

WELCOME

US 59 Feasibility Study

Public Meeting

Meeting Purpose

- To provide the public with the latest study information
- To gain feedback on needs along the corridor and potential impacts
- To gather input on proposed improvements for the US 59 corridor

SCAN ME



TxDOT.gov; Keyword search:
"US 59 Feasibility Study – Virtual Public Meeting"



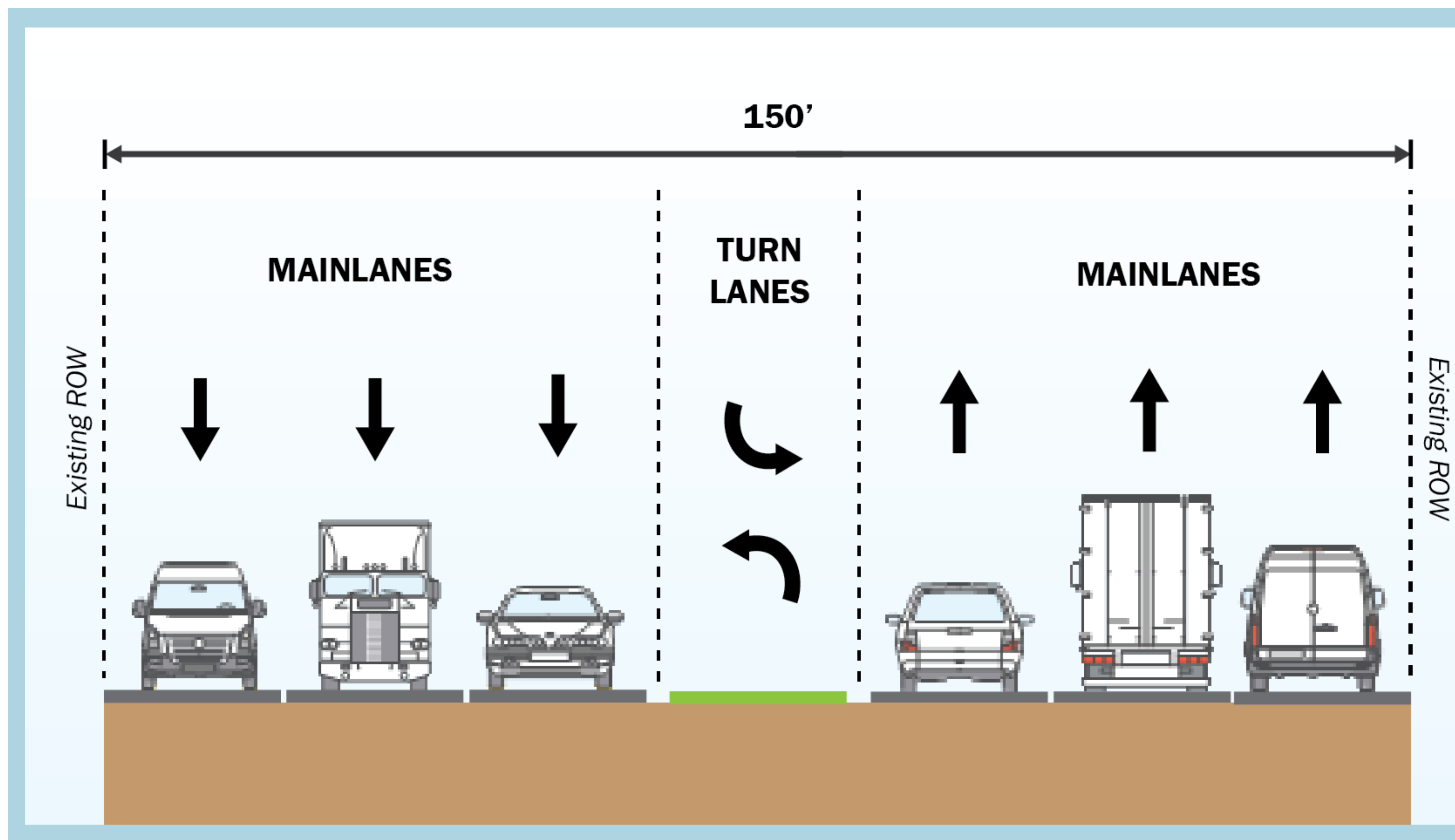
STUDY TASKS:

