



Documentation of Public Hearing

Project Location

Eastland County, TX

IH-20 at Ranger Hill

CSJ: 0007-06-084

Project Limits

IH-20 from 3.5 miles east of LP 254 to SH 16

Hearing Location

Ranger High School Cafeteria

1842 TX-254

Ranger, TX

Hearing Date and Time

August 16, 2016 at 5:30 – 7:30 pm

Presenters

Jason Scantling, TxDOT Brownwood District

Krishna Peapully, AECOM

Erin Johnson, AECOM

Elected Officials in Attendance

Rex Fields, Eastland County Judge

Total Number of Attendees (approx.)

32

Total Number of Commenters

4



Contents

- A. Comment/response matrix
- B. Public hearing officer certification
- C. Notices
- D. Sign-in sheets
- E. Verbatim transcript
- F. Comments received
- G. Figures
- H. Hearing Presentation
- I. Public Hearing Photo Log



A. Ranger Hill Public Hearing Comment/Response Matrix



Committer Number	Committer Name	Date Received	Source	Comment Topic	Resource Category	Response
1	Wm Atkins	8/67/16	email	<p>This is nowhere near a worst/first project for the State of Texas. Waste of money at this time. Currently Ranger Hill is no more of a challenge than many roads on our Western states.</p> <p>Use this money in the highly congested big city areas instead of resorting to toll roads.</p>	Project cost	<p>The IH 20 at Ranger Hill project is needed to address safety concerns on this portion of the interstate. IH 20 at Ranger Hill has been labelled as “one of the most dangerous stretches of interstate between Fort Worth and El Paso.” (KTXS 2013) Concerns about the dangers of Ranger Hill motivated more than 4.500 residents to petition TxDOT to have the speed limit reduced to 75 mph and the interstate reconstructed to lower the grade and straighten out the curves.</p>
2	Donnice Graham	8/18/16	email	<p>I'm excited about what you all are going to do but on my way to work yesterday 8/17/16 in all the heavy rain semi trucks and SUVs were driving so fast. The sign was flashing 75 – 80. I pulled over because I couldn't see and almost got hit twice by big rigs. That hill is not the problem...the drivers are. I would love to hang out with you guys and watch the progress of this construction. What can I do to help if anything? Being a nurse is definitely far off from what you all do but I would love to help if I can. Thank you and have a blessed weekend!!!!</p>	General Support	<p>Thank you for your comment.</p>



Committer Number	Committer Name	Date Received	Source	Comment Topic	Resource Category	Response
3	Cheryl Smith	8/18/16	email	I and many others have wondered why the road side park on the west bound side was put at the top of the hill. Even if the road is rebuilt no one will be able to get up it when it is icy. The road side park should have been built at the bottom where people would have a place to go when they can't get up the hill. What are your plans at the bottom of the west bound side so that travelers will have a place to go in icy weather?	Safety	<p>Thank you for your comment. The roadside park (rest area) was constructed within the TxDOT right-of-way (ROW). To build this rest area at the bottom of the hill would have required significant additional ROW acquisition. For eastbound traffic, another rest area was built, west of Ranger Hill, for the benefit of the travelling public.</p> <p>Reconstruction of this section of IH 20 will flatten the grade and reduce the roadway curvature. This will improve safety for the travelling public.</p>



Committer Number	Committer Name	Date Received	Source	Comment Topic	Resource Category	Response
4	Cheryl Smith	8/21/16		It appears from the drawing that Ranger Hill will still have a significant curve. To prevent wrecks, it needs to be straight. If it has any curve, what's happening now will continue to happen.	Safety	Thank you for your comment. The proposed design will upgrade the roadway to current design standards including: reducing the vertical grade, flattening the horizontal curve to approximately 1 degree which will also reduce the roadway banking from 8 percent to approximately 4 percent. Significant ROW will be required to completely eliminate the horizontal curve while also requiring reconstruction of several more miles of IH 20 in this area. This is not financially feasible but also would impose potential socioeconomic impacts to the surrounding communities.



B. Public hearing officer certification



Public Hearing Certification

Project Name: IH-20 at Ranger Hill

County Name Eastland County, TX

Control Section Job Numbers (CSJ): 0007-06-084

Project Limits:

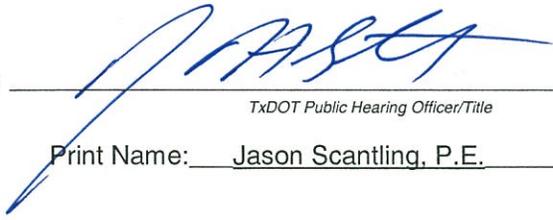
From: IH-20 from 3.5 miles east of LP 254

To: SH 16

I certify that the following statements are true and apply to the project identified above.

- A. A public hearing was held on August 16, 2016 at Ranger High School Cafeteria in Ranger, Texas
- B. The economic and social effects of the project location and design and its impacts on the environment have been considered
- C. In determining economic, social, and environmental effects, the statutory provisions of the Civil Rights Act of 1964 have been considered.
- D. The project involves a community that does not have a known plan of development.
- E. Requirements of Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, Section 2.107 have been met.

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 16, 2014, and executed by FHWA and TxDOT.

Signed: 

TxDOT Public Hearing Officer/Title

Print Name: Jason Scantling, P.E.

