



SLIDE 1 - Welcome / Opening

Welcome to the State Loop 335, Segment D Public Meeting with In-Person Option. The Texas Department of Transportation appreciates 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.

Open House Outline



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SLIDE 2 – Public Meeting Outline

This meeting will discuss TxDOT's number one goal - the safety of our traveling public. Additional goals for this meeting include explaining the project need and purpose, the project timeline, a technical project overview, and next steps including opportunities to provide comments, and direction to online project materials.



HELP #EndTheStreakTX

End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)



#EndTheStreakTX Toolkit



SLIDE 3 – Safety

November 7, 2000 was the last deathless day on roadways in Texas. That means for more than 23 years, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to End the Streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs. So please do your part and share this message with your friends and family.

Goals of Public Involvement



- Inform the public of project status and present recommendations
- Describe the project so the public can determine how they may be affected
- Provide the public an opportunity to provide input
- Develop a record of public participation

National Environmental Policy Act (NEPA)

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 4 – Goals of Public Involvement

You might be asking, “What is the purpose of Public Involvement?” The four essential purposes of public involvement are to:

1. Inform the public of the status of planning the proposed project and present the recommendations based on studies performed to date.
2. Describe the recommended location and design so that those attending can determine the project’s potential to affect their lives and property.
3. Provide the public an opportunity to submit information and their views at a stage in the planning process when flexibility to respond to comments still exists and before location and design decisions are finalized.
4. And finally, to develop a record of public views and participation to accompany recommendations for subsequent decisions.

This Public Meeting is being held in compliance with both federal and state laws.

Your written comments will be addressed by TxDOT in the formal Documentation of Public Meeting and will be given full consideration in the preparation of the final recommendation and design for this project.

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.

SL 335 Map



SL 335 Segment D

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SLIDE 5 – SL 335: Map

The Texas Department of Transportation understands the need for both planning and design to meet the regional needs of long-term growth. State Loop 335 around the City of Amarillo serves as a connection to national and regional corridors along with local arterials. The Texas Department of Transportation Amarillo District and the Amarillo Metropolitan Planning Organization have identified State Loop 335 as a top priority, transportation project candidate with the goal of upgrading the entire loop to a controlled-access freeway type facility consisting of mainlanes, ramps, one-way frontage roads with bicycle and pedestrian accommodations. The project is divided into four segments, which include:

Southeast – Segment A

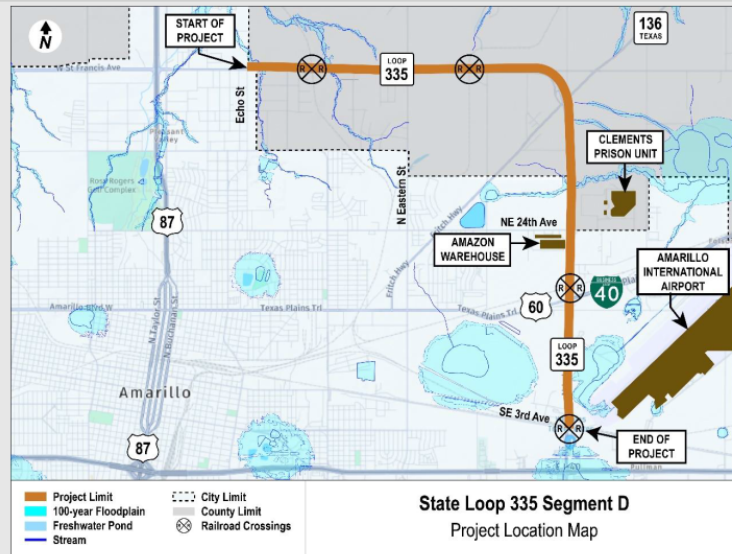
Southwest – Segment B

Northwest – Segment C

Northeast – Segment D

The map on this slide illustrates the breakout of sub segments along the project corridor. Planning and environmental studies will continue until all sub segments have an environmental decision documented.

SL 335 Key Map



SL 335 Segment D

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SLIDE 6 – SL 335 Key Map

Segment D is approximately 9 miles in length beginning at Echo St. and ending at SE 3rd Ave. This Segment includes 4 railroad crossings and stakeholders such as the Amarillo Clements Prison Unit, the Rick Husband Amarillo International Airport, and the Amazon Distribution Facility.

