



Virtual Public Meeting Pre-Recorded Presentation

US 87

From east of the US 385 Interchange to
FM 2589 west of Dumas

Hartley and Moore Counties, Texas
CSJ(s): 0425-01-021, 0425-02-037 & 0425-02-040

US 87 Public Meeting – CSJ No. 0425-01-021, etc. Oct. 20, 2020

Slide 1 – Title Slide

Welcome to the US 87 Virtual Public Meeting, which has been pre-recorded. We appreciate your interest and involvement in this project. Your input is critical to the project development process and we look forward to receiving feedback and comments from you. This meeting will discuss the proposed improvement project from east of the US 385 Interchange to FM 2589 in Hartley and Moore counties.

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Slide 2 – Public Meeting Outline

This presentation will discuss the goals for public involvement, the environmental process, US 87 project limits and project specific overview, project schedule, how to access materials and displays, and desired feedback and comments deadline for this virtual public meeting.

Welcome



Welcome

US 87

From east of the US 385 Interchange to FM 2589 west of Dumas

Virtual Public Meeting

Oct. 20, 2020

Why am I here?

- Learn about the project
- Review the proposed improvements
- Submit comments

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Slide 3 – Welcome

Thank you for joining us. My name is Sonja Gross and I serve as the Public Information Officer for the Amarillo District of the Texas Department of Transportation, better known as TxDOT.

The purpose of this virtual public meeting, presented by TxDOT, is to share information and encourage comments from the public regarding the proposed US 87 widening project.

Virtual Public Meeting in Response to Public Health




TxDOT changed the in-person public meeting to a virtual format only, in response to the COVID-19 outbreak.

The virtual public meeting and TxDOT website will provide the same information as an in-person meeting:

- Project Information
- Estimated Timeline
- Comment Period and Process
- Key Contacts

Slide 4 – Virtual Public Meeting in Response to Public Health

Given the unique circumstances 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 meeting. The presentation will cover the same information the Amarillo District would have shared at the in-person meeting. However, the comment process for this virtual 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.

Goals of Public Involvement 

- Provide project development history and timeline
- Provide project information and overview
- Provide a virtual public meeting for:
 - Detailed review of overall draft project schematic
 - Review the concept of initial phase of construction
- Solicit input, comments, and feedback from the attendees to be used to refine and improve this project

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Slide 5 – Goals of Public Involvement

TxDOT is conducting this virtual public meeting to communicate with you the planning progress of the US 87 schematic and environmental design. As part of this project, we are committed to implementing a sound public involvement process to keep the impacted community engaged throughout.

Today's goals include:

- Providing project development history and timeline
- Provide project information and overview
- Providing a virtual public meeting for a:
 - Detailed review of overall draft project schematic and
 - Review the concept of initial phase of construction
- Solicit input, comments, and feedback from the attendees to refine and improve this project going forward

Environmental Process



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.

Slide 6 – 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.