Date: 9/19/2016



C. Notices

PUBLIC NOTICE:

The Notice of Availability of the Draft Environmental Assessment and Public Hearing was published in the *Ranger Times/Eastland Telegram/Eastland County Today* on July 28 and August 2, 2016. TxDOT Brownwood District also distributed a press release/media advisory to the following media outlets:

- KTXS-TV, Abilene
- KTAB/KRBC, Abilene
- Brownwood Bulletin, Brownwood
- Brownwoodnews.com (online newspaper)
- KBWD-AM/KOXE-FM radio - Brownwood (country)
- KPSM - 99.3 FM radio – Brownwood
- KQBZ- 96.9 FM, Newstalk radio
- 102.3 FM, KXYL radio, Brownwood
- Coleman Chronicle & Democratic Voice
- KSTA-AM/FM radio, Coleman
- Comanche Chief, Comanche
- KCOM-AM & KYOX radio, Comanche
- Eastland Telegram (Cisco, Ranger, Rising Star & Gorman)
- KATX (HPRN CO.) radio, Eastland;
- Microplex News (online newspaper), Eastland
- Lampasas Dispatch Record, Lampasas
- KCYL-AM/KACC-FM radio, Lampasas
- Brady Herald Standard, Brady
- KNEL-AM radio, Brady
- Goldthwaite Eagle, Goldthwaite
- San Saba News and Star, San Saba
- KNUZ-FM/KNVR-AM radio, San Saba

- Breckenridge American, Breckenridge
- KLXK/ KROO radio, Breckenridge

A copy of the NOA was sent via direct mail and email to a list of 75 property owners, federal, state, county, and local elected officials, federal, state, and local agencies, and other stakeholders. A meeting notice also was posted on the TxDOT.gov website.



Notice

Draft Environmental Assessment Available for Public Review and Public Hearing

IH 20 at Ranger Hill, Brownwood District

IH 20 from 3.5 miles east of LP 254 to SH 16

CSJ: 0007-06-084

Eastland County, Texas

The Texas Department of Transportation (TxDOT) is proposing to construct improvements to Interstate Highway 20 (IH 20) from 3.5 miles east of Loop 254 (LP 254) to State Highway 16 (SH 16) in Eastland County, Texas. Pursuant to Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, §2.107 and §2.108 and Code of Federal Regulations, Title 23, Chapter I, Subchapter H, §771.111 and Title 40, Chapter V, §1506, this notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting a public hearing on the proposed 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 16, 2014, and executed by FHWA and TxDOT.

The hearing will be held on August 16, 2016 at Ranger High School cafeteria, 1842 TX-254 in Ranger, Texas. Displays will be available for viewing at 5:30 p.m. with the formal hearing starting at 6:15 pm. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

The proposed project would consist of interstate improvements that would update the IH 20 design to meet current TxDOT design standards within the approximately three-mile project area. The design would realign IH 20 approximately 500 feet south of the existing alignment to reduce the existing horizontal curvature ("s" curve) to approximately one degree. The proposed design also would reduce the vertical grade from six to approximately three and a half percent and would update the interstate from a superelevation (banking) of eight percent to approximately four percent.

The proposed interstate would include two 12-foot main lanes in each direction with room for 10-foot shoulders. In addition there would be a new 12-foot climbing (or passing) lane for westbound traffic. The proposed interstate also would consist of construction of two new continuous two-way frontage roads on either side of the IH 20 main lanes. The frontage roads would consist of two 12-foot lanes with a four-foot inside shoulder and an eight-foot outside shoulder. It is anticipated that construction would begin in January 2017 and last approximately three years.

The proposed right-of-way (ROW) would vary from 300 to 1,380 feet for a total of approximately 260 acres, including an existing TxDOT safety rest area. TxDOT would acquire approximately 89 acres of ROW from adjacent private landowners for the expansion of the proposed project. Although additional ROW is required, no residential or non-residential structures would be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for ROW acquisition may be obtained from the district office at the address listed below and at the hearing.

The draft EA, maps showing the project location and design, tentative construction schedules, and other information relative to the project are on file and available for review on the TxDOT website, <http://www.txdot.gov/inside-txdot/projects/studies/brownwood/i20-ranger-hill.html> and for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at the TxDOT Brownwood District office at 2495 Highway 183 North, Brownwood, TX 76802. This information will also be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail or email to Jason Scantling at the TxDOT Brownwood District, 2495 Highway 183 North, Brownwood, TX 76802, Jason.Scantling@txdot.gov. Comments must be received on or before August 30, 2016 to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact (325) 643-0415. Requests should be made at least two days prior to the public hearing. Every reasonable effort will be made to accommodate these needs.

If you have any general questions or concerns regarding the proposed project or hearing, please contact Jason Scantling, P.E., Director of Transportation, Planning, and Development, Brownwood District, TxDOT, 2495 HWY 183 N., Brownwood, Texas 76802, (325) 643-0415.



NEWS RELEASE

BROWNWOOD DISTRICT

Andrew Carlson
(325) 643-0413

Andrew.Carlson@txdot.gov

TXDOT TO CONDUCT PUBLIC HEARING ON PROPOSED I-20 RECONSTRUCTION AT RANGER HILL

\$80 million project would enhance safety by reducing the steep grade, straightening curves

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August 4, 2016

WHAT: Public Hearing on Proposed I-20 Reconstruction at Ranger Hill

WHEN: Tuesday, August 16, 2016. Formal Public Hearing begins at 6:15 p.m.; project displays and draft environmental assessment available for viewing beginning at 5:30 p.m.

WHERE: Ranger High School Cafeteria, 1842 East Loop 254, Ranger, Texas 76470

RANGER – The Texas Department of Transportation will conduct a [Public Hearing](#) on August 16, 2016 to receive public comment on the proposed reconstruction of Interstate 20 at Ranger Hill in northeastern Eastland County. The Public Hearing begins at 6:15 p.m. in the Ranger High School cafeteria. Attendees will be able to review the draft environmental assessment and displays of the proposed interstate improvements beginning 45 minutes prior to the hearing.

The approximately \$80 million project would upgrade the interstate to meet current TxDOT design and safety standards within the Ranger Hill area. The limits of the approximately 3-mile project area are from near State Highway 16 on the east, to just west of the new westbound Safety Rest Area at the top of Ranger Hill.