Project Need/Purpose



The need for SL 335, Segment D expansion results from:

- A need to accommodate future economic and community growth within Amarillo
- Providing adequate clearance for anticipated freight corridor design standards ensuring safety for industrial, commercial, and hazmat transport
- Improve safety (intersections, existing roadway deficiencies, prevent congestion)

The proposed improvements to SL 335, Segment D include:

- Upgrading the facility to a controlled access highway with mainlanes, frontage roads, and ancillary improvements
- Improved vertical clearance
- Improved safety elements with a divided highway, shoulders, frontage roads, and drainage features
- Bicycle and pedestrian accommodation

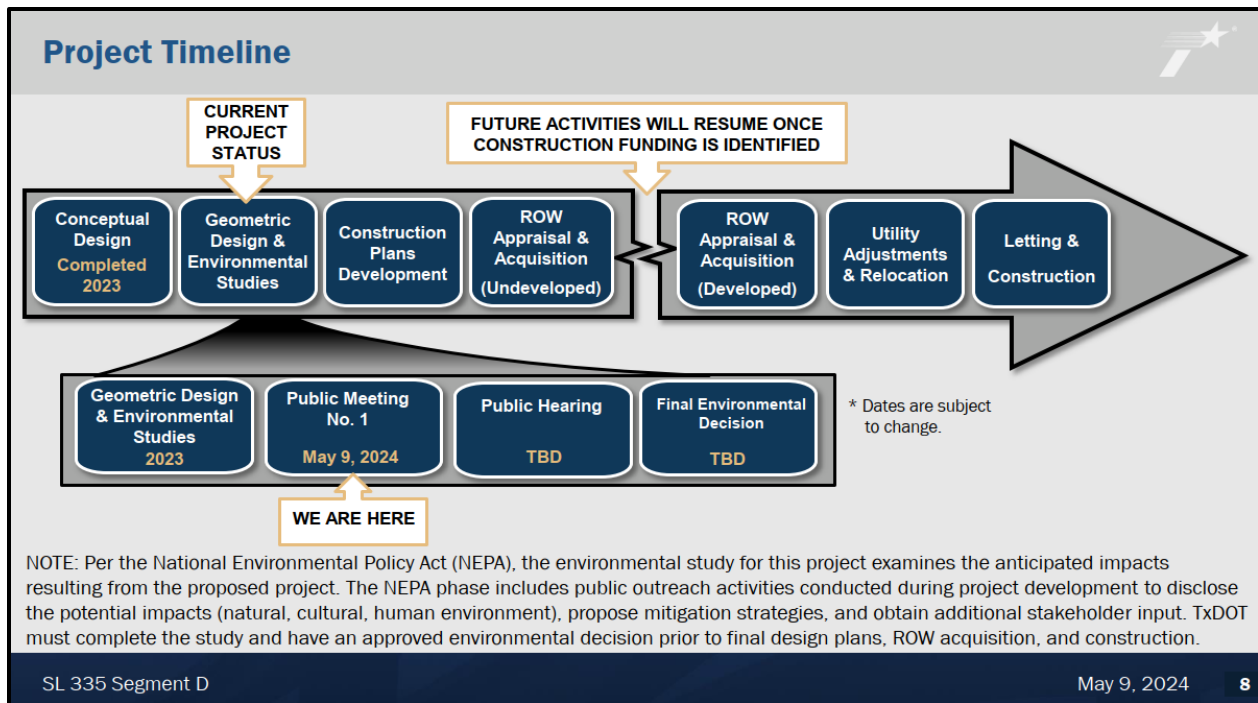
SLIDE 7 – Project Need/Purpose

The need for State Loop 335, Segment D expansion results from –

- A need to accommodate future economic and community growth within Amarillo
- Providing adequate clearance for anticipated freight corridor design standards ensuring safety for industrial, commercial, and hazmat transport
- Improve safety (intersections, existing roadway deficiencies, prevent congestion)

The proposed improvements to State Loop 335, Segment D include –

1. Upgrading the facility to a controlled access highway with mainlanes, frontage roads, and ancillary improvements.
2. Improved vertical clearance.
3. Improved safety elements with a divided highway, shoulders, frontage roads, and drainage features.
4. Bicycle and pedestrian accommodation.



SLIDE 8 – Project Timeline

This figure represents the State Loop 335 Segment D anticipated project timeline. Conceptual design for Segment D started in 2020, was paused for approximately 19 months, and then resumed and was completed in 2023. We are currently in the geometric design and environmental studies phase of the project, which started in third quarter of 2023.

As part of this phase, an Environmental Assessment is being completed for the ultimate project scope, which must meet the specific guidelines established by the National Environmental Policy Act, known as “NEPA”. An Environmental Assessment identifies the need and purpose for improvements, examines project alternatives and potential environmental impacts.

This timeline also shows construction plans development, right-of-way appraisal and acquisition, and letting for construction that will follow.

Right of Way acquisition may proceed on undeveloped land at the time an environmental decision is made while acquisition of developed property will be on hold until construction funds are identified in the Texas Department of Transportation’s long-term plan. Lastly, as funding is allocated, construction will occur over multiple phases with limits and timelines not yet defined for all segments of the loop.

Today’s public meeting is just one of many steps that will be taken during the entire Segment D project development process.

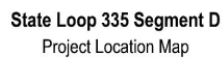


- Echo Street to SE 3rd Avenue
- Approximately 9 miles

- SH 136
- US 60 (East Amarillo Boulevard)
- SE 3rd Avenue

The project exhibits reflect an ultimate project configuration for which this study will environmentally clear. When funding is available for construction, phased construction of Segment D will be implemented.