- Analyze roadway options and develop freeway concepts that connect with other federal and regional projects such as I-69 and the Laredo Outer Loop
- Identify critical engineering elements, impacts to the public, and economic feasibility
- Determine if the study advances to next phase of project development of schematic design and environmental evaluation

This study is not intended to result in detailed design, environmental analysis, or cost estimates

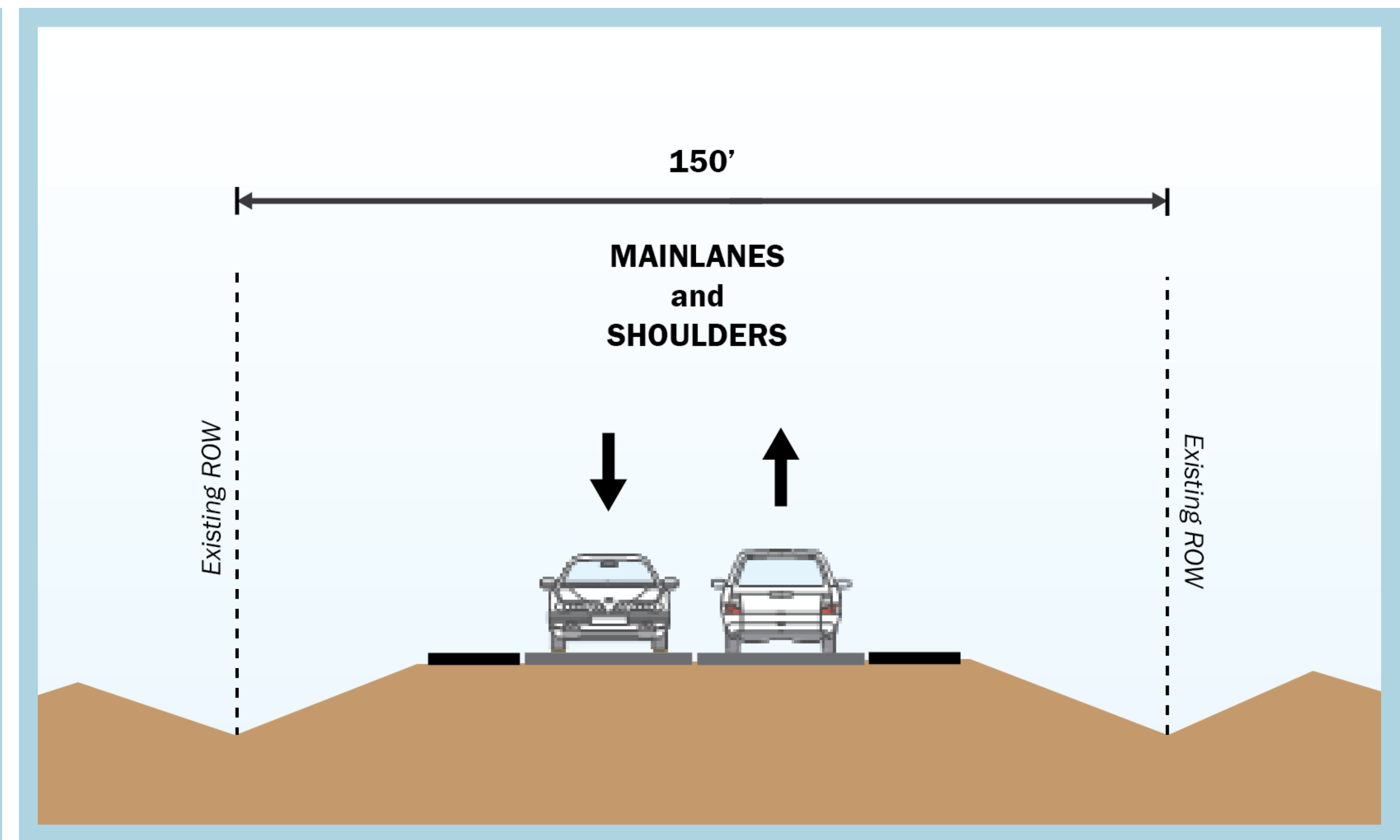
EXISTING TYPICAL SECTIONS

Segment 1



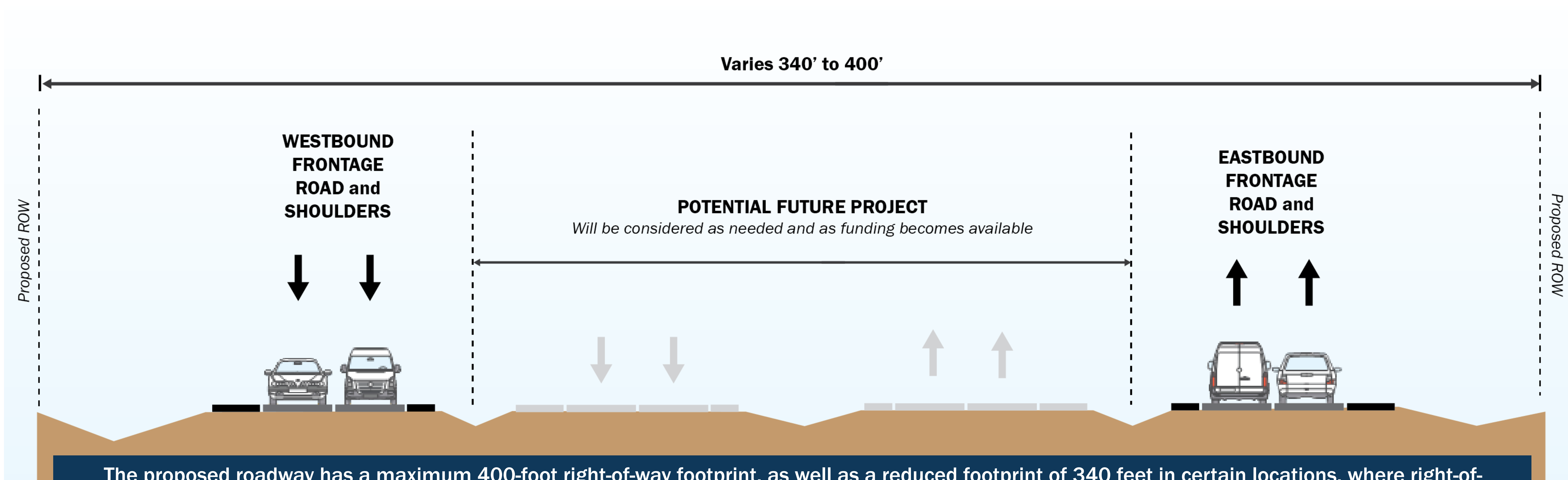
Segment 1, which is the portion of the corridor closest to Bob Bullock Loop, is two or three lanes in each direction

Segment 2



Segment 2, which is the rural portion of the US 59 corridor, is one lane in each direction

