

FINAL

Virtual Public Meeting

US 271

From Loop 286 in Paris, Texas to 0.283 Miles North of Trent Lake Bridge

CSJs: 0221-01-078, 0221-01-079, 0221-02-028 and 0221-03-067

Lamar and Red River Counties, Texas

Tuesday, June 30, 2020

SLIDE 1 – Title Slide

Good evening ladies and gentlemen. This is the US 271 virtual public meeting, which has been pre-recorded, for the proposed improvement project to US 271 from Loop 286 in Paris, Texas to 0.283 Miles North of Trent Lake Bridge in Lamar and Red River Counties.

SLIDE 2 – Welcome

Thank you for joining us. My name is Dan Perry and I serve as the Director of Transportation Planning and Development for the Paris District of the Texas Department of Transportation, better known as TxDOT.

This virtual public meeting, presented by TxDOT, is being provided to share information and to encourage comments from the public regarding the proposed US 271 Widening Project. This presentation and other documents are available online and can be viewed or downloaded by visiting TxDOT's website at www.txdot.gov, then by typing "US 271 Lamar and Red River Counties" in the keyword search.

SLIDE 3 – Virtual Public Meeting in Response to Public Health

Given the unique circumstance of the COVID-19 outbreak, along with our commitment to protecting public health during this national emergency, TxDOT is conducting this virtual public meeting to avoid in-person contact. At this time, the virtual format will be in lieu of an in-person public meeting. The presentation will cover the same information the Paris District would have shared at the in-person public meeting. However, the comment process for this virtual public meeting will be different from what we normally

conduct at an in-person meeting and will be explained shortly. All project information, including this presentation, can be found on the TxDOT website.

SLIDE 4 – Project Overall Limits

The overall proposed project length is approximately 28.0 miles along US 271 from Loop 286 in Paris, Texas to 0.283 Miles North of Trent Lake Bridge in Lamar and Red River Counties. Portions of the project lie within the Cities of Paris, Pattonville, Deport, and Bogata.

SLIDE 5 – Project Purpose

The purpose of the proposed improvements to US 271 is to: improve safety, improve regional mobility and connectivity, and address roadway deficiencies.

SLIDE 6 – Project Timeline

The anticipated project schedule for the proposed project include today's June 30, 2020 Virtual Public Meeting followed by a second public meeting anticipated in Fall 2020. Once public comments and environmental reviews have been completed, they will be submitted for approval in Spring 2021. Next, the construction is anticipated to begin in Fall of 2022. Please note that these dates are preliminary and subject to change.

SLIDE 7 – Environmental Process

Prior to December 16, 2014, the Federal Highway Administration, otherwise known as FHWA, reviewed and approved documents prepared under the National Environmental Policy Act, known as NEPA. However, on December 16, 2014, the Texas Department of Transportation assumed responsibility from the FHWA for reviewing and approving certain assigned NEPA environmental documents. This memorandum of understanding was renewed on December 9, 2019. This review and approval process apply to this proposed project.

SLIDE 8 – Public Involvement Goals

The Public Involvement goals for the proposed project include providing public involvement opportunities for stakeholders, roadway users, and the general community

to engage with the project team and share feedback and to update those interested in the project process and timeline.

SLIDE 9 – Project Considerations

Important considerations for the proposed project include: upgrade the highway to current safety standards; improve regional mobility and connectivity; add highway capacity for increasing traffic volumes, including trucks; minimize right of way and environmental impacts; and minimize utility impacts where feasible.

SLIDE 10 – Proposed Improvements

The proposed improvements will widen the existing highway from 2-lanes to 4-lanes. There are two typical sections anticipated for this project, one with a paved median, and the other with a depressed, or grass, median. This is a visual representation of the proposed typical section with a paved median, that includes two 12-foot travel lanes in each direction with 10-foot outside shoulders, and a 16-foot paved median to accommodate left turns.

SLIDE 11 – Proposed Improvements

This is a visual representation of the proposed typical section with a depressed, or grass median, that includes two 12-foot travel lanes in each direction with 10-foot outside shoulders, and a 76-foot grass median.