Major cross street improvements, as part of the Segment D project, are anticipated at SH 136, US 60 (East Amarillo Boulevard), and SE 3rd Avenue.



- Status: Schematic Design & Environmental Planning in progress
- Includes a 3-level interchange at SL 335 and US 60
- 4 Railroad Grade Separation Crossings
- Total Construction Cost: \$549M (2023\$)
- Project Unfunded Construction Cost: \$549M (2023\$)

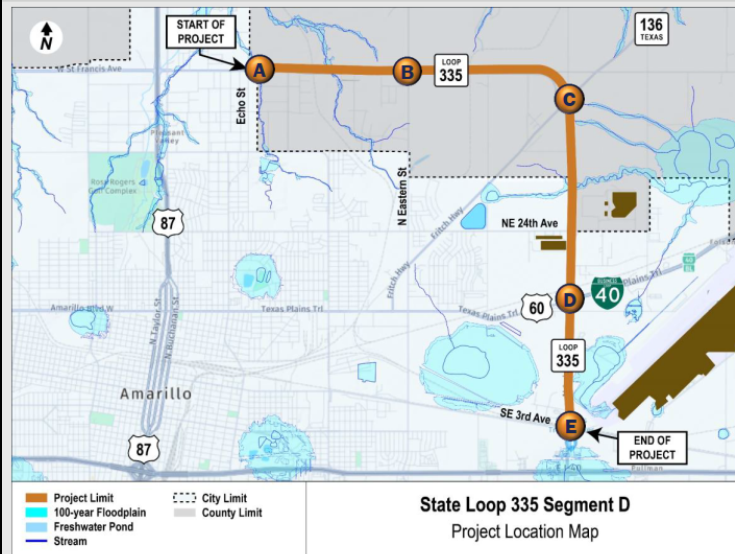
The project will be constructed in multiple phases once funding is identified.

The Project, currently in the Schematic Design and Environmental Planning Phase includes:

- The preliminary Construction Cost is \$549 M in 2023 dollars.

When funding is available for construction, phased construction of Segment D will be implemented

Project Overview: Intersections and Interchanges



SL 335 Proposed Project Corridor:

Existing Intersection/Interchange

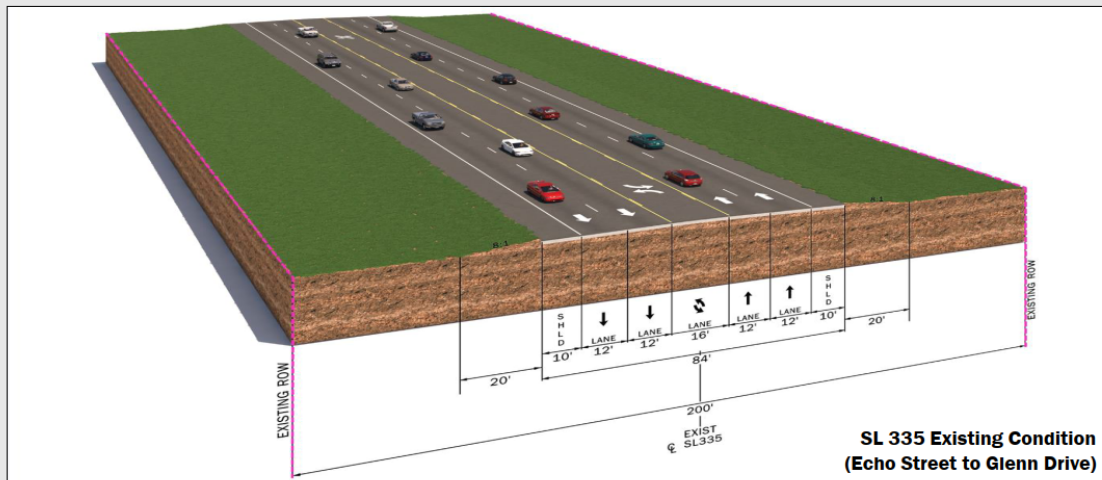
- A. Echo Street
- B. North Eastern Street
- C. SH 136
- D. US 60 (East Amarillo Boulevard)
- E. Southeast 3rd Avenue

SLIDE 11 – Project Overview: Intersections and Interchanges

State Loop 335 Proposed Project Corridor: Existing intersections and Interchange are identified in the legend as:

- A. Echo Street
- B. North Eastern Street
- C. SH 136
- D. US 60 (East Amarillo Boulevard)
- E. SE 3rd Avenue