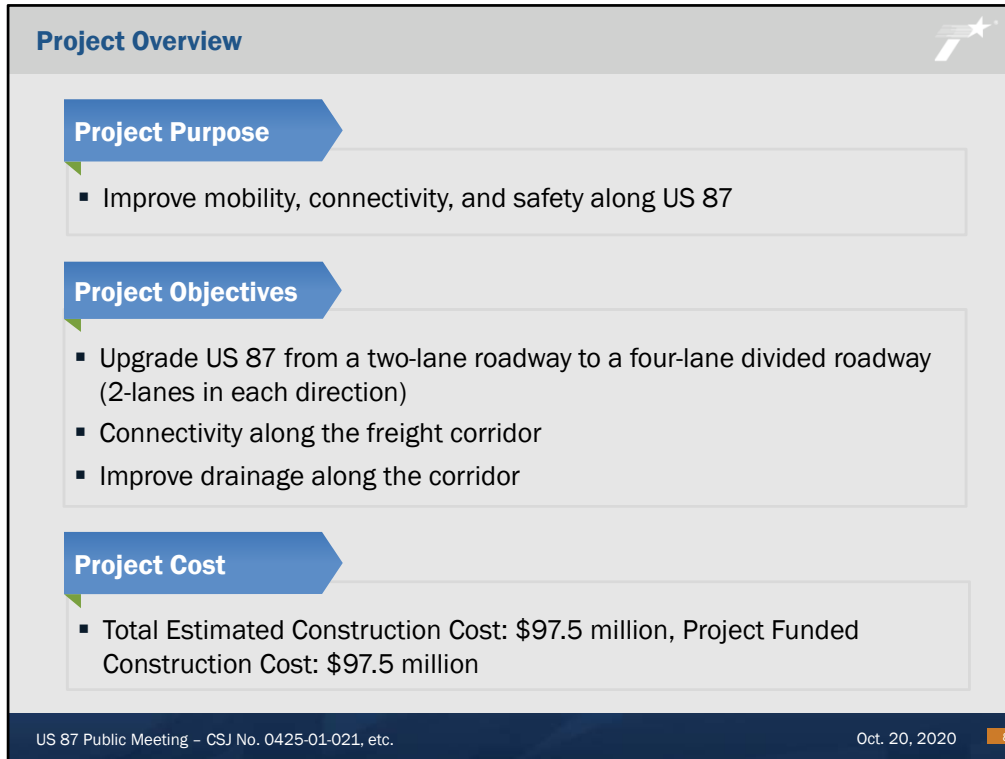
Project Limits

- From east of US 385 to FM 2589
- Project length is approximately 19-miles long
- Existing right of way width varies from 100 - 150 feet
- Proposed right of way varies from 210 - 250 feet

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Slide 7 – Project Limits

The Texas Department of Transportation understands the need for both planning and design to meet the regional needs of long-term growth. TxDOT is proposing improvements to US 87 in Hartley and Moore counties from east of the US 385 interchange to FM 2589 west of Dumas. The proposed improvements consist of adding capacity to this truck freight corridor and improving drainage along US 87, extending east of FM 2589. The project is approximately 19 miles in length. The current right of way width varies from 100 feet to 150 feet along the project area. The proposed right of way will vary from 210 feet to 250 feet.

The slide is titled "Project Overview" and features a star icon in the top right corner. It is organized into three sections, each with a blue arrow-shaped header pointing to the right. The first section, "Project Purpose", contains one bullet point: "Improve mobility, connectivity, and safety along US 87". The second section, "Project Objectives", contains three bullet points: "Upgrade US 87 from a two-lane roadway to a four-lane divided roadway (2-lanes in each direction)", "Connectivity along the freight corridor", and "Improve drainage along the corridor". The third section, "Project Cost", contains one bullet point: "Total Estimated Construction Cost: \$97.5 million, Project Funded Construction Cost: \$97.5 million". The footer of the slide includes the text "US 87 Public Meeting - CSJ No. 0425-01-021, etc." on the left, "Oct. 20, 2020" in the center, and a small orange box with the number "8" on the right.

Project Overview

Project Purpose

- Improve mobility, connectivity, and safety along US 87

Project Objectives

- Upgrade US 87 from a two-lane roadway to a four-lane divided roadway (2-lanes in each direction)
- Connectivity along the freight corridor
- Improve drainage along the corridor

Project Cost

- Total Estimated Construction Cost: \$97.5 million, Project Funded Construction Cost: \$97.5 million

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Slide 8 – Project Overview


The purpose of the proposed improvements to US 87 is to improve mobility, connectivity, and safety.

This section of US 87 is the only section on the route from Dallas to Denver that is not currently four-lanes.

This project is needed to complete this freight corridor to a minimum four-lane divided roadway through the Amarillo District to improve connectivity, mobility and safety.

