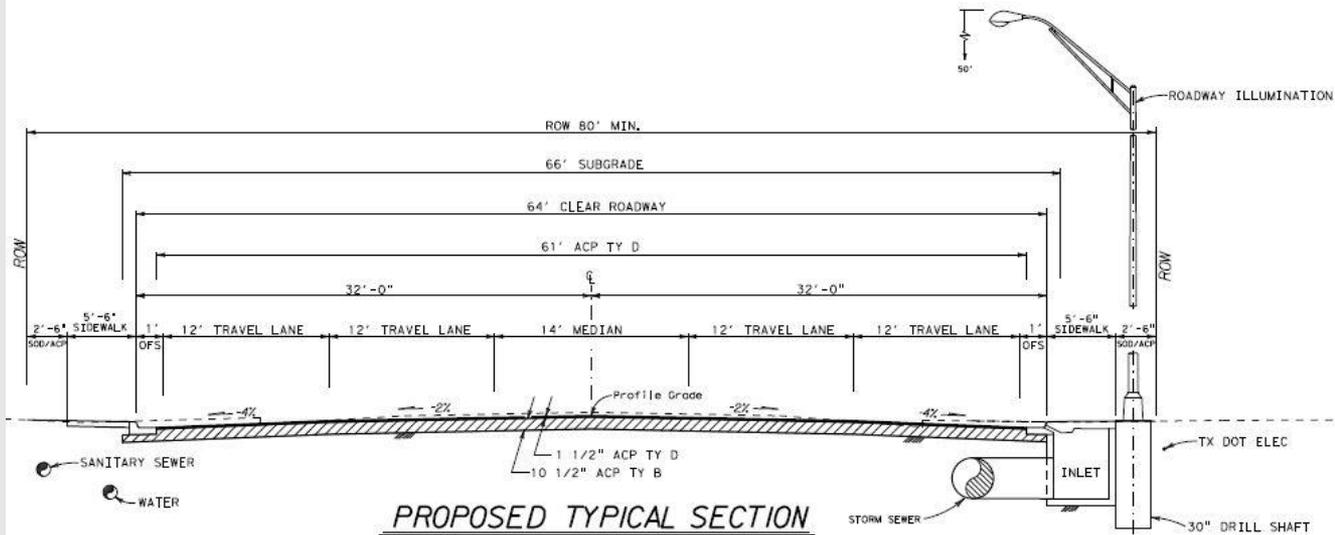


Existing and proposed typical sections



EXISTING UNIMPROVED TYPICAL SECTION

AUSTIN AVE. TO LIPSCOMB ST.



PROPOSED TYPICAL SECTION

AUSTIN AVE. TO LIPSCOMB ST.

Estimated costs and timeline

- The estimated construction cost is **\$1,500,000 to \$4,000,000.**
- Estimated right of way acquisition costs:
 - Real Estate Costs - **\$283,800**
 - Relocation Costs - **\$150,000**
 - Appraisal, Abatement, Demolition, etc. - **\$206,000**
- Potential project timeline, should project move forward:
 - Future public meetings and finalized design schematics: **Fall 2018**
 - Environmental Documentation: **Spring 2019**
 - Right of way acquisition: **January 2019 – July 2020**
 - Utility adjustments/relocations: **July 2020 – January 2022**
 - Construction contract awarded: **January 2022**





Mailing Address

Jason H. Scantling, P.E.
Director of Transportation Planning and Development
TxDOT Brownwood District
2495 HWY 183 N.
Brownwood, Texas 76802
Email: jason.scantling@txdot.gov

Written comments must be postmarked by
Friday, May 19, 2018

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 USC 327 and a Memorandum of Understanding dated December 16, 2014, and executed by the Federal Highway Administration and TxDOT.

20 Minute General Question and Answer Session



Questions about specific properties and concerns will be answered one-on-one following the presentation

Please limit questions/comments to 2 minutes

Thank you!



1917 ★ 2017