Project Overview: Existing Typical Sections



SL 335 Segment D

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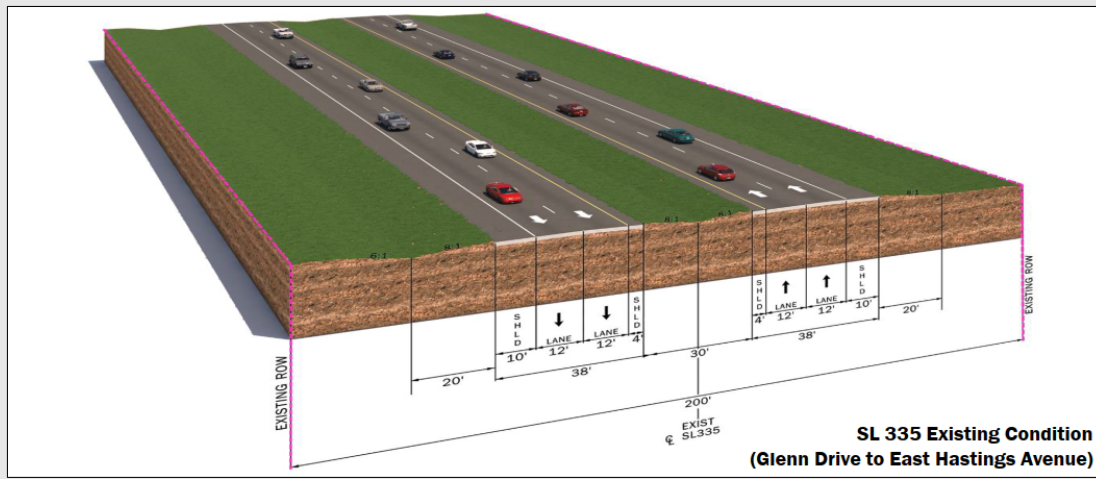
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SLIDE 12 – Project Overview: Existing Typical Sections

The existing State Loop 335 consists of several distinct typical sections:

1. This existing typical section occurs within the limits of Echo St. to Glenn Dr. It consists of two 12-foot main lanes in each direction, separated by a 16-foot two-way left turn lane, and 10-foot outside shoulders.

Project Overview: Existing Typical Sections



SL 335 Segment D

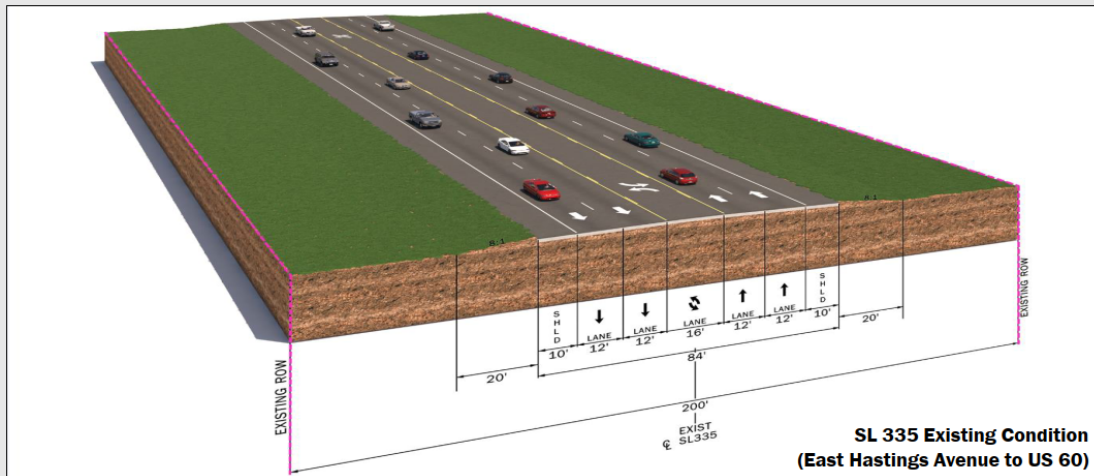
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SLIDE 13 – Project Overview: Existing Typical Sections

1. The next existing typical section occurs within the limits of from Glenn Dr to Hastings Avenue consisting of two 12-foot main lanes in each direction with 4-foot inside and 10-foot outside shoulders separated by a divided center median.