The objectives of the proposed improvements include upgrading US 87 from a two-lane roadway to a four-lane divided roadway (2-lanes in each direction), and to improve drainage along the corridor.

Funding is available to cover the preliminary estimated project construction cost of \$97.5 million.

Preferred Alignment Analysis 

- Evaluated and compared three concept alignments
- Determined that a combination of the North and South Alignments was preferred
- Our analysis considered these Environmental constraints: community facilities, hazardous materials sites, historical markers and bridges, parkland, streams, wetlands, and floodplains
- The Preferred Alignment provided the fewest impacts throughout the entire US 87 corridor for residential parcels, residential relocation, commercial parcels, irrigation wells, wetlands, telephone lines and overhead electric lines

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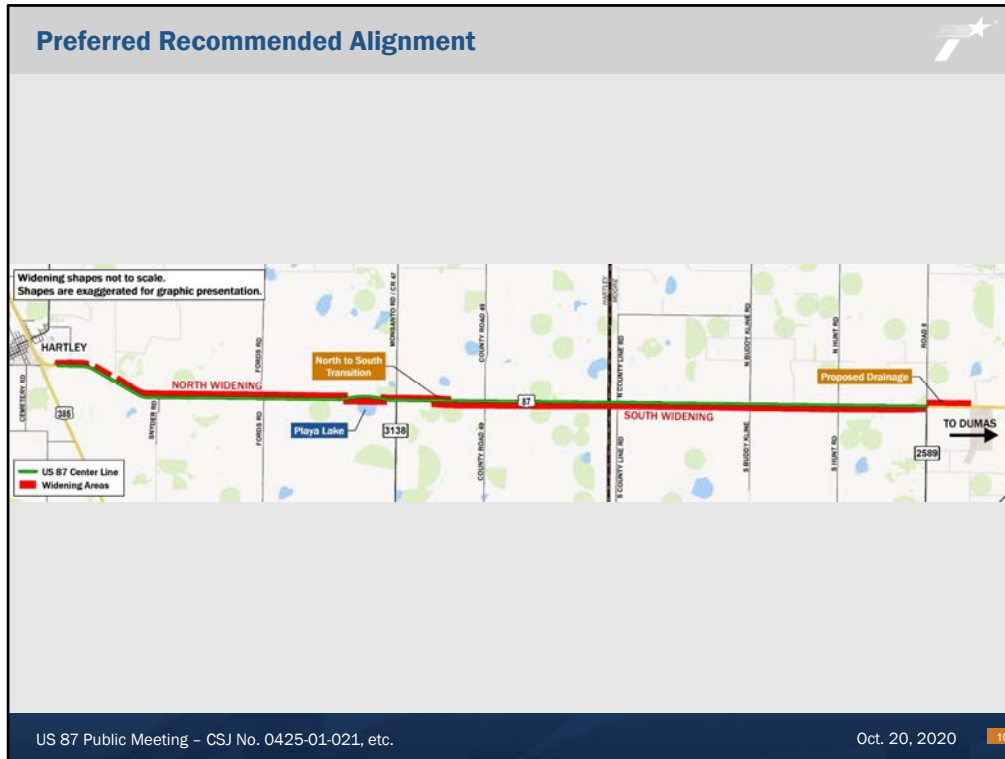
Slide 9 – Concept Alternative Analysis

We considered three options to expand US 87 to a divided four-lane roadway. One of the options was to add the new lanes to the north side of the existing roadway. The second option we considered was to add the new lanes to the south side of the existing roadway.

We determined that a combination of both the north widening and the south widening was preferred.

Our analysis considered Environmental constraints including community facilities, hazardous materials sites, historical markers and bridges, parkland, streams, wetlands, and floodplains. **Environmental constraints maps are available for download and review on the US 87 virtual public meeting webpage. Details on how to access downloadable materials will be provided later in this presentation.**

The preferred alignment provided the fewest impacts throughout the entire US 87 corridor. Some of the major criteria evaluated were: residential parcels, residential relocation, commercial parcels, irrigation wells, wetlands, telephone lines and overhead electric lines.