Currently, I-20 features a steep 6% grade and a sharp “s” curve on the hill, with no frontage roads. While TxDOT has implemented various safety upgrades in recent years, such as reducing the speed limit, construction of a concrete median barrier, pavement improvements and installation of high-mast lighting for increased nighttime visibility, the roadway still does not meet current TxDOT standards.

The proposed improvements would shift the centerline of the roadway approximately 500 feet to the south of the current alignment. The grade (steepness) of the roadway would be significantly reduced from 6% to approximately 3.5%, along with more gradual curves. The project adds a third lane in the westbound (uphill) direction allowing large trucks and other slower vehicles to ascend the hill without encumbering faster traffic in the inside lanes. Continuous frontage roads would be added on both sides of the interstate throughout the project area which could be utilized as detour routes should there be an incident closing the main travel lanes.

Construction of the proposed improvements is anticipated to begin in late spring 2017.

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 16, 2014, and executed by the Federal Highway Administration (FHWA) and TxDOT.

TxDOT's Brownwood District includes Brown, Coleman, Comanche, Eastland, Lampasas, McCulloch, Mills, San Saba and Stephens counties.

For news media inquiries, contact Andrew.Carlson@TxDOT.gov or (325) 643-0413.

###

The Texas Department of Transportation is responsible for maintaining 80,000 miles of road and for supporting aviation, rail, and public transportation across the state. Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods. Find out more at txdot.gov. "Like" us on [Facebook](#) and follow us on [Twitter](#).

Our Values: People • Accountability • Trust • Honesty

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PUBLISHER'S AFFIDAVIT

STATE OF TEXAS

COUNTY OF EASTLAND

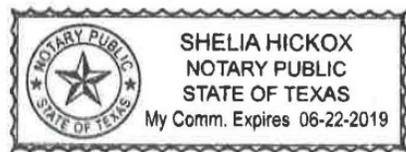
Before me, the undersigned authority, on this day personally appeared Margaret Hetrick, Editor of the Eastland County Today, a newspaper having general circulation in Eastland, County, Texas, who being by me duly sworn, deposes and says that the foregoing attached notice was published in said newspaper on the following date(s), to wit: July 28, 2016.

Margaret Hetrick
Margaret Hetrick

Editor

July Subscribed and sworn to before me this the 28 day of _____, 2016, to certify which witness my hand and seal of office.

Shelia Hickox
Notary Public



PUBLISHER'S AFFIDAVIT

STATE OF TEXAS

COUNTY OF EASTLAND

Before me, the undersigned authority, on this day personally appeared H. V. O'Brien, Publisher of Eastland County News, a newspaper having general circulation in Eastland, County, Texas, who being by me duly sworn, deposes and says that the foregoing attached notice was published in said newspaper on the following date(s), to wit: August 2,, 2016.

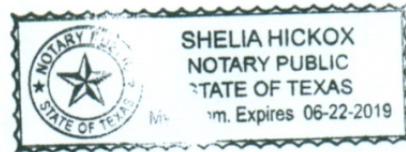
H.V.O.

H. V. O'Brien, Publisher

Subscribed and sworn to before me this the 2 day of September, 2016, to certify which witness my hand and seal of office.

Shelia Hickox

Notary Public



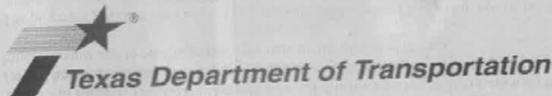


Jessica Ramirez

Gorman's Sprint Relay State Qualifying Team- Ismael Herrera, Flavio Herrera, Trent Padron, and Rylan Laminack.



Area Champs



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The proposed project would consist of interstate improvements that would update the IH 20 design to meet current TxDOT design standards within the approximately three-mile project area. The design would realign IH 20 approximately 500 feet south of the existing alignment to reduce the existing horizontal curvature ("s" curve) to approximately one degree. The proposed design also would reduce the vertical grade from six to no more than three percent and would update the interstate from a superelevation (banking) of eight percent to four percent.

The proposed interstate would include two 12-foot main lanes in each direction with room for 10-foot shoulders. In addition there would be a new 12-foot climbing (or passing) lane for westbound traffic. The proposed interstate also would consist of construction of two new continuous two-way frontage roads on either side of the IH 20 main lanes. The frontage roads would consist of two 12-foot lanes with a four-foot inside shoulder and an eight-foot outside shoulder. It is anticipated that construction would begin in January 2017 and last approximately three years.

The proposed right-of-way (ROW) would vary from 300 to 1,380 feet for a total of approximately 260 acres, including an existing TxDOT safety rest area. TxDOT would acquire approximately 89 acres of ROW from adjacent private landowners for the expansion of the proposed project. Although additional ROW is required, no residential or non-residential structures would be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for ROW acquisition may be obtained from the district office at the address listed below and at the hearing.

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Smith 'Excited' About Opportunity To Lead

Nicole Smith wasn't under any false illusions when she agreed to become the head volleyball coach at Ranger College. Turning the struggling Lady Rangers' program into a NCAA power could be akin to climbing a mountain.

A very tall mountain. It's a challenge she feels up to.

"I'm excited about being at Ranger College," said Smith, who was hired earlier this month to replace Brent Lewis at the helm of the RC program. "I look at this as a great opportunity. We have a good nucleus of players back and some good freshman coming in. We're going to work hard, succeed on and off the court and be a family."

Ranger College is coming off an 11-16 record last season, including a tough 4-8 mark in North Texas Junior College Athletic Conference play.

Despite stepping into the head coaching position on

July 5, Smith said she expects her team to compete this season.