Project Overview: Existing Typical Sections



SL 335 Segment D

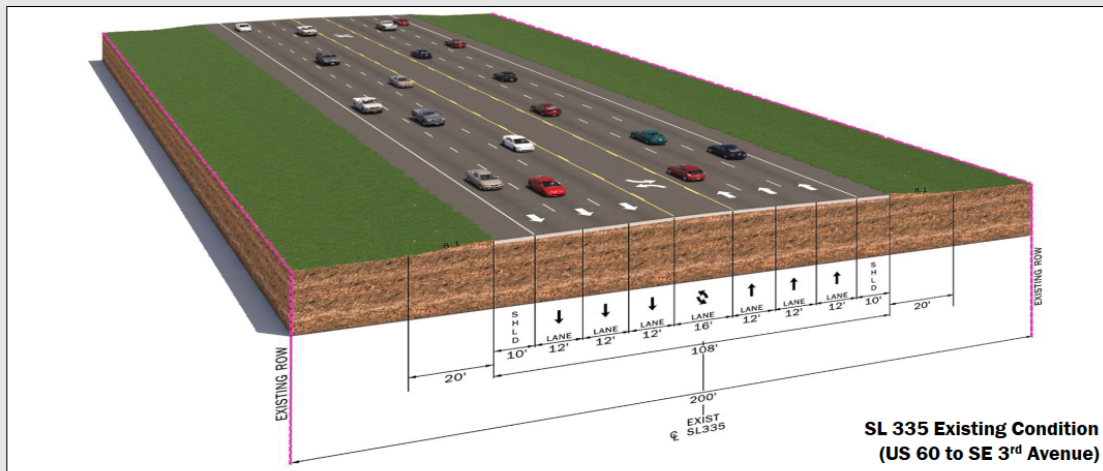
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SLIDE 14 – Project Overview: Existing Typical Sections

1. The next existing typical section occurs within the limits of East Hastings Avenue to US 60 consisting of two 12-foot main lanes in each direction, separated by a 16-foot two-way left turn lane, and 10-foot outside shoulders.

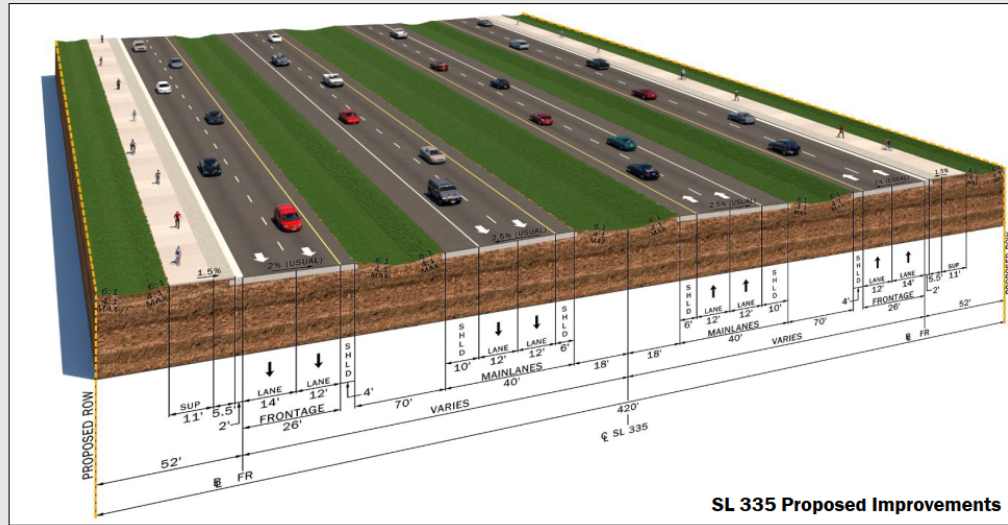
Project Overview: Existing Typical Sections



SLIDE 15 – Project Overview: Existing Typical Sections

1. The last existing typical section occurs within the limits of US 60 to SE 3rd Avenue consisting of three 12-foot main lanes in each direction, separated by a 16-foot two-way left turn lane, with 10-foot outside shoulders.

Project Overview: Proposed Typical Sections



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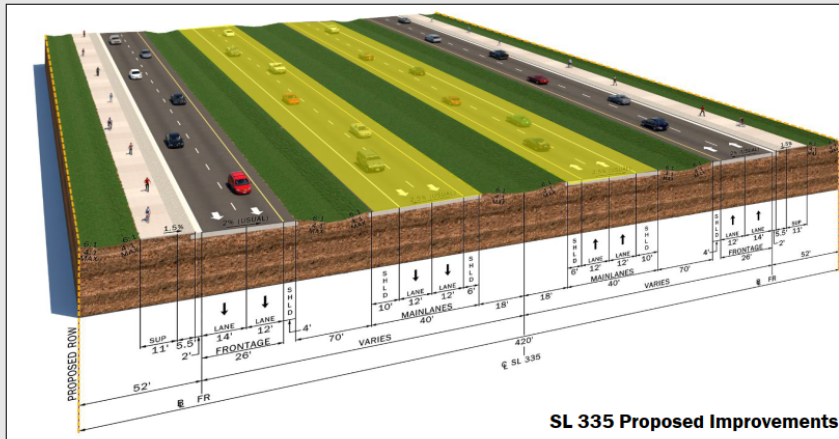
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SLIDE 16 –Project Overview: Proposed Typical Sections

The Texas Department of Transportation proposes to reconstruct the existing State Loop 335 into a controlled access, four-lane divided facility with bicycle and pedestrian accommodations.

The proposed facility would also include an upgraded drainage system; improved grade separations at major arterials along with connecting ramps.