SLIDE 12 – Project Limits for CSJ 0221-01-078

The overall limits of the project are split into four sections. These sections are identified by TxDOT using a “CSJ” number. The limits of CSJ 0221-01-078 is approximately 8.0 miles along US 271 from Loop 286 in Paris, Texas to Pattonville in Lamar County. Portions of this CSJ lie within the Cities of Paris and Pattonville.

SLIDE 13 – Project Environmental Constraints for CSJ 0221-01-078

Environmental constraints were gathered from readily available data sources to evaluate potential constraints along the project corridor. A separate Environmental Constraints Map was created for each CSJ. This is a visual representation of the

potential environmental constraints anticipated for CSJ 0221-01-078 and is available for viewing and download on the project webpage.

SLIDE 14 – Project Alternatives: CSJ 0221-01-078

This is a concept for improvements at the intersection of US 271 at Loop 286. The proposed improvements would include the following: convert the existing highway to a depressed median typical section from Loop 286 to the south for approximately 1500-feet; re-align Woodall Field Entrance to the south approximately 130-feet; and add left and right turn lanes on US 271. These proposed improvements would not include any major re-construction of Loop 286, it would only include minor work on the connecting ramps such as a pavement overlay and re-striping. These proposed improvements would be designed to maximize the amount of pavement that can be re-used for the future Loop 286 reconstruction project. The area is shown on Schematic Roll Plot #1, which is available for viewing and download on the project webpage.

SLIDE 15 – Project Alternatives: CSJ 0221-01-078

This is a concept for improvements at the intersection of US 271 at Cobb Ranch Rd. The proposed improvements would include the following: convert the existing highway to a paved median typical section; and re-align Cobb Ranch Rd to the south approximately 70-feet. This area is shown on Schematic Roll Plot #1, which is available for viewing and download on the project webpage.

SLIDE 16 – Project Alternatives: CSJ 0221-01-078

This is a concept for improvements at the intersection of US 271 at Airport Rd. The proposed improvements would include the following: convert the existing highway to a paved median typical section; re-align Airport Rd to the south approximately 260-feet; and add left and right turn lanes on US 271. This area is shown on Schematic Roll Plot #1, which is available for viewing and download on the project webpage.

SLIDE 17 – Project Alternatives: CSJ 0221-01-078

This is a concept for improvements from Airport Rd to Pattonville. The two options presented are the following: **Option #1** is constructing a depressed median typical

section with a shifted highway alignment to the **south**. This enables TxDOT to re-use the existing highway as the proposed **northbound** mainlanes. **Option #2** is constructing a depressed median typical section with a shifted highway alignment to the **north**. This enables TxDOT to re-use the existing highway as the proposed **southbound** mainlanes. The proposed right of way needs from Airport Rd to Pattonville, for each option, are shown on Schematic Roll Plot #1, which is available for viewing and download on the project webpage.

SLIDE 18 – Project Alternatives: CSJ 0221-01-078

This is a concept for improvements at the intersection of US 271 at Farm to Market (FM) 196. The proposed improvements would include the following: convert the existing highway to a paved median typical section; re-align the southern tie-in of FM 196 to be in-line with the northern tie-in of FM 196. A traffic study will be performed to determine the need for a traffic signal at this intersection. This area is shown on Schematic Roll Plot #4, which is available for viewing and download on the project webpage.

This concludes the presentation of alternatives for **CSJ 0221-01-078**. We will now begin the presentation of alternatives for the next section of the overall US 271 project.

SLIDE 19 – Project Limits for CSJ 0221-01-079

The overall limits of the project are split into four sections. These sections are identified by TxDOT using a “CSJ” number. The limits of CSJ 0221-01-079 is approximately 6.1 miles along US 271 from Pattonville to the Red River County Line, in Lamar County. Portions of this CSJ lie within the City of Deport.

SLIDE 20 – Project Environmental Constraints for CSJ 0221-01-079

Environmental constraints were gathered from readily available data sources to evaluate potential constraints along the project corridor. A separate Environmental Constraints Map was created for each CSJ. This is a visual representation of the potential environmental constraints anticipated for CSJ 0221-01-079 and is available for viewing and download on the project webpage.

