

Welcome

US 281 Lampasas to Evant

Open House

Monday, April 22, 2024

Evant ISD

339 Memory Lane

Evant, Texas 76525

Tuesday, April 30, 2024

New Covenant Church

1604 Central Texas Expy., Suite A

Lampasas, Texas 76550

Why am I here?

- Review the preferred route option that has been refined since the November 2023 open house
- Provide feedback on the project

HELP

#EndTheStreakTX

End the streak of daily deaths on Texas roadways.



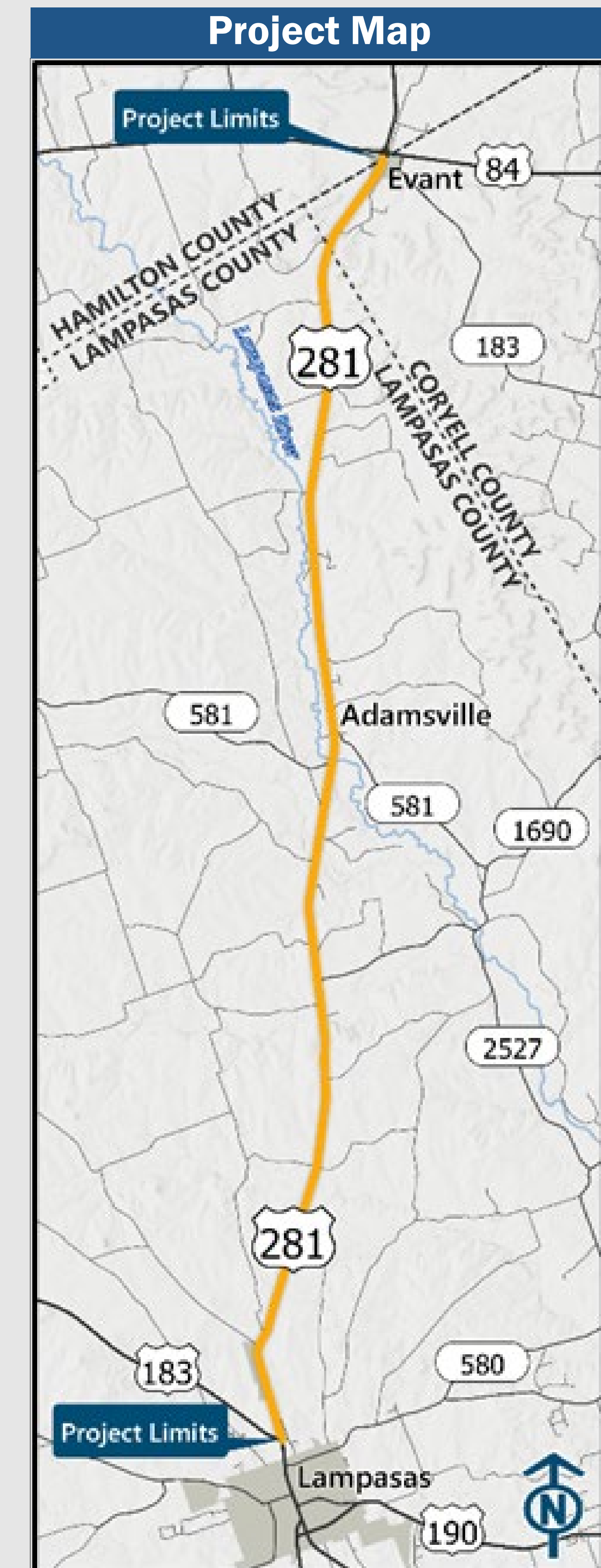
[TxDOT.gov](https://www.txdot.gov) (Keyword: #EndTheStreakTX)