"We certainly don't want to be a second-tier team," she said. "We know we have our work cut out for us, but we expect to compete. The opportunity is there for us."

A successful club level coach in the Houston area over the past four seasons, Smith is no stranger to the college ranks. Prior to coaching at the club level, she served as the head coach at Blinn College for six years and then spent two more seasons with Hill College before departing to start the volleyball program in 2005 at The University of Arkansas-Monticello, an NCAA Division II squad.

Under her tutelage, both Blinn and Hill qualified for the Region V volleyball tournament during her tenures at each school.

An alum of Francis Mary University in Florence, S.C., Smith played collegiate volleyball after graduating



Coach Smith

from Baytown. She played initially at Lee College, which was ranked 13 in the nation her more season. After at Lee College, she her career at Francis University.

The Lady Rangers begin preseason the upcoming season Aug. 12.

BRANDON'S DOZER SERVICE
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 975 North Seaman St.
 Eastland, Texas 76448
 Fax 254-629-1149
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D. Sign-in sheets



IH 20, Eastland County, TX – CSJ 0007-06-084
IH 20 from 3.5 mi. east of LP 254 to SH 16 (Ranger Hill)
 Public Meeting

SIGN-IN
 Tuesday August 16, 2015 – Ranger High School Cafeteria, 1842 E. Loop 254,
 Ranger, TX 76470
PLEASE PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
1	Jeanne B. Rucitt	Ranger Historical Preservation Society	Letter			
2	John David Harwin	visitor	int.			
3	Howard Holland	Robt - Kistner	e-mail			
4	Darrell Fox	Ranger FD	e-mail			
5	Les Selensky	SAM-CS, LLC	website			
6	Steve Gerdes	ECWSD	Newspaper			
7	Bryan Russell	Volkert	e-mail			
8	Chuck & Sheila Lemaster	Ranger FD	website			
9	Don Kelsey	WEBER LLC				
10	Jeff Grigsby	Sundt Constr.	email			
11	Duane Gatlin	Flatiron Constructors, Inc	TxDOT			
12	Troy & Tricia Emery	Citizen	Internet			



IH 20, Eastland County, TX – CSJ 0007-06-084
IH 20 from 3.5 mi. east of LP 254 to SH 16 (Ranger Hill)
 Public Meeting

SIGN-IN
 Tuesday August 16, 2015 – Ranger High School Cafeteria, 1842 E. Loop 254,
 Ranger, TX 76470
PLEASE PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
13	Rex Fields	EASTLAND CO. JUDGE	EMAIL			
14	CHAD ROBERTS	CITY OF RANGER	EMAIL			
15	Larry Skagg	Volkert	"			
16	Lynn Passmore	self	email			
17	Thomas Martinez	HDR Engineering	email			
18	ELIAS RMEILI	TXDOT				
19	Shannon Valladolid	KCPBI KTAVB	email			
20	David Elmore	Rabz Kistner	TXDOT			
21	Bill Nelson	CP&Y	TXDOT			
22	SEAN McABE		TXDOT			
23	Julie Elrod	MicroplexNews.com	TXDOT			
24	Janice Chesnut	self	TXDOT			

H.
Ne



IH 20, Eastland County, TX – CSJ 0007-06-084
IH 20 from 3.5 mi. east of LP 254 to SH 16 (Ranger Hill)
 Public Meeting

SIGN-IN
 Tuesday August 16, 2015 – Ranger High School Cafeteria, 1842 E. Loop 254,
 Ranger, TX 76470
PLEASE PRINT

No.	Name	Affiliation	How did you hear about this meeting?	Address	Home or Business Phone Number	e-mail Address
25	Roger Drews	City of Ranger				
26	Jason Welton	Eastland County Texas				
27	Leasa Parks					
28	Barbara Haseey					
29	Long D Munday	CITY OF RANGER				
30	Raymond Holt					
31	Vijian Had					
32	Ron Fralich	Albino Reporter-News				
33						
34						
35						
36						



E. Verbatim transcript

1
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PUBLIC HEARING

IH 20 at Ranger Hill, Brownwood District
Eastland County, Texas

CSJ: 0007-06-084

August 16, 2016; 5:30 - 7:30 pm

Ranger High School Cafeteria
1842 TX-254, Ranger, Texas

1 MR. JASON SCANTLING: Good evening, ladies
2 and gentlemen. It's now 6:15, so if you'll please be
3 seated, we'll begin tonight's Public Hearing.

4 I'm Jason Scantling, the Director of
5 Transportation, Planning and Development for the
6 Brownwood District Office of the Texas Department of
7 Transportation.

8 We appreciate your interest in the proposed
9 IH 20 at Ranger Hill project and welcome each of you
10 here this evening. Later this evening, you will be
11 invited to directly participate in the "Opportunity for
12 Public Comment" portion of this hearing.

13 A brief explanation of how we are
14 conducting this meeting, we are now in the final process
15 of the public involvement process. We began with a more
16 casual setting of public meetings. Today's Public
17 Hearing, however, is a formal and prescriptive meeting,
18 therefore I'm reading from a script. We have
19 information that will be provided and everything will be
20 captured by the court reporter.

21 The limits of the proposed project
22 improvements are as follows: IH 20 from 3.5 miles east
23 of Loop 254 to IH 20 at State Highway 16.

24 The location of these improvements is in
25 Eastland County. The total project distance is

1 approximately three miles.

2 Before proceeding further, I would like to
3 introduce the federal, state and local elected officials
4 here in attendance tonight or were able to stop by
5 during the open house.