SLIDE 21 – Project Alternatives: CSJ 0221-01-079

This is a concept for improvements of US 271 thru Deport. The two options presented are the following: **Option #1** is constructing a depressed median typical section with a proposed highway alignment that **approximately matches the existing** highway alignment. **Option #2** is constructing a paved median typical section with a shifted highway alignment to the **south**. The proposed right of way needs and potential displacements for each option are shown on Schematic Roll Plot #6, which is available for viewing and download on the project webpage.

This concludes the presentation of alternatives for **CSJ 0221-01-079**. We will now begin the presentation of alternatives for the next section of the overall US 271 project.

SLIDE 22 – Project Limits for CSJ 0221-02-028

The overall limits of the project are split into four sections. These sections are identified by TxDOT using a “CSJ” number. The limits of CSJ 0221-02-028 is approximately 5.4 miles along US 271 from the Lamar County Line to US Business Highway (BU) 271-D, in Red River County. Portions of this CSJ lie within the City of Deport.

SLIDE 23 – Project Environmental Constraints for CSJ 0221-02-028

Environmental constraints were gathered from readily available data sources to evaluate potential constraints along the project corridor. A separate Environmental Constraints Map was created for each CSJ. This is a visual representation of the potential environmental constraints anticipated for CSJ 0221-02-028 and is available for viewing and download on the project webpage.

SLIDE 24 – Project Alternatives: CSJ 0221-02-028

This is a concept for improvements of US 271 from Lamar County Line to BU 271-D. The proposed improvements would include the following: convert the existing highway to a depressed median typical section; and shift the proposed highway alignment to the south. This enables TxDOT to re-use the existing highway as the proposed **northbound** mainlanes. This area is shown on Schematic Roll Plot #7, which is available for viewing and download on the project webpage.

SLIDE 25 – Project Alternatives: CSJ 0221-02-028

This is a concept for improvements at the intersection of US 271 at BU 271-D. The proposed improvements would include the following: convert the existing highway to a paved median typical section; re-align BU 271-D to the south approximately 90-feet; and add left and right turn lanes on US 271. This area is shown on Schematic Roll Plot #8, which is available for viewing and download on the project webpage.

This concludes the presentation of alternatives for **CSJ 0221-02-028**. We will now begin the presentation of alternatives for the next section of the overall US 271 project.

SLIDE 26 – Project Limits for CSJ 0221-03-067

The overall limits of the project are split into four sections. These sections are identified by TxDOT using a “CSJ” number. The limits of CSJ 0221-03-067 is approximately 8.5 miles along US 271 from BU 271-D to 0.283 Miles North of Trent Lake Bridge, in Red River County. Portions of this CSJ lie within the City of Bogata. The Rivercrest Independent School District facilities are adjacent to the highway within these limits.

SLIDE 27 – Project Environmental Constraints for CSJ 0221-03-067

Environmental constraints were gathered from readily available data sources to evaluate potential constraints along the project corridor. A separate Environmental Constraints Map was created for each CSJ. This is a visual representation of the potential environmental constraints anticipated for CSJ 0221-03-067 and is available for viewing and download on the project webpage.

SLIDE 28 – Project Alternatives: CSJ 0221-03-067

This is an image of the existing conditions at the intersection of US 271 and State Highway (SH) 37, just north of the City of Bogata.

Due to funding limitations, the proposed improvements at the intersection of US 271 at SH 37 are anticipated to be an **at-grade** design; this will be referred to as the **interim** condition.

TxDOT is also evaluating options for a **grade-separated** design that would include a bridge overpass. Because these options are significantly more expensive to construct, these will be referred to as the **ultimate** condition for future implementation when funding is available

SLIDE 29 – Project Alternatives: CSJ 0221-03-067

This is a concept for **interim** condition improvements at the intersection of US 271 at SH 37. The proposed improvements would include the following: convert the existing highway to a paved median typical section; shift the proposed highway alignment to the south; and add acceleration and deceleration lanes for turning vehicles. This concept would include changes in access for private driveways near the at-grade intersection. A traffic study will be performed to determine the need for a traffic signal at this intersection. This area is shown on Schematic Roll Plot #8, which is available for viewing and download on the project webpage.