#EndTheStreakTX Toolkit

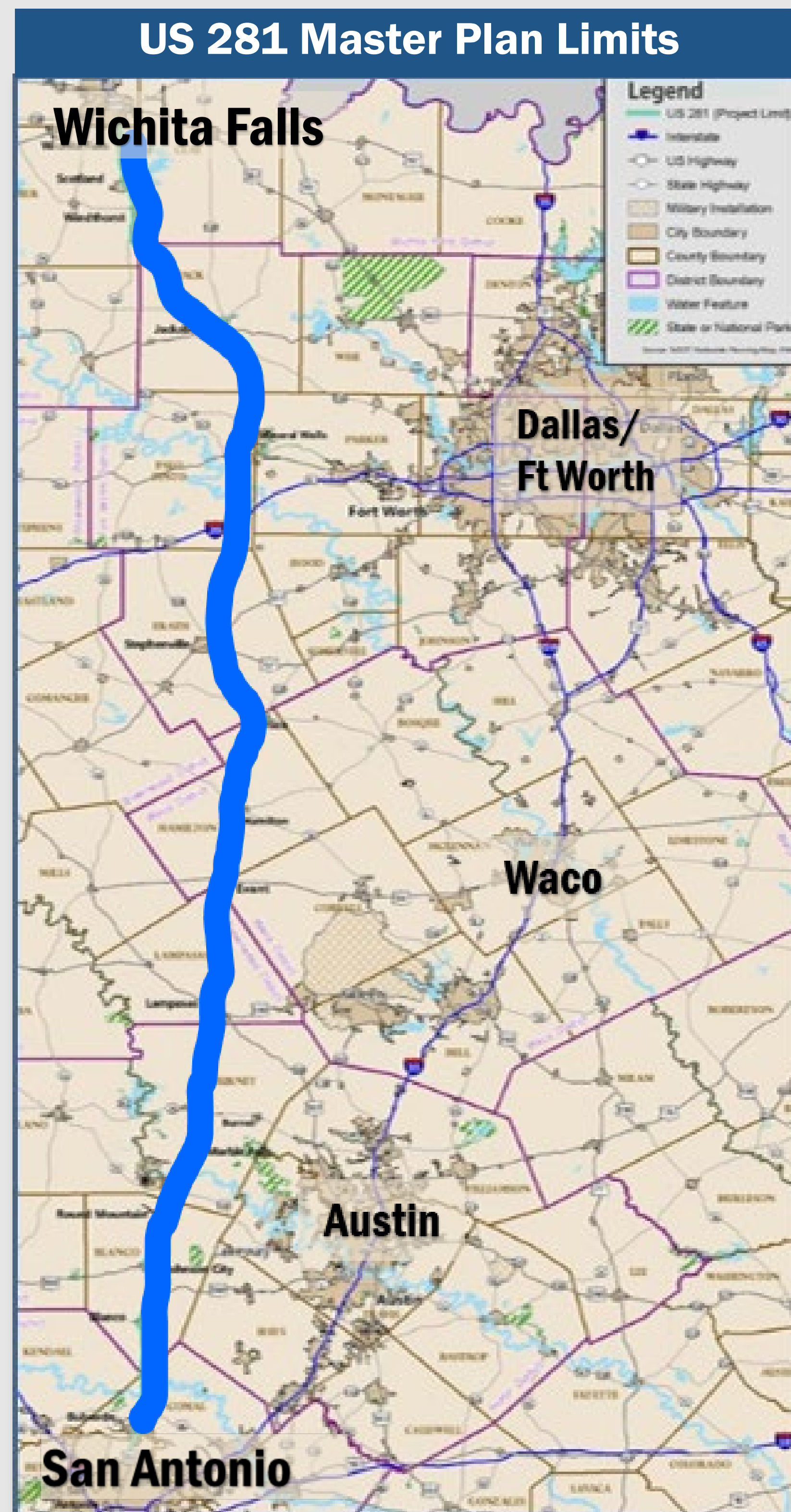


Project Location

- This project is located along US 281 between US 183 in the city of Lamparas and the Hamilton County Line in the city of Evant.
- The project spans approximately 28 miles.



Project Overview – Previous Study



US 281 Master Plan (August 2016)

- TxDOT conducted a statewide study of the US 281 corridor from San Antonio to Wichita Falls.
- Goals
 - Understand corridor travel characteristics.
 - Understand existing conditions and constraints involving adjacent communities.
 - Address corridor-level needs related to safety, congestion, economic development, and access to adjacent land uses.
 - *Identify potential long-range and localized improvements.*

- Findings of the 2016 US 281 Master Plan included:
 - Improvements are needed in the next five to ten years to address safety and mobility needs.
 - Lowering the crash rate was needed on US 281, specifically from Lampasas to north of Adamsville.
 - Additional capacity was needed to meet future traffic demands resulting from population growth and significant truck traffic.

Purpose

- To enhance safety and improve mobility while addressing the long-term needs of the corridor and the demands of a growing population.

Need:

- Originally constructed in the 1930s, improvements on US 281 are needed to:
 - Continue supporting the growing population in the area*
 - Improve passenger and freight mobility
- As part of the Texas Trunk System, US 281 must be improved to enhance mobility, safety and connectivity between cities with population over 20,000 people and major ports and ports of entry.

** In 2020, the population of Texas was estimated to be 29.1 million. By 2050, the population is expected to surpass 42 million residents if migration continues at the same rate seen from 2010 to 2020 – an increase of over 44 percent. Sources: U.S. Decennial Census, Table P1 “Race”; American Community Survey 5-Year Estimate Table B01300 “Total Population”; Texas Water Development Board 2021 Regional Water Plan – Population Projections for 2020 – 2070.*