Project Overview: Proposed Typical Sections



- Improve existing four-lane divided and undivided roadway to a four-lane divided freeway

SLIDE 17 – Project Overview: Proposed Typical Sections

The State Loop 335 proposed facility would consist of two 12-foot main lanes in each direction.



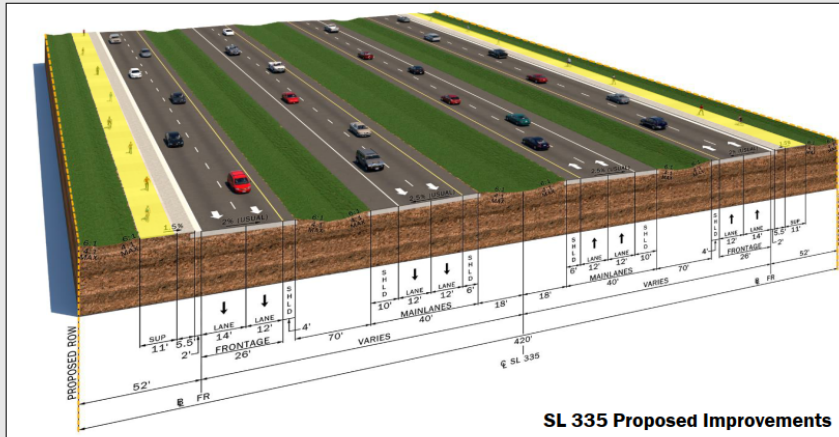
- SL 335 Segment D

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The frontage roads would each consist of two one-way lanes, with a 12-foot inside lane and a 14-foot outside lane.

Project Overview: Proposed Typical Sections

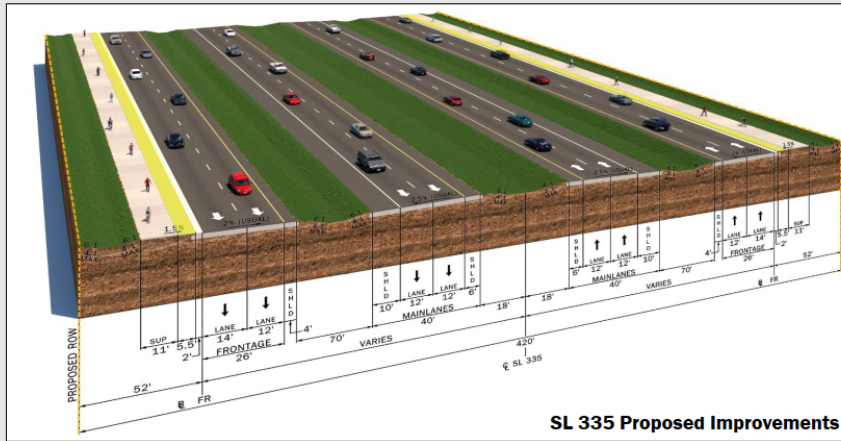


- Improve existing four-lane undivided and divided roadway segments to a four-lane divided freeway with one-way, two-lane frontage roads in each direction and bike and pedestrian accommodations on an 11-foot shared-use path

SLIDE 19 – Project Overview: Proposed Typical Sections

Bike and pedestrian accommodations on an 11-foot Shared Use Path.

Project Overview: Proposed Typical Sections

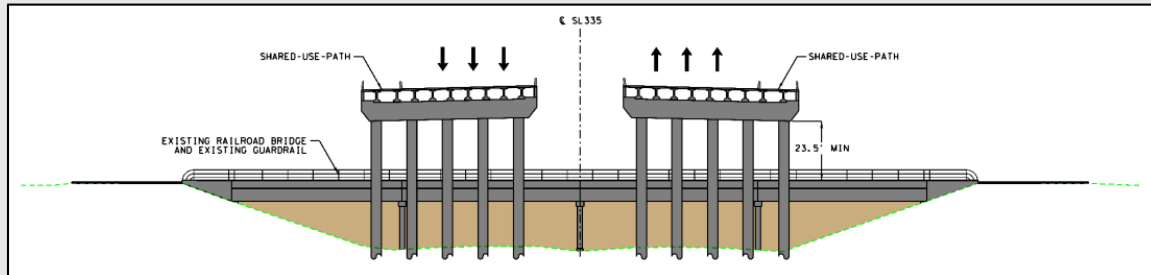


- Improve existing four-lane undivided and divided roadway segments to a four-lane divided freeway with one-way, two-lane frontage roads in each direction and bike and pedestrian accommodations on an 11-foot shared-use path adjacent to a 5.5-foot flush median outside of each frontage road

SLIDE 20 – Project Overview: Proposed Typical Sections

Which is adjacent to a 5.5-foot flush median outside of each frontage road.