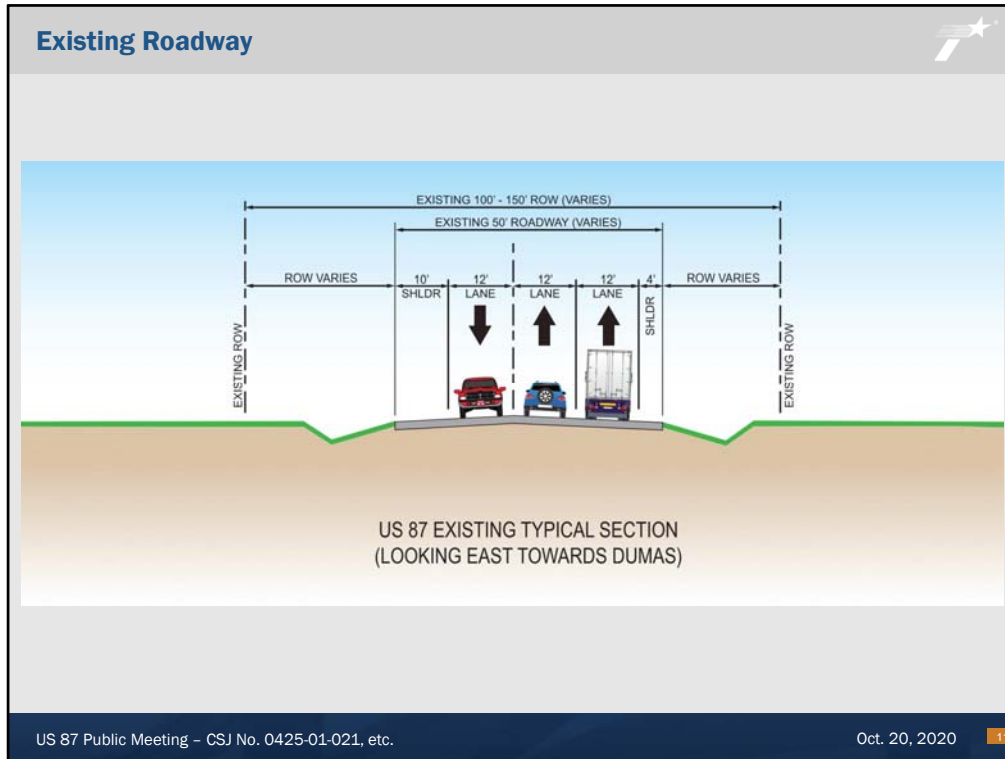
Slide 10 – Preferred Recommended Alignment

The preferred alignment will widen to the north from US 385 to just east of County Road 47.

The alignment will then shift from the north to widen to the south three quarters of a mile east of County Road 47.

The widening will continue widening to the south all the way to FM 2589.