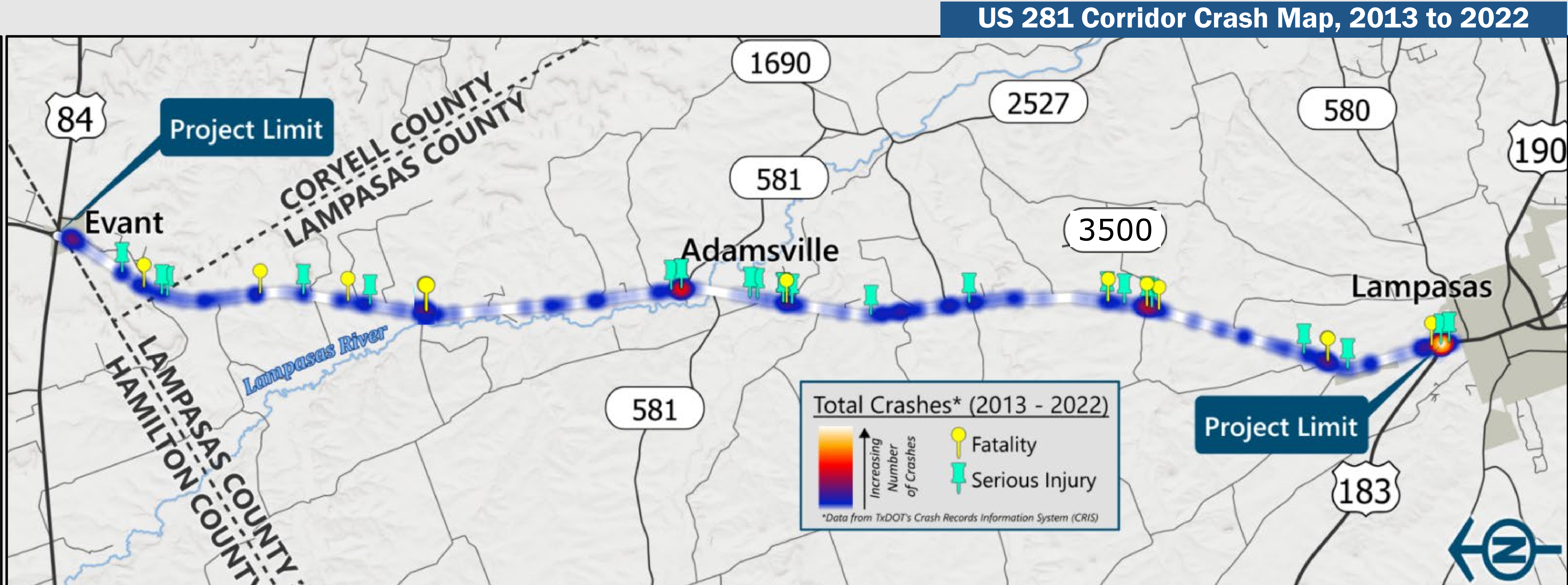
Crash History

- US 281 from Lampasas to Evant had a rate of about 107 total crashes per 100 million vehicle miles from 2013 to 2022, which is about **1.5 times higher** than the 2022 statewide average of 68 total crashes per 100 million vehicle miles for rural US highways.
- Statewide crash data from 2017 to 2021 indicates crashes on rural undivided highways occur **1.6 times more frequently** and are **1.5 times as likely to be fatal** than on divided highways with grassy medians.
- The table below shows the contributing factors of crashes on this section of US 281.
 - Excessive speed is the most frequent contributing factor followed by distracted driving, animal collisions and fatigue.
 - No fatalities were associated with crashes involving animal collisions from 2013 to 2022.

2013 - 2022 crashes*:

- Speeding related, 33%
- Distracted driving, 18%
- Animal related, 18%
- Fatigued/asleep, 12%
- Under the influence, 4%
- Other causes, 26%

* Totals 110% as some crashes had multiple causes



- Safety is a priority for TxDOT.
- Divided roadways reduce crashes by 43% compared to undivided regardless of the cause of the crash.
- In terms of safety, wide grassy medians:
 - Reduce the chance of head-on collisions (which result in more fatalities and/or severe injuries)
 - Reduce headlight glare
 - Provide a sheltered storage area for crossing vehicles
 - Provide sufficient storage length for large vehicles making left turns

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 the Federal Highway Administration (FHWA) and TxDOT.

Project Process

Data Collection and Development of the US 281 Widening Project Concept Alternatives following the National Environmental Policy Act (NEPA) process

Present the US 281 Widening Concept Alternatives and explore other concepts at an Initial US 281 Open House (February 2023)



Present Draft Preliminary Design Schematics and Preliminary Alternatives Analysis (*) at a Second US 281 Open House (November 2023)



**Information presented for preliminary alternatives and the corresponding evaluation are available on the TxDOT Open House #2 webpage.*

We Are Here

Present Preferred Route Option at a Final US 281 Open House (April 2024)