6 With us here today, we have Eastland County
7 Judge, Rex Fields.

8 Have I overlooked anyone else? We
9 appreciate your attendance and we thank you for your
10 interest in this project.

11 Now, I would like to introduce the
12 officials of the City of Ranger, Eastland County, and
13 several members of the Texas Department of
14 Transportation who are present tonight to assist you and
15 answer questions:

16 With the City of Ranger, we have Chad
17 Roberts, Roger Drews. With the Ranger Fire Department,
18 we have Chuck Lemaster and Darrel Fox. With the Ranger
19 Historical Preservation Society, let's see, we have
20 Ms. Jeane Pruett. And TxDOT staff members, we have
21 district engineer, Elias Rmeili. Public information
22 officer, Andrew Carlson. District environmental
23 coordinator, Andrew Chisholm. Public information
24 officer out of Austin, Susan Howard. Environmental
25 specialist, Clay Churchill. And Eastland area engineer,

1 Larry Smith.

2 I would also like to acknowledge our
3 engineering provider, AECOM, who assisted the Department
4 in the production of the schematic and environmental
5 document. The TxDOT staff and our engineering provider
6 will be available during the recess to answer your
7 particular questions regarding the proposed project.

8 We thank those of you that have had an
9 opportunity to attend the open house earlier this
10 evening. As you arrived, at the front sign-in table,
11 you were given the opportunity to register your
12 attendance for this hearing and provide you the
13 opportunity to express your interest in the project. To
14 indicate you would like to make a verbal statement
15 during tonight's "Opportunity for Public Comments"
16 portion of the hearing, please fill out a speaker
17 sign-up card. In the event you did not register and
18 would like to do so, please do so during our upcoming
19 recess.

20 Many of you may have attended previous
21 Public Hearings conducted by the Texas Department of
22 Transportation. However, for the benefit of those of
23 you who have not ever attended one, I would like to
24 explain how the Department conducts a Public Hearing.
25 Following my initial comments, Krishna Peapully, AECOM

1 project manager, will give a detailed presentation
2 concerning the location and design features for the
3 proposed improvements on the project. Next, Erin
4 Johnson of AECOM will review the environmental effects
5 related to the project. Following, I will explain
6 TxDOT's right-of-way acquisition procedures and the
7 relocation assistance program for displaced persons and
8 businesses. Following this presentation, I will recess
9 the hearing for 20 minutes, and allow you the
10 opportunity to view the proposed project design
11 currently on display here tonight.

12 During the recess, you're encouraged to ask
13 any questions, which the Department representatives will
14 answer -- will address and answer. Following the
15 recess, we will reconvene the hearing and ask those
16 persons who registered to speak to come forward to the
17 podium, state your name and address for the record, and
18 provide any comments, what you like or what you do not
19 like, either positive or negative, concerning the
20 proposed project. Following the registered speakers,
21 anyone else who did not register will also be given an
22 opportunity for comment.

23 You might be asking, "What is the purpose
24 of a Public Hearing?" The four essential purposes of a
25 Public Hearing are to:

1 Inform the public of the status of planning
2 on the proposed project and present the recommendations
3 based on studies performed to date.

4 Describe the recommended location and
5 design so that those attending can determine the
6 project's potential to affect their lives and property.

7 Provide the public an opportunity to
8 present information and their views at a stage in the
9 planning process when flexibility to respond to comments
10 still exists and before a location and design decisions
11 are finalized.

12 And finally, to develop a record of public
13 views and participation to accompany recommendations for
14 subsequent decisions.

15 This Public Hearing is being held in
16 compliance with both federal and state laws. For the
17 official record, a transcript of this hearing will be
18 made. For this reason, we ask that all comments be made
19 from the podium. Following this hearing, the Department
20 will proceed with the preparation of the environmental
21 documentation. However, based on your input and input
22 from all affected stakeholders, the schematic may
23 require further significant refinements, and at that
24 time, further public involvement may or may not be
25 warranted prior to the preparation of the final

1 environmental document. Your statements and comments
2 will be addressed by TxDOT in this documentation and
3 will be given full consideration in the preparation of
4 the final recommendation and design for the proposed
5 IH 20 at Ranger Hill project.

6 The Public Hearing has been convened to
7 discuss the IH 20 at Ranger Hill project. A design
8 schematic has been developed, showing typical
9 cross-sections, roadway profiles, and proposed
10 right-of-way boundaries. Additionally, an Environmental
11 Assessment document has also been prepared, which
12 analyzed the social, economic and environmental effects
13 of the proposed project.

14 The environmental review, consultation, and
15 other actions required by applicable federal and
16 environmental laws for which the project is being, or
17 has been, carried out by TxDOT pursuant to 23 U.S.C. 327
18 and a Memorandum of Understanding dated December 16th,
19 2014, and executed by FHWA and TxDOT.

20 The design schematic and Environmental
21 Assessment for the proposed IH 20 at Ranger Hill project
22 are available for inspection and reproduction at the
23 Texas Department of Transportation, Brownwood District,
24 located at 2495 Highway 183 North, Brownwood, Texas
25 76802.

1 Highway planning and construction requires
2 close cooperation among all levels of government. The
3 Department has worked closely with local governments and
4 has previously received input regarding the proposed
5 design. During the development of this project, two
6 public meetings, one in August and November of 2015,
7 were held to present the project alternatives and
8 proposed design, and to obtain public input. The design
9 of the IH 20 at Ranger Hill project is being developed
10 by the Texas Department of Transportation.

11 At this time, Mr. Krishna Peapully will
12 provide an overview of the geometric design features and
13 cost estimates of the proposed projects.

14 MR. KRISHNA PEAPULLY: Thank you, Jason.
15 Good evening, everybody.

16 My name is Krishna Peapully. I'm the
17 project manager for the engineering design team. I'm
18 going to explain the project design components.