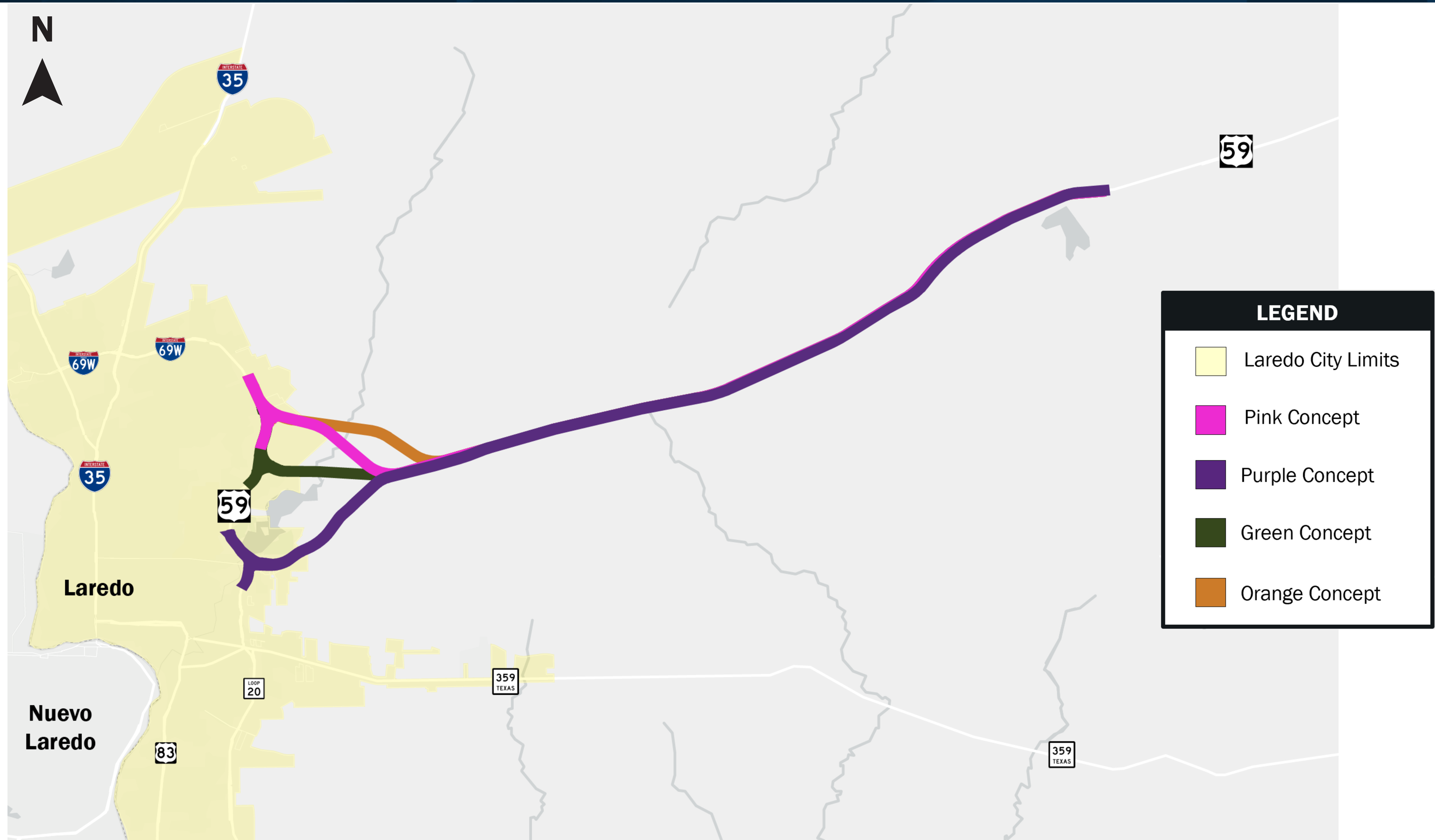
PROPOSED TYPICAL SECTION



The proposed roadway has a maximum 400-foot right-of-way footprint, as well as a reduced footprint of 340 feet in certain locations, where right-of-way is limited or where TxDOT would need to narrow its footprint to avoid a constraint. The potential future project shown on the proposed roadway is anticipated to be the mainlanes should funding become available.