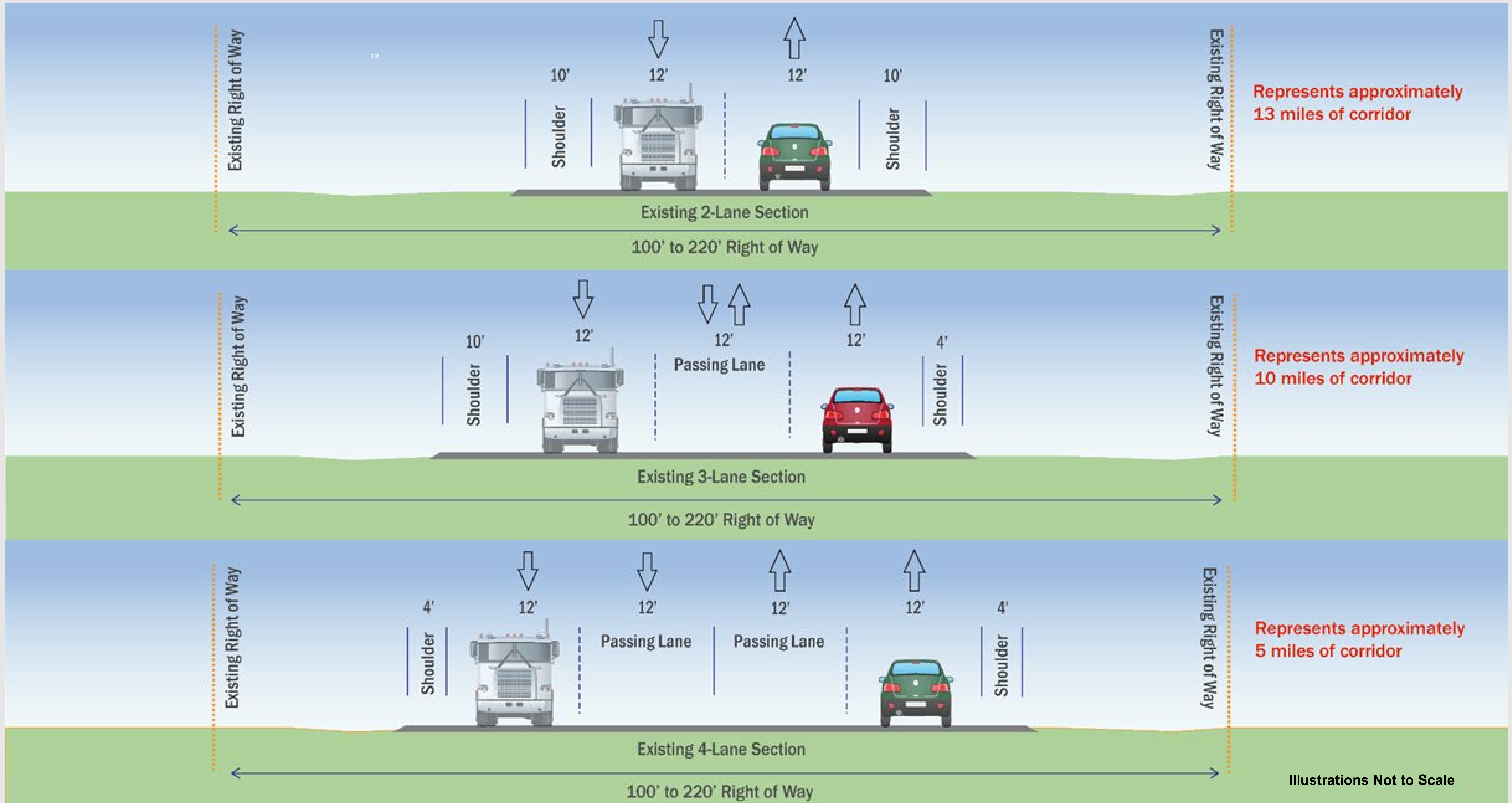


Present Final Design Schematics and NEPA document (**)