19 The existing IH 20 facility in Eastland
20 County, Texas, is a four-lane, interstate highway with
21 two 12-foot lanes, six-foot inside shoulders, 10-foot
22 outside shoulders, and a 54-inch concrete median. IH 20
23 contains a horizontal "s" curve, that you see here, for
24 approximately 1.5 miles west of the intersection of IH
25 20 and State Highway 16. This portion of IH 20 is

1 locally referred to as the Ranger Hill and has an
2 existing six percent vertical grade increasing in
3 elevation from east to west by approximately 300 feet.
4 The existing right-of-way varies from 227 feet to
5 1,300 feet wide and totals approximately 170 acres in
6 the project area.

7 The proposed project would consist of
8 interstate improvements that would update the IH 20
9 design to meet the current TxDOT design standards within
10 the approximately three-mile project area. The design
11 would realign IH 20 approximately 500 feet to the south
12 of the existing alignment to reduce existing horizontal
13 curvature to approximately one degree. The proposed
14 design would also reduce the vertical grade from six to
15 approximately three and a half percent. The proposed
16 interstate design would update the super-elevation,
17 which is the roadway banking from eight percent to
18 approximately four percent.

19 The proposed interstate would also include
20 two 12-foot main lanes in each direction with room for
21 10-foot shoulders. In addition, there would be a new
22 12-foot climbing lane for the westbound traffic for
23 passing. The proposed interstate would consist of
24 construction of two new continuous frontage roads on
25 either side of the interstate main lanes. The frontage

1 roads would consist of two 12-foot lanes with a
2 four-foot inside shoulder and an eight-foot outside
3 shoulder. Concrete traffic barriers, 54-inch tall,
4 would be constructed between the west and eastbound main
5 lanes, and between the main lanes and frontage roads.
6 It is anticipated that the vegetation removal would
7 begin in fall of 2016 and the overall construction of
8 the project would last approximately three years.

9 The design schematics for the proposed
10 project have been prepared and are displayed here
11 tonight. The schematics depict the horizontal and
12 vertical alignments of the proposed improvements, as
13 previously mentioned, along with the existing and the
14 proposed right-of-way.

15 TxDOT would acquire approximately 89 acres
16 of right-of-way from adjacent private landowners for the
17 expansion of the proposed project. Although additional
18 right-of-way is required, no residential or
19 non-residential structures would be displaced.

20 Utilities such as waterlines, sewer lines,
21 gas lines, telephone cables, electrical lines, and other
22 underground and overhead utilities may need to be
23 adjusted.

24 The estimated total project cost, including
25 construction right-of-way acquisition utilities for this

1 proposed project is approximately \$106,785,015 million.
2 The project currently has construction authority in the
3 Unified Transportation Program and has funding via
4 Categories 4 and 8. Category 4 includes funding for
5 State-Wide Connectivity Corridor Projects and Category 8
6 includes funds for Highway Safety Improvement Projects.

7 At this time, Ms. Erin Johnson will discuss
8 an overview of the environmental evaluation of the
9 proposed project.

10 MS. ERIN JOHNSON: An Environmental
11 Assessment has been prepared for the proposed project to
12 document the environmental analyses performed in
13 accordance with The National Environmental Policy Act,
14 also known as NEPA, and in accordance with TxDOT's
15 environmental review rules.

16 The environmental analyses was conducted to
17 identify effects to human and natural environments.

18 This Environmental Assessment document
19 describes the purpose and need for the proposed project,
20 the affected environment, and the environmental
21 consequences, including approximately 20 different human
22 and environmental resources.

23 The document was approved for circulation
24 by TxDOT's Environmental Affairs Division in Austin and
25 has been or will be coordinated with other public

1 agencies as appropriate. The Environmental Assessment
2 for this proposed project is available for you this
3 evening to review. There's two copies in the back. And
4 is also available at the TxDOT's Brownwood District
5 Office located at 2495 Highway 183 North, Brownwood,
6 Texas 76802, and also on the project website, which is
7 detailed in the second-to-last slide of this
8 presentation.

9 Alternatives analysis in this Environmental
10 Assessment evaluated three corridors and approximately
11 11 alternatives to reach the buildable alternative which
12 we have presented here tonight.

13 Key environmental issues that were assessed
14 included waters of the U.S. This proposed project would
15 directly impact one potential water of the U.S. and one
16 wetland, resulting in the loss of .04 acres of
17 palustrine emergent wetland, and impact approximately
18 850 linear feet of intermediate stream. The placement
19 of temporary or permanent dredge or fill of waters of
20 the U.S., including these wetlands, that are considered
21 to be jurisdictional and authorized under the Army Corp
22 of Engineers, Section 404, Nationwide Permit 14 for
23 Linear Transportation Projects. TxDOT is currently
24 coordinating with the Fort Worth District of the Army
25 Corp of Engineers for the authorization of the

1 Nationwide Permit 14.

2 For cultural resources, there would be no
3 impact to historical or archeological resources by the
4 proposed project.

5 Threatened and endangered species and
6 associated wildlife habitat, the project contains
7 57.9 acres of habitat for the Golden-cheeked Warbler and
8 15.6 acres of marginal habitat for the Black-capped
9 Vireo. These two species are federally listed and
10 protected underneath the Endangered Species Act.
11 However, due to the project clearing the habitat outside
12 of their breeding season, the low quality of the habitat
13 within the project right-of-way, these impacts are
14 anticipated to not be substantial. And Formal Section 7
15 coordination with US Fish and Wildlife is currently
16 ongoing and will be completed before the environmental
17 clearance is complete.

18 In conclusion, these studies, analyses and
19 evaluations performed have thus indicated that the
20 proposed improvements would cause no significant
21 environmental impacts.