PROPOSED CONCEPTS

For Future Evaluation



These **four** proposed concepts, including the No-Build concept, are under consideration and will move forward into the environmental process

THESE PROPOSED CONCEPTS MAY BE VIEWED IN GREATER DETAIL ON THE PUBLIC MEETING ROLL PLOTS

Concept Evaluation Matrix



US 59 Feasibility Study

Concept Evaluation Matrix

For Proposed Concepts for Future Evaluation

LEAST IMPACTFUL

NEUTRAL

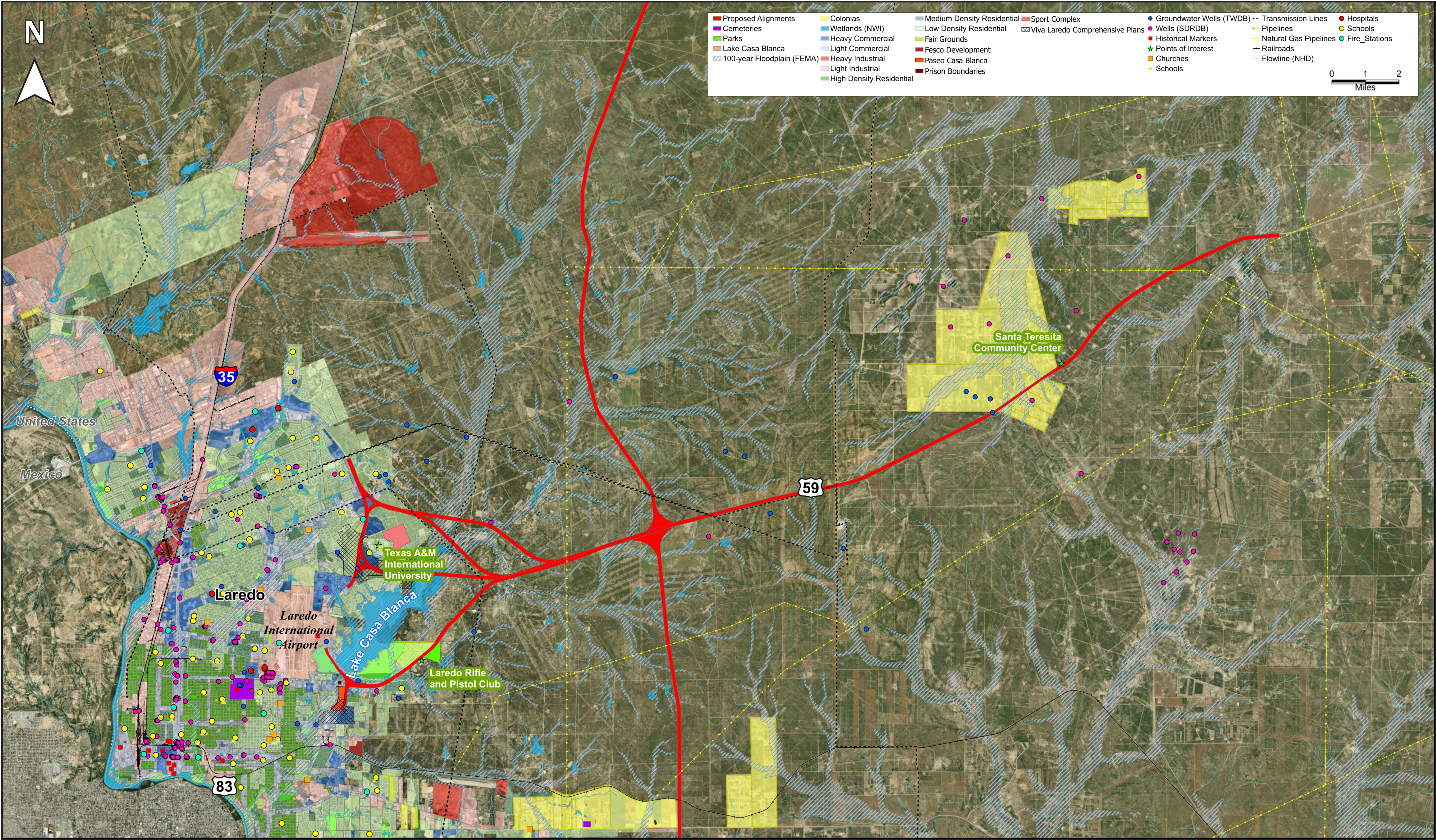
MOST IMPACTFUL

SCREENING/EVALUATION CATEGORY	NO BUILD CONCEPT	PINK CONCEPT	ORANGE CONCEPT	GREEN CONCEPT	PURPLE CONCEPT	KEY TAKEAWAYS
Residential Displacements	No Displacements	2 Potential Displacements	2 Potential Displacements	2 Potential Displacements	31 Potential Displacements	The Purple Concept potentially displaces 31 residences. All potential displaced residences for each of the proposed concepts can be viewed on the public meeting roll plots.
Business Displacements	No Displacements	1 Potential Displacement	1 Potential Displacement	1 Potential Displacement	19 Potential Displacements	The Purple Concept potentially displaces 19 businesses while the Pink, Orange and Green Concepts all potentially displace one business. These potentially displaced businesses can be viewed on the roll plots.
Impacts to Future Developments	0 Acres	0 Acres	0 Acres	0 Acres	2 Acres	More acreage for future developments would be potentially displaced by the Purple Concept (2) than the other proposed concepts (none).
Level of Service (LOS) by 2045*	LOS E	LOS A	LOS A	LOS A	LOS C	There is not a substantial difference in LOS between the Pink, Orange and Green Concept. The Purple Concept serves more local traffic than the other concepts and would have a lower LOS.
Length of New Facility (New Concept)	0 Miles	22.1 Miles	21.9 Miles	21.5 Miles	22.7 Miles	The Green Concept is the shortest of all the proposed concepts.
Length of Facility (Existing Outer Loop Overlap) <i>Distance from I-35 to proposed improvements</i>	0 Miles	4 Miles	4 Miles	6 Miles	8 Miles	Generally, the shorter the concept is from I-35 to the Outer Loop the better that concept is for freight movement.