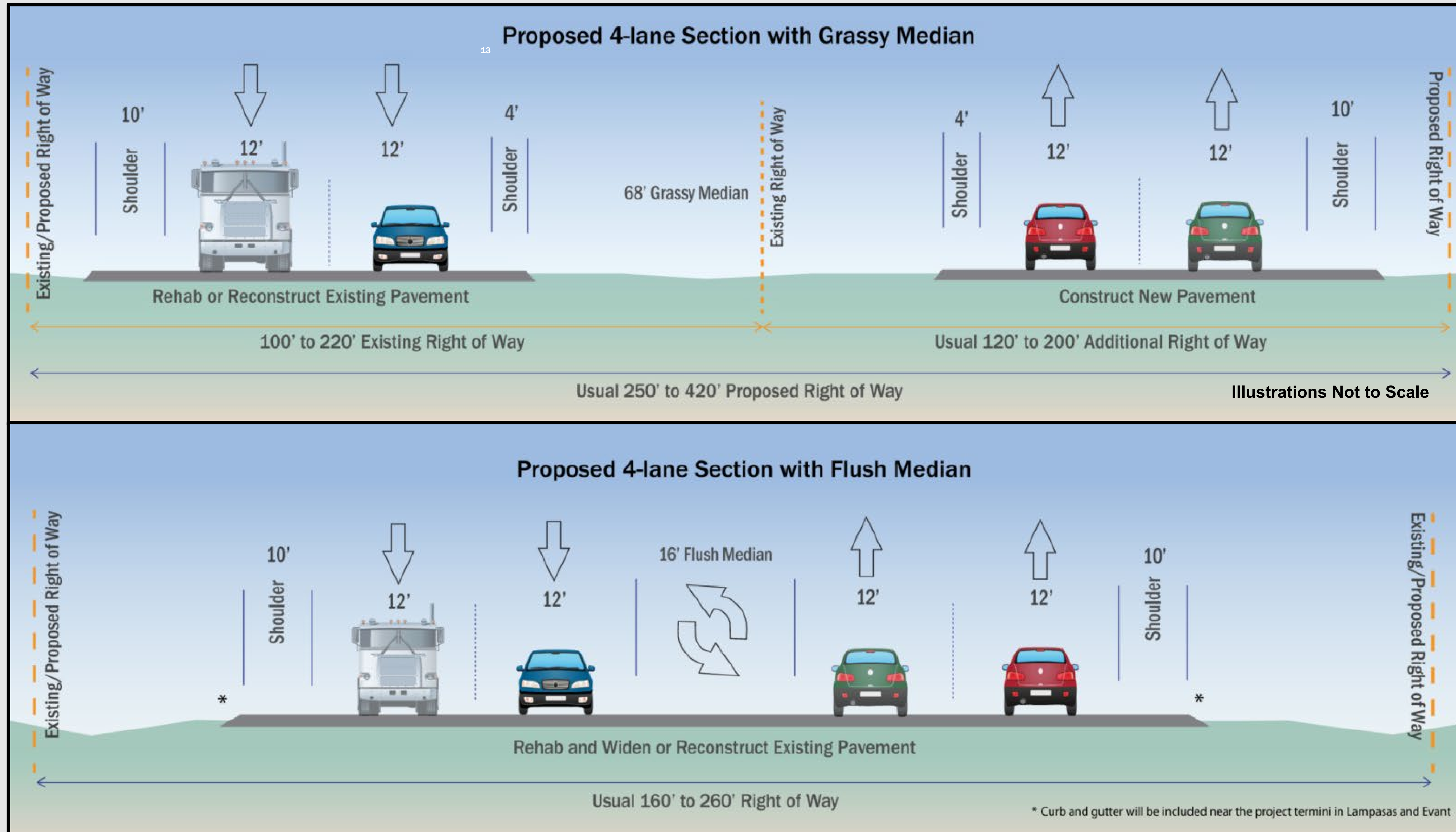


***Includes TxDOT Study Team meetings with local agencies, stakeholder and landowners*

Existing US 281



Proposed US 281 Preferred Typical Sections

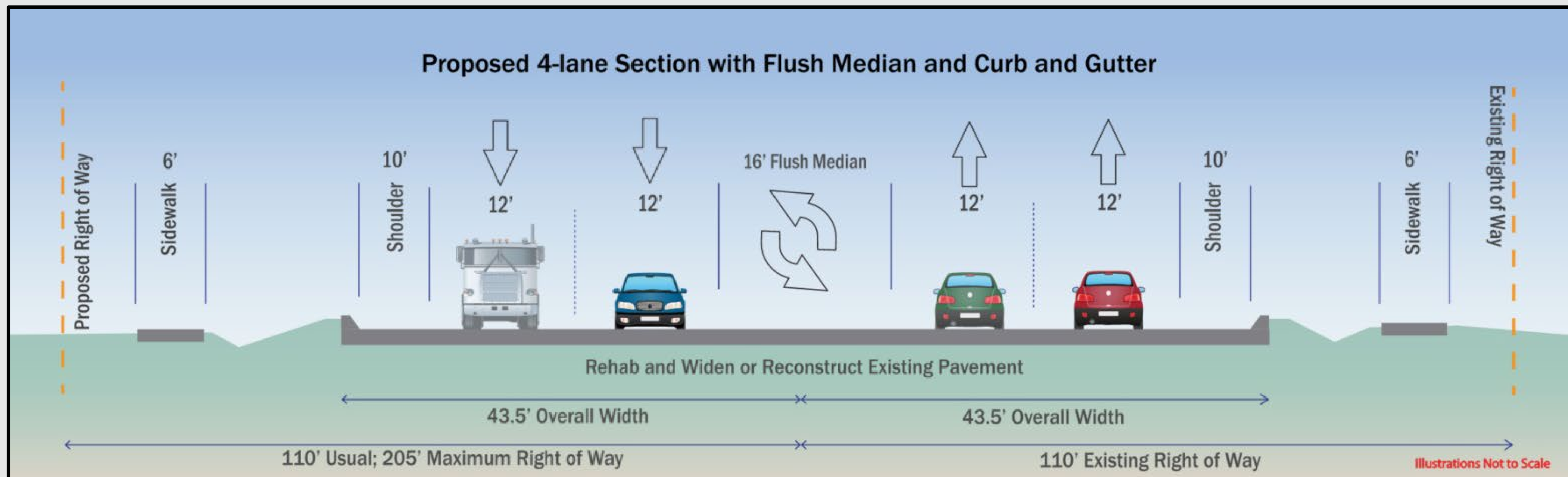


US 281 Widening Concept Considerations:

- Proposed right of way and new pavement construction is on the west or east side of existing roadway depending on constraints and engineering evaluation.
- For some locations, proposed right of way is required on both sides of the existing corridor.
- Proposed right of way width is wider in some locations where needed to accommodate more severe terrain or other existing conditions along the corridor.