22 Now, Jason Scantling from TxDOT will
23 provide you an overview of TxDOT's right-of-way
24 acquisition process.

25 MR. JASON SCANTLING: Thank you, Erin.

1 At this time, I would like to take a few
2 minutes to present some information about the
3 right-of-way acquisition phase of this proposed project.
4 The proposed project, as previously described, will be
5 the object of my remarks, and will require approximately
6 89 acres of additional right-of-way impacting five
7 parcels. Although additional right-of-way is required,
8 no residential or non-residential structures will be
9 displaced. Using available state funding, we have
10 already started acquiring these five parcels through an
11 independent environmental review of the acquisition.
12 Agreements have been reached with the majority of these
13 parcels, and have been reached at risk by TxDOT until
14 the environmental clearance is completed. The
15 right-of-way procedures that were followed and will be
16 followed on the remaining parcels is detailed within the
17 two booklets, "State Purchase of Right-of-way," and
18 "Relocation Assistance." These booklets contain a
19 significant amount of information. Rather than trying
20 to cover all of this material in detail this evening, I
21 invite you to review these booklets that are available
22 at our district office.

23 At this time, I will discuss the proposed
24 project schedule.

25 Following this hearing, documentation of

1 this Public Hearing will be forwarded to our Austin
2 office for final environmental clearance and design
3 approval. Assuming there are no major issues arising
4 from this hearing that cannot be addressed in a
5 reasonable time frame, final environmental clearance is
6 expected by September 2016. It is at that stage of
7 project development that we're able to proceed with
8 detailed construction plans. Final right-of-way
9 acquisition has already been initiated using available
10 state funding and environmental clearance for the
11 acquisition. The estimated project letting date is
12 subject to the approval of the construction plans and
13 will be phased dependent on availability of funds.

14 I would like to mention that we are -- we
15 will not attempt to answer your answers while you have
16 the floor during the "Opportunity for Public Comment."
17 This procedure is necessary so that everyone is given an
18 opportunity to speak and because your comments will be
19 given due consideration. We will be happy to answer
20 your questions during the recess or even after the
21 hearing.

22 All substantive comments and questions will
23 be fully considered and responded to in the proposed
24 project record. The final environmental review document
25 will then be made available for public review and

1 copying at the TxDOT's Brownwood District Office,
2 located at 2495 Highway 183 North, Brownwood, Texas
3 76802, and online at the project website detailed in the
4 last slide of this presentation.

5 For the benefit of you that may have
6 arrived late, I would ask the members of the Department
7 and the engineering provider's staff to stand. They are
8 available to answer your questions and discuss your
9 current concerns regarding the project. At this time,
10 we will take a 20-minute recess and reconvene at 6:40.
11 And I would also like to note this clock here is an hour
12 in advance. 6:38. So we'll reconvene, I apologize, at
13 7:38 -- 7:00 o'clock.

14 (OFF THE RECORD: 6:38 P.M.)

15 (ON THE RECORD: 7:00 P.M.)

16 MR. SCANTLING: Ladies and gentlemen, we
17 are now reconvening tonight's Public Hearing. We have
18 made our presentation on the latest available
19 information on the proposed project. It is now time for
20 us to listen to your comments. Again, please be aware
21 we will not attempt to answer a question during this
22 commentary.

23 Some of you may not wish to make a
24 statement from the microphone. In that event, your
25 written statements will be equally accepted, both

1 tonight and for the next 15 calendar days following this
2 hearing. For those of you who wish to submit a written
3 comment tonight, we provide comment forms that require
4 collection of the information required by Transportation
5 Code 201.811. A comment box is located at the
6 registration table. Questions and comments may also be
7 mailed to the TxDOT Brownwood District Office at 2495
8 Highway 183 North, Brownwood, Texas 76802, Attention:
9 Jason Scantling, or to my e-mail address,
10 Jason.Scantling@txdot.gov.

11 All of your statements, comments, and
12 questions will be given careful consideration before
13 final design features are determined. Furthermore,
14 certain information developed in regard to the proposed
15 design is available for public inspection and copying.
16 The final deadline for our acceptance of statements or
17 comments is August 30th, 2016. Any comments must be
18 received by TxDOT by that date in order to be considered
19 timely.

20 We did not receive any people registered to
21 comment for this hearing. With that, I will open the
22 floor if anyone else would like to come forward and make
23 a statement.

24 Ladies and gentlemen, we sincerely
25 appreciate your attendance and interest concerning the

1 proposed project. All of your questions, comments and
2 concerns will receive careful consideration subsequent
3 to tonight's Public Hearing.

4 Thank you very much for coming out.

5 This hearing is now adjourned.

6 (Public Hearing adjourned at 7:03 p.m.)

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F. Comments received

IH 20 at Ranger Hill, Brownwood District

CSJ: 0007-06-084

Public Hearing Comments

Comment #1

Date: 8/7/2016 3:57 PM (GMT-06:00)

To: Jason Scantling <Jason.Scantling@txdot.gov>

Subject: I-20 Ranger Hill - Comment

Name: Wm Atkins

Comment:

This is nowhere near a worst/first project for the State of Texas. Waste of money at this time. Currently Ranger Hill is no more of a challenge than many roads on our Western states.

Use this money in the highly congested big city areas instead of resorting to toll roads

Comment #2

From: Donnice Graham

Sent: Thursday, August 18, 2016 6:02 PM

To: Jason Scantling

Subject: RE-CONSTRUCTION.

I'M EXCITED ABOUT WHAT YOU ALL ARE GOING TO DO BUT ON MY WAY TO WORK YESTERDAY 8/17/16 IN ALL THE HEAVY RAIN SEMI TRUCKS AND SUVS WERE DRIVING SO FAST THE SIGN WAS FLASHING 75-80. I PULLED OVER BECAUSE I COULDN'T SEE AND ALMOST GOT HIT TWICE BY BIG RIGS. THAT HILL IS NOT THE PROBLEM...THE DRIVERS ARE. I WOULD LOVE TO HANG OUT WITH YOU GUYS AND WATCH THE PROGRESS OF THIS CONSTRUCTION. WHAT CAN I DO TO HELP IF ANYTHING. BEING A NURSE IS DEFINITELY FAR OFF FROM WHAT YOU ALL DO BUT I WOULD LOVE TO HELP IF I CAN. THANK YOU AND HAVE A BLESSED WEEKEND!!!!