Reduced crash rate and conflict points	No	Yes	Yes	Yes	Yes	The results of the traffic and safety analyses demonstrate that all the proposed concepts reduce crash rates and conflict points. The ability to reduce crash rates and conflict points along existing US 59 is constrained by existing and proposed development.
Number of Curves/Direction Changes	10 Curves (estimated)	13 Curves	12 Curves	12 Curves	18 Curves	Generally, the more curves there are in a roadway the less safe a roadway is for drivers, specifically trucks (freight).
Water Features** and Floodplains (100yr) within Proposed ROW	0 Acres	118 Acres	101 Acres	122 Acres	126 Acres	Impacts to existing lakes and floodplains are much more substantial for the Green Concept than the other proposed concepts.
U.S. Fish and Wildlife Service’s National Wetlands Inventory, and Potential Wetlands within ROW	0 Acres	3 Acres	1 Acre	28 Acres	3 Acres	The Orange Concept is the least impactful to existing and potential wetlands within the study area right-of-way.
Community resources or aquatic sites impacted	0 Sites	5 Sites	4 Sites	7 Sites	10 Sites	All proposed concepts potentially impact aquatic sites. There are no impacts anticipated to Historic Properties, Parks, Cemeteries or Community Facilities (Churches, Schools, Libraries).
Overall Cost Estimate	\$0	\$413M	\$381M	\$422M	\$376M	Costs are generally higher on concepts where TxDOT would have to acquire more right-of-way as well as concepts that include construction of structures or bridges.

*Level of Service measures the quality of vehicle traffic service based on performance measures like vehicle speed, density, and congestion using a scale of A to F. For example, a LOS “F” is a rating assigned to roadways with breakdown flow which means that there are high traffic volumes and limited capacity on the roadway. A LOS “A” is a rating that means free flow conditions with low traffic volumes and greater roadway capacity available.

** Water features include lakes, ponds and stream crossings, and aquatic sites.

ENVIRONMENTAL CONSTRAINTS MAP



HOW TO PROVIDE INPUT



Interactive Map and Survey

Visit the Virtual Public Meeting site at [TxDOT.gov](https://www.txdot.gov/virtual-public-meeting)

Keyword search: “US 59 Feasibility Study – Virtual Public Meeting” to complete the study survey and comment or scan the QR code.