Proposed US 281 Preferred Typical Section - Adamsville

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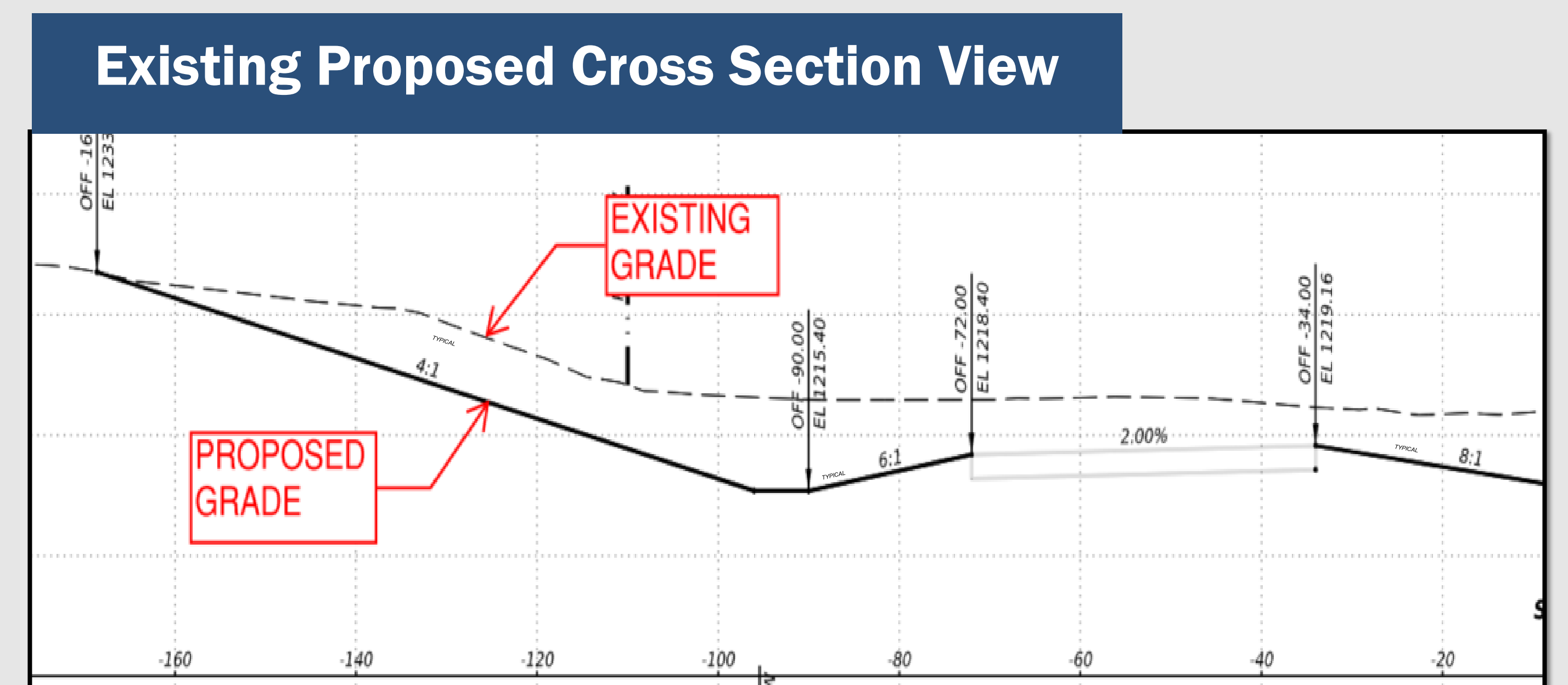
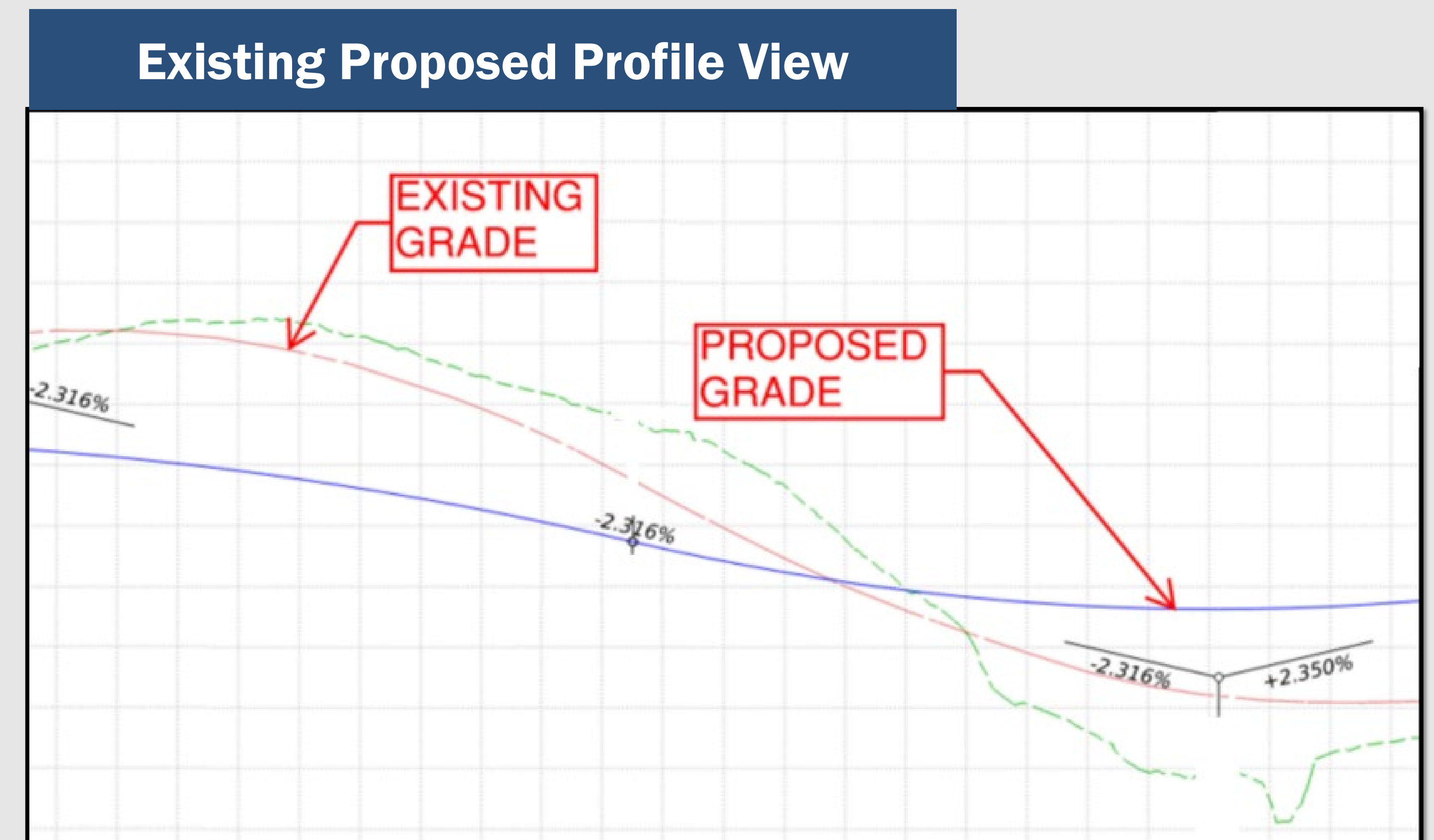
US 281 Widening Concept Considerations:

- Proposed right of way and new pavement construction is on the west side of existing roadway through Adamsville.
- Proposed right of way width will vary depending on exact locations of existing parcel boundaries.

US 281 Proposed Widening Design Standards



- The proposed design follows current TxDOT design standards for a 75 mph rural highway.
- The grades of the original highway built in the 1930s and widened in the 1960s were designed for 40 mph.
- Many of the existing low points must be raised and high points lowered.
- Existing side slopes are flattened to meet current safety standards.
- These changes can require significant right-of-way width for grading and realignment of county roads.



NOTE: Conceptual layout is preliminary and subject to change.