Comment #3

From: Cheryl Smith
Sent: Thursday, August 18, 2016 6:51 PM
To: Jason Scantling
Subject: Ranger Hill Project

I and many others have wondered why the road side park on the west bound side was put at the top of the hill. Even if the road is rebuilt no one will be able to get up it when it is icy. The road side park should have been built at the bottom where people would have a place to go when they can't get up the hill. What are your plans at the bottom of the west bound side so that travelers will have a place to go in icy weather?
Thanks, Cheryl Smith

Comment #4

From: Cheryl Smith
Sent: Sunday, August 21, 2016 2:43 PM
To: Jason Scantling
Subject: Ranger Hill

I appears from the drawing that Ranger Hill will still have a significant curve. To prevent wrecks, it needs to be straight. If it has any curve, what's happening now will continue to happen.



G. Figures

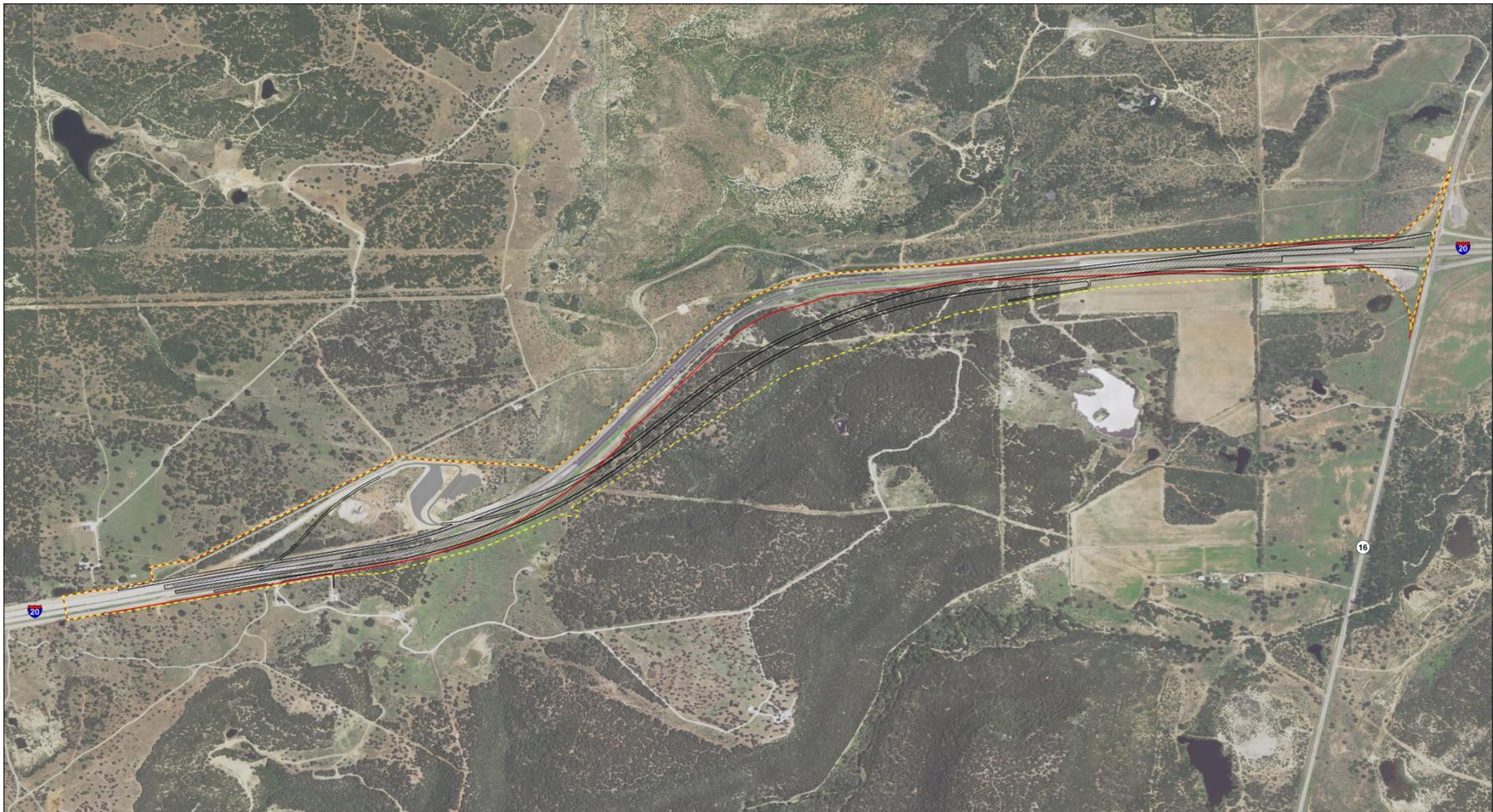


TEXAS DEPARTMENT OF TRANSPORTATION

WELCOME

Public Hearing

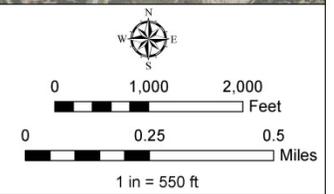
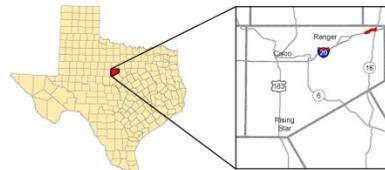
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



**IH20 Ranger Hill
Project Location Map**