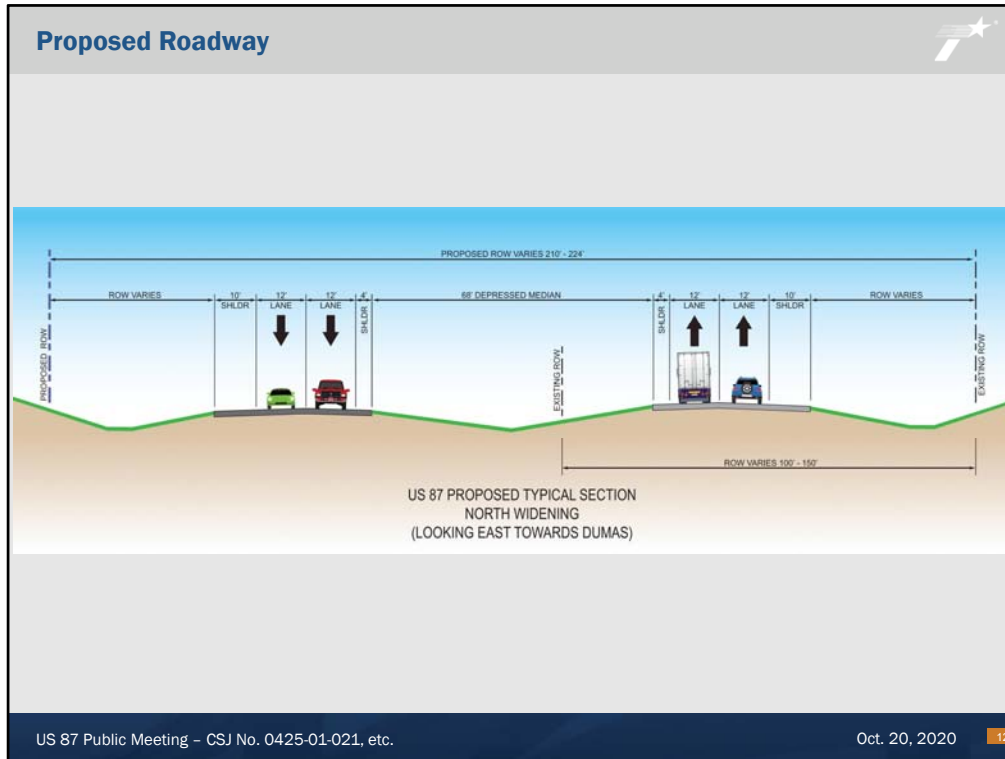
We will show you in the next few slides what the widening will look like on both the north and the south.



Slide 11 – Existing Roadway

The existing typical section on this slide shows how the roadway looks now. To understand this section, imagine you are standing on the road looking east towards Dumas.

Within the project limits, US 87 is currently a two-way roadway with one lane in each direction and one additional passing lane alternating between eastbound and westbound lanes. The existing right of way varies from approximately 100 feet to 150 feet.