Project Overview: BNSF Railroad



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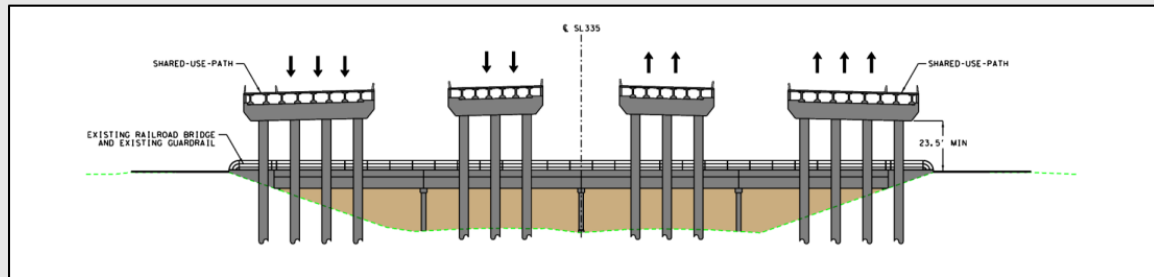
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SLIDE 21 – Project Overview: BNSF Railroad

As mentioned, there are a total of four rail crossings on the Segment D corridor. This cross-sectional view is a typical crossing for two of the four which bridge over the railroad.

This occurs at the railroad crossings between Echo and Whitaker. The frontage roads will terminate with a U-turn either side of the railroad and the State Loop 335 mainlanes will include the shared-use-path for bicycle and pedestrian accommodations to provide continuous mobility over the railroad.

Project Overview: BNSF Railroad



SL 335 Segment D

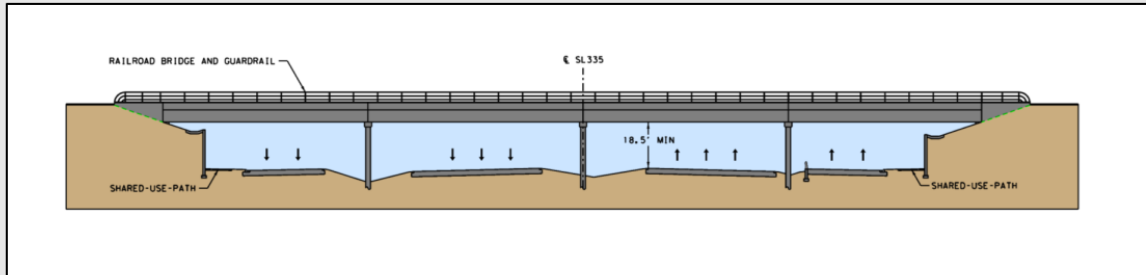
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SLIDE 22 – Project Overview: BNSF Railroad

The third railroad crossing north of US 60 will include mainlane and frontage bridges over the railroad. The shared-use-path for bicycle and pedestrian accommodations will remain adjacent to the frontage road lanes.

Project Overview: BNSF Railroad



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SLIDE 23 – Project Overview: BNSF Railroad

The fourth railroad crossing near SE third will remain underneath the railroad bridges similar to the existing condition due to constraints with flight paths out of the Amarillo International Airport.

Project Overview: US 60 (East Amarillo Boulevard)



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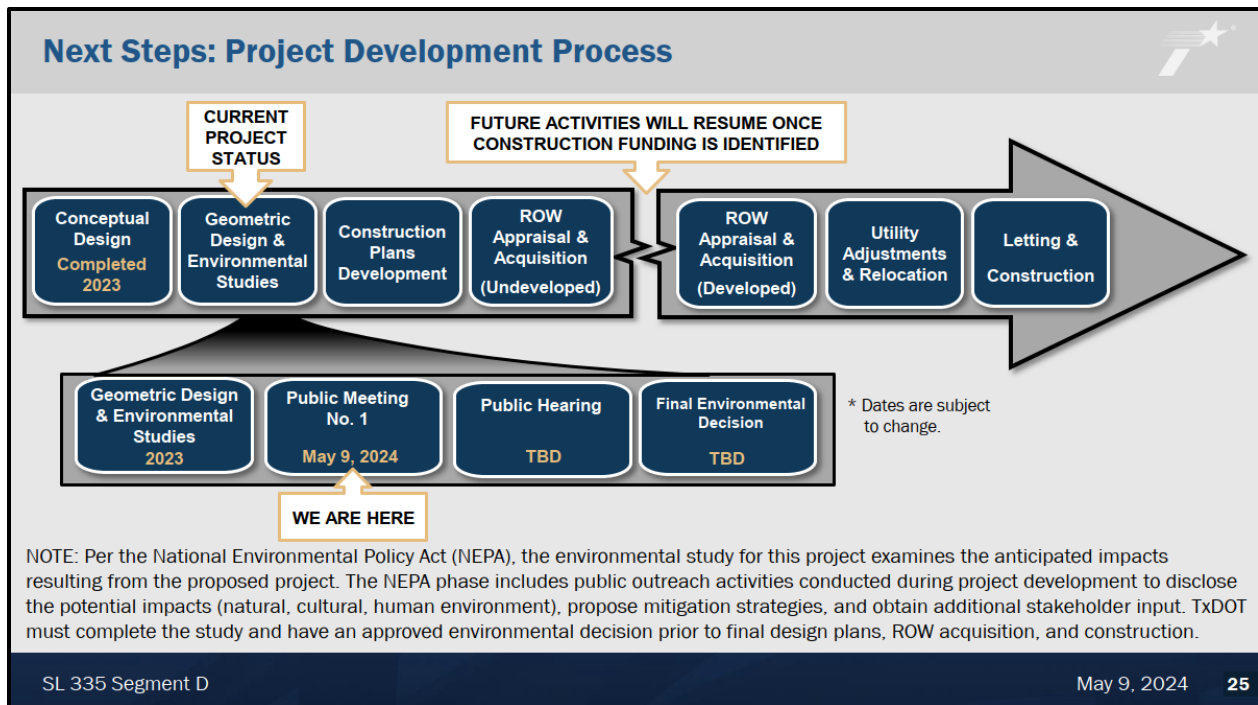
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SLIDE 24 – Project Overview: US 60 (East Amarillo Boulevard)