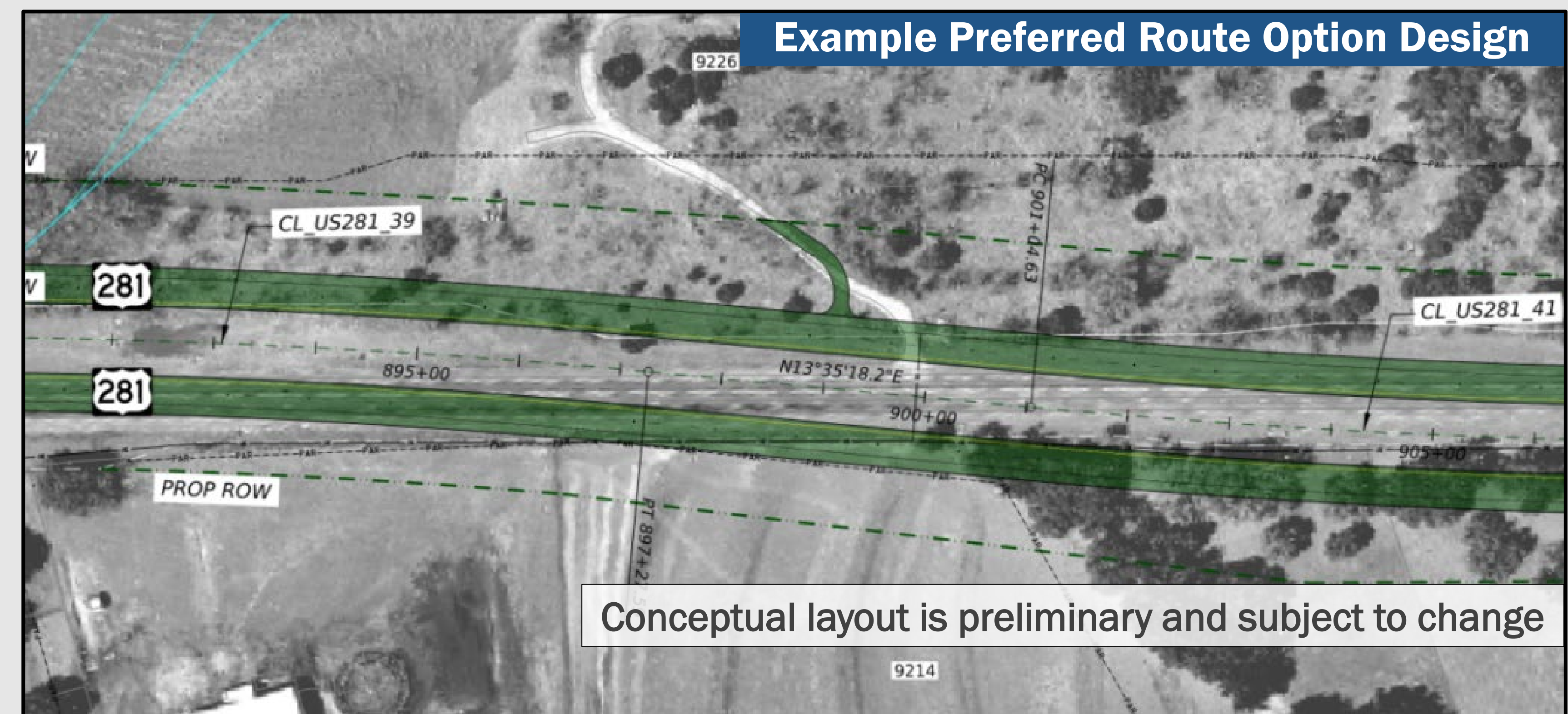
US 281 Widening – Preferred Route Option



- Widens roadway to WEST and EAST of existing corridor at different points
- Flush median in Adamsville
- Requires more than 500 acres of right of way
- Impacts more than 160 parcels
- Displaces nine residences and three businesses
- Impacts 12 other privately owned structures
- Preferred route option final design is **pending environmental study**

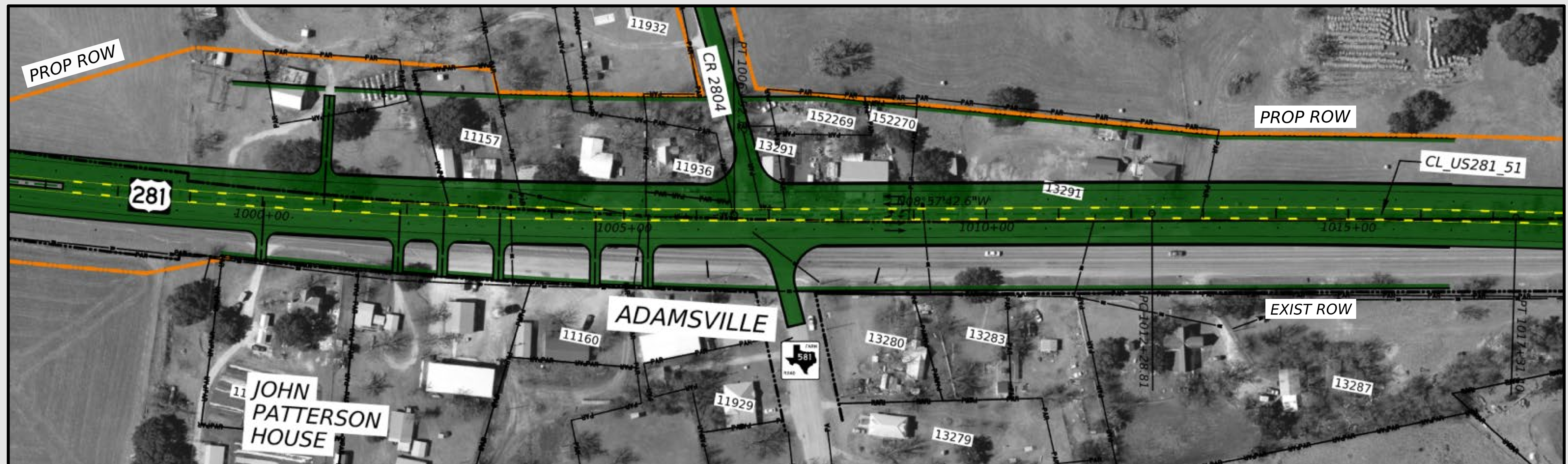
- Impacts 17 miles of overhead utilities and one transmission tower
- Approximate construction cost of \$249 million *