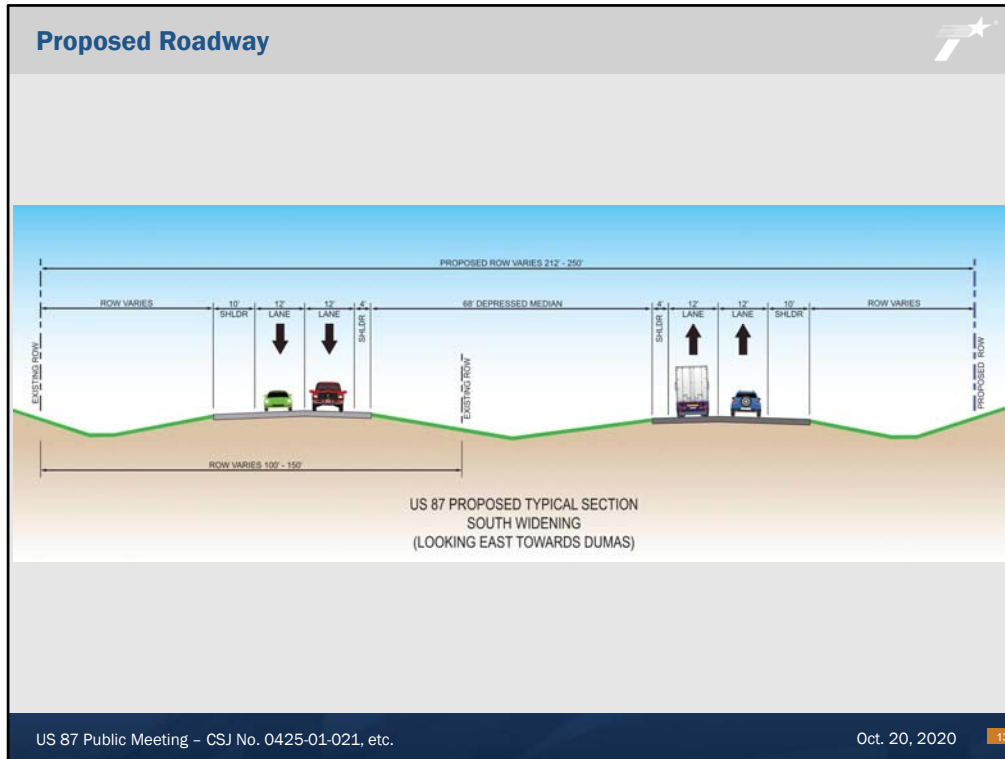


Slide 12 – Proposed Roadway

The typical section on this slide shows how the proposed roadway will look on the north widening portion of the preferred alignment. Additional right of way on the north side of US 87 would be required for this option.

To understand this section, imagine you are standing on the road looking east towards Dumas.

The proposed roadway will be a four-lane divided roadway, with two lanes in each direction. There will be a 68-foot-wide depressed median.




Slide 13 – Proposed Roadway

The typical section on this slide shows how the proposed roadway will look in the south widening portion of the preferred alignment. Additional right of way on the south side of US 87 would be required for this option.

To understand this section, imagine you are standing on the road looking east towards Dumas.

The proposed roadway will be a four-lane divided roadway, with two lanes in each direction. There will be a 68-foot-wide depressed median.

Proposed Right of Way (ROW) 

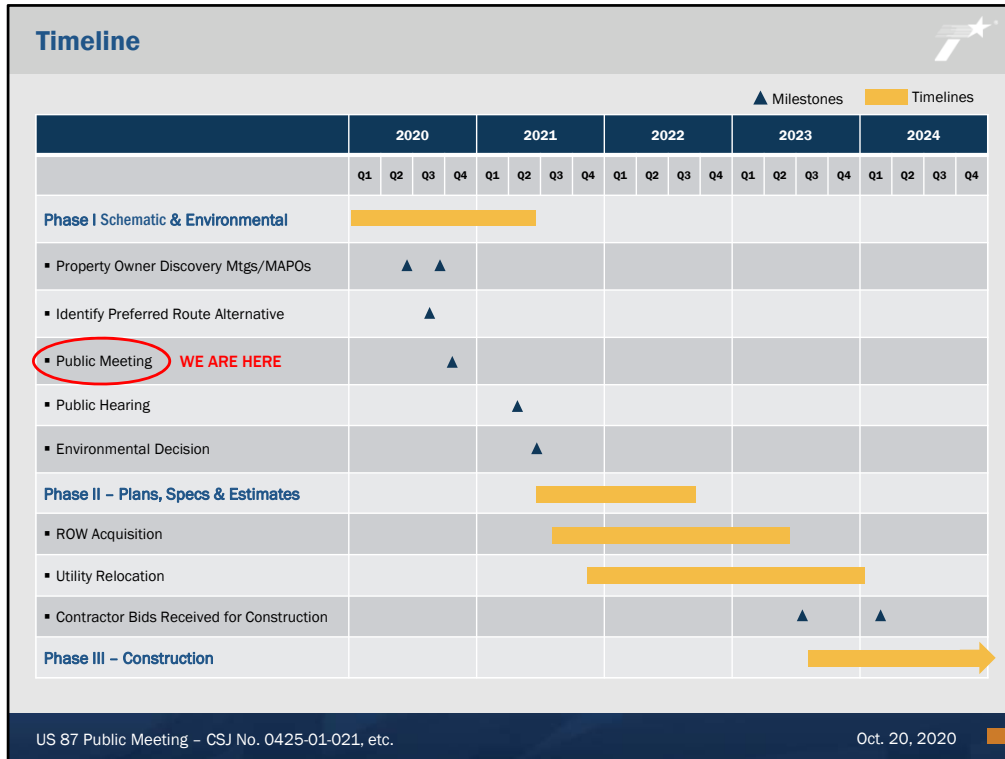
- All ROW acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
- Information about the TxDOT Relocation Assistance Program and services and benefits for those displaced and other affected property owners, as well as information about the tentative schedule for ROW acquisition and construction, can be obtained from the TxDOT district office by calling (806) 356-3200.
- Information is also 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 online at:
<https://www.txdot.gov/government/processes-procedures/row.html>