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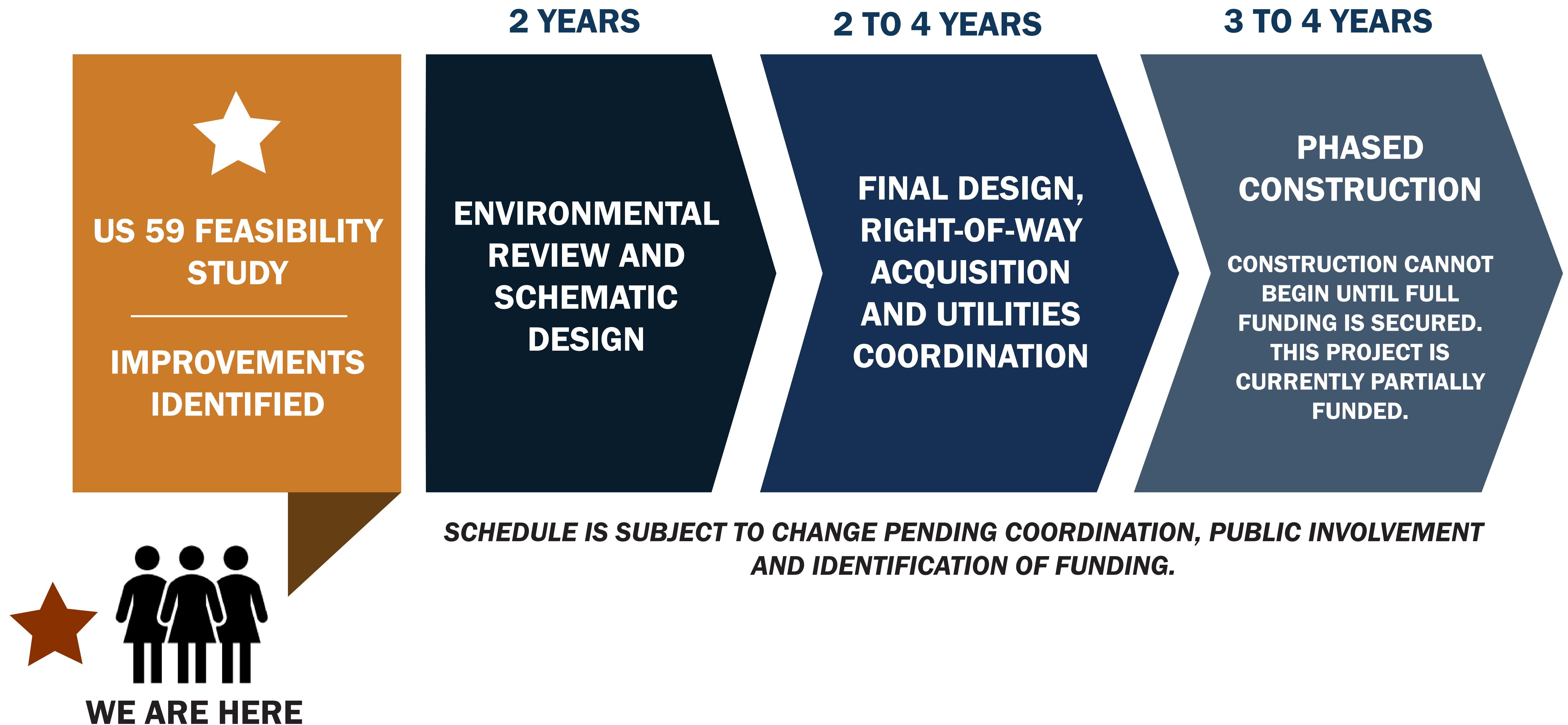
Voicemail

(956) 629-8132

COMMENTS MUST BE SUBMITTED BY FRIDAY, NOV. 3, 2023

STUDY CONTACT: For general comments about the presentation or study, please contact TxDOT project manager, Alberto Chavez at Alberto.Chavez@txdot.gov.

PROJECT DEVELOPMENT PROCESS



US 59 FEASIBILITY STUDY TIMELINE



THANK YOU!

¡GRACIAS!