A proposed 3-level interchange at State Loop 335 and US 60 (East Amarillo Boulevard). The proposed configuration will:

- Construct access roads along US 60 to provide connection to adjacent businesses and residences
- Reconstruct US 60 at the 2nd level to intersect the proposed State Loop 335 frontage roads
- Reconstruct the State Loop 335 mainlanes at the 3rd level

Both State Loop 335 mainlanes and the adjacent State Loop 335 frontage roads will bridge over the existing railroad north of US 60.



SLIDE 25 – Next Steps: Project Development Process

So what is next in this project development process?





With your feedback, the Texas Department of Transportation will continue to refine the project geometry and continue the environmental impact studies. As mentioned previously, the Right of Way acquisition process may proceed on undeveloped land at the time a final environmental decision is made while acquisition of developed property will be on hold until construction funds are identified in the Texas Department of Transportation's long-term plan.

Development of Construction Plans can occur at TxDOT's discretion, in advance of or coinciding with, the identification of construction funds.

Once these construction funds are allocated, construction would occur over multiple phases with limits and timelines not yet defined.

Next Steps: Desired Feedback and Comments Deadline



			
Comment Form	Mail	Email	Download Comment Form
Fill out a comment form in person and drop it in the comment box.	Blair Johnson, P.E. District Engineer, Amarillo District TxDOT 5715 Canyon Drive Amarillo, Texas 79110	AMA_PROJECT_INPUT @txdot.gov	www.txdot.gov Keyword Search: SL 335 Segment D

Comments must be submitted or postmarked by Friday, May 24, 2024

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SLIDE 26 – Next Steps: Desired Feedback and Comments Deadline

The primary objectives for today's public meeting is to engage the community and allow you to provide valuable feedback and comments helping us shape the design elements of the State Loop 335 Segment D project.

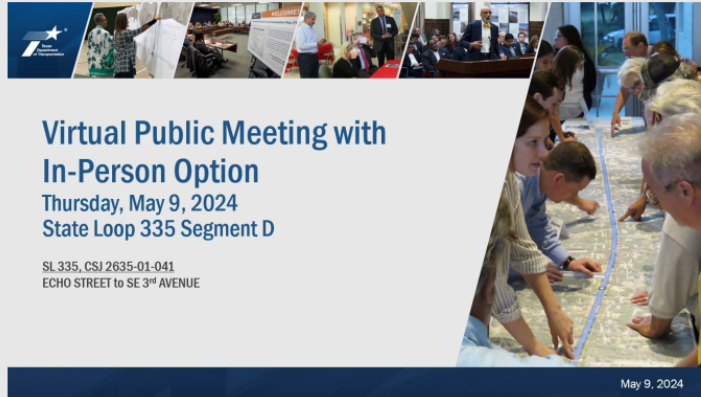
To ensure we collect your input we have several options for your feedback:

- ☐ Please fill out a comment form.
 - Or take home a comment form, complete it and
 - Mail to TxDOT Amarillo District, Attention Blair Johnson, PE, 5715 Canyon Drive, Amarillo, Texas 79110
 - Or email your comments to **AMA_PROJECT_INPUT@txdot.gov**
- ☐ Or download the comment form from the website
 - www.txdot.gov
 - Type "SL 335 Segment D" in the keyword search box
 - Email or mail the form as previously described.

For your comments to be included in the official record, your feedback must be received by one of the methods listed above and comments must be received on or before **Friday , May 24, 2024**.



**TxDOT State Loop 335 Webpage and
Public Meeting:
www.txdot.gov – Keywords: “SL 335 Segment D”**



SLIDE 27 – Next Steps: Webpage Link/Public Meeting

Moving forward if you have any questions or wish to obtain updates on the project, we encourage you to visit the **TxDOT.gov** website to learn more.

This completes the presentation.

Thank you again for participating in today's public meeting.