SLIDE 30 – Project Alternatives: CSJ 0221-03-067

This is a concept for **ultimate** condition improvements at the intersection of US 271 at SH 37. **Option #1** is shown on this slide. The proposed improvements would include the following: convert to a **grade-separated** intersection with **SH 37 going over** US 271 and add ramp connections and u-turns. This concept would include changes in access for private driveways near the grade-separated intersection. This option would be considered for implementation in the future when funding is available. This area is shown on Schematic Roll Plot #11, which is available for viewing and download on the project webpage.

SLIDE 31 – Project Alternatives: CSJ 0221-03-067

This is a concept for **ultimate** condition improvements at the intersection of US 271 at SH 37. **Option #2** is shown on this slide. The proposed improvements would include the following: convert the existing highway to a **grade-separated** intersection with **US 271 going over** SH 37, and add ramp connections and u-turns. This concept would include changes in access for private driveways near the grade-separated intersection. This option would be considered for implementation in the future when funding is available.

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This area is shown on Schematic Roll Plot #11, which is available for viewing and download on the project webpage.

SLIDE 32 – Project Alternatives: CSJ 0221-03-067

This is a concept for improvements of US 271 thru Bogata. The proposed improvements would include the following: convert the existing highway to a paved median typical section; and shift the highway alignment to the south. This concept would include changes in access for private and public access points along US 271. Portions of the existing highway will remain and be used for local access. A traffic study will be performed to determine the need for any traffic signals. The proposed right of way needs and potential displacements are shown on Schematic Roll Plot #8, which is available for viewing and download on the project webpage.

SLIDE 33 – Project Alternatives: CSJ 0221-03-067

This is a concept for improvements of US 271 at the Rivercrest Independent School District (ISD) property. The proposed improvements would include the following: convert the existing highway to a paved median typical section; add left and right turn lanes; and add acceleration lanes. This concept would include changes in access for Rivercrest ISD. This area is shown on Schematic Roll Plot #10, which is available for viewing and download on the project webpage.

This concludes the presentation of alternatives for **CSJ 0221-03-067**. We will now move on to the final slides of our virtual public meeting presentation.

SLIDE 34 – Public Meeting Information and Downloads

The Virtual Public Meeting presentation and additional project information is available for viewing and download at www.txdot.gov. To visit the project webpage, type in “US 271 Lamar and Red River Counties” in the keyword search at the top right of the TxDOT homepage.

SLIDE 35 – TxDOT Right of Way Process

This is a graphic of TxDOT’s right of way process. We are currently in the second step of the process identified as “Public meetings and public hearings”. Information is available on the TxDOT Website outlining property owners’ rights, the ROW process, and the help provided by the department in relocating tenants and property owners.

These can be found on the project webpage or additionally at:

<http://www.txdot.gov/government/processes-procedures/row.html>

If you have any questions during the right of way process you can contact the TxDOT project manager.

SLIDE 36 – Share Your Input

TxDOT is committed to continuing our efforts to gain public feedback about this project. We understand this virtual public meeting format is a bit different, so let’s take a few minutes and explain the comment process – which is the most important part of this video.

Given our current COVID-19 situation, the Paris District is asking the public to provide their comments in the following ways:

1. Comments can be made throughout the comment period and will be included in the meeting documentation.
2. You may email your comments to: Ellen.Perry@txdot.gov
3. You may call (903) 737-4602 to speak with Ellen Perry.
4. You can fill out the comment form available for download on the project webpage and mail your comments to Texas Department of Transportation,

ATTN: Ellen Perry, P.E.
1365 N. Main Street
Paris, TX 75460

SLIDE 37 – Share Your Input

Additionally, you may submit your comments online by visiting the website www.txdot.gov. Then type in “US 271 Lamar and Red River Counties” in the keyword search at the top right of the TxDOT homepage. Then click on the “Submit Your Comment” link on the project webpage.

The public comment period closes on July 15, 2020 which is 15 days from this virtual public meeting. Please ensure your comment is received or postmarked by this date. The public may call project staff at (903) 737-4602 during regular office hours or email project staff at any time in the project development process.

Thank you for attending the US 271 Virtual Public Meeting. This concludes our presentation.