* Approximate construction cost is preliminary and subject to change



US 281 Widening – Adamsville Preferred Alignment

- Maintains existing US 281 alignment using flush median.
- Improves design elements such as wider flush median, gradual grading and better drainage accommodation.
- Would acquire six parcels west of US 281 in central Adamsville.
- Would displace six residences and two businesses in central Adamsville.
- Preferred route option final design is pending environmental study.



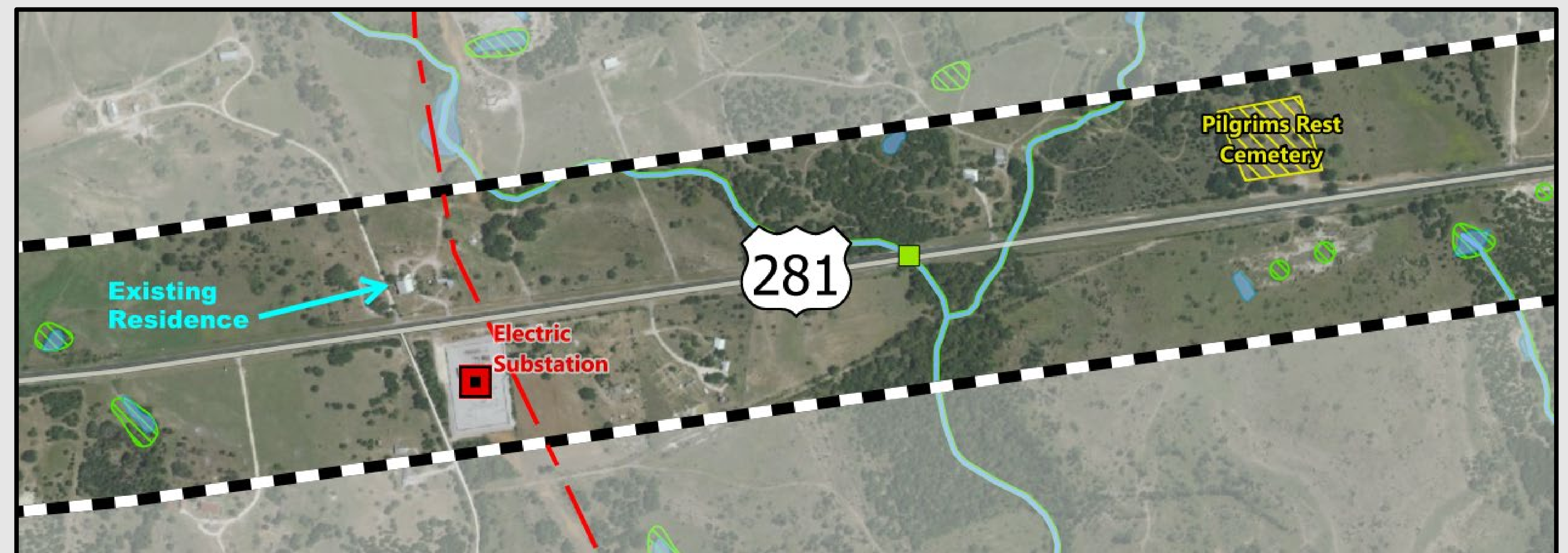
Environmental Constraints and Considerations

Built Environment

- Residential displacements
- Commercial displacements
- Environmental justice community
- National Register of Historic Places listed / eligible sites
- Community facilities
- Parkland
- Cemeteries
- Oil and gas wells
- Cell towers and utilities
- Hazardous material sites

Natural Environment

- River, stream or creek crossings
- 100-year floodplain
- National Wetlands Inventory (NWI)
- Golden-cheeked Warbler habitat



Example Environmental Constraints

NOTE: Layout is not to scale

- Stakeholders meeting with Adamsville community in January 2024
- Additional right of way required to meet current design and safety standards
- Parcels impacted
- Parcels divided (bisected)

- Review public comments
- Incorporate public comments into preferred route option design to the extent feasible
- Complete environmental study and NEPA document
- Develop final schematic design

How to Provide Input



- You may submit comments through the following ways:
 - **EMAIL:** Jodie.Kelly@txdot.gov
 - **ONLINE PROJECT PAGE:** Visit www.txdot.gov and search: “US 281 Lampasas to Evant”
 - **VOICEMAIL:** (512) 270-0284 available until 11:59 p.m. on May 17, 2024
 - **MAIL:** TxDOT Brownwood District
ATTN: Jodie Kelly
2495 Highway 183 North
Brownwood, Texas 76802
- Comments related to this open house must be received or postmarked by **Friday, May 17, 2024, at 11:59 p.m.** to be included in the official open house record.
- The public is encouraged to submit or call with questions at any time during the study process.

Visit the Project webpage at www.txdot.gov and search: “US 281 Lampasas to Evant” or use your phone or tablet to scan the QR code below.