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Slide 14 – Proposed Right of Way

Information about the TxDOT Relocation Assistance Program and services and benefits for those displaced and other affected property owners, as well as information about the tentative schedule for right-of-way acquisition and construction, can be obtained from the TxDOT district office by calling (806) 356-3200, and asking for Tanner Standley, TxDOT Right of Way Agent.

Information is also available on the TxDOT website outlining property owners' rights, the right of way process, and the help provided by the department in relocating tenants and property owners. These can be found online at the address listed on this slide.



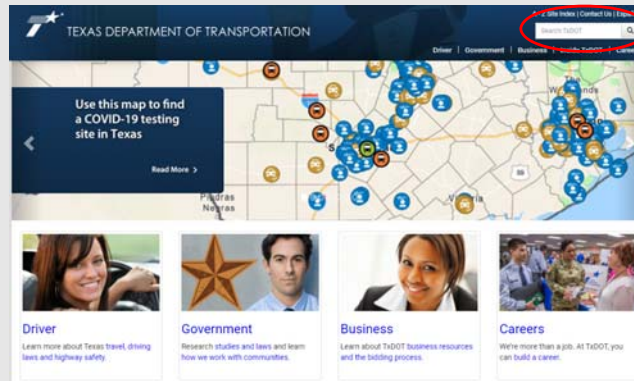
Slide 15 – Project Timeline

The anticipated project schedule for the proposed project includes Phase One schematic and environmental planning, meetings with affected property owners, subsequently identifying a preferred route alternative, and presenting that preferred route for public review and comment in today’s October 20, 2020 public meeting. In addition, a public hearing will be held in early 2021. Once public comments and environmental reviews are completed, they will be submitted for approval in spring of 2021. Then, Phase Two will begin, which will include the right of way acquisition process, utility relocation, and detailed construction plans. Phase Three will include letting for construction, which is anticipated in **fall** of 2023. Please note that these dates are preliminary and subject to change.

Public Meeting Information and Downloads



Public Meeting Materials available for download at www.txdot.gov, keyword search “US 87 Virtual Public Meeting”



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Slide 16 – 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 web page, type in “US 87 Virtual Public Meeting” in the keyword search bar at the top right of the TxDOT website.

Share Your Input

Provide Your Comments:

- Email: AMA_Project_Input@txdot.gov
- Download and fill out a comment card from the website (www.txdot.gov – keywords “US 87 Virtual Public Meeting”) and mail to:

Blair Johnson, P.E.
TxDOT Amarillo District Engineer
Texas Department of Transportation
5715 Canyon Dr.
Amarillo, Texas 79110

Comments must be submitted or postmarked by:
Nov. 4, 2020

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Slide 17 – Share Your Input

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

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

1. You may email comments to: AMA_Project_Input@txdot.gov
2. You can fill out the comment form available for download on the project web page and mail your comments to the Texas Department of Transportation, Amarillo District, Attention: Blair Johnson, 5715 Canyon Dr., Amarillo, Texas 79110.

Comments can be made throughout the comment period and TxDOT staff will respond to comments received in a timely manner. Comments received will become part of the official record for the project. All comments must be received on or before Wednesday, Nov. 4, 2020, which is 15 days from the beginning of virtual public meeting. Please ensure that your comment is received or postmarked by this date.

The public may contact project staff by email or phone at any time in the project development process.



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Slide 18 – Thank You

Thank you for attending the US 87 Virtual Public Meeting. This concludes our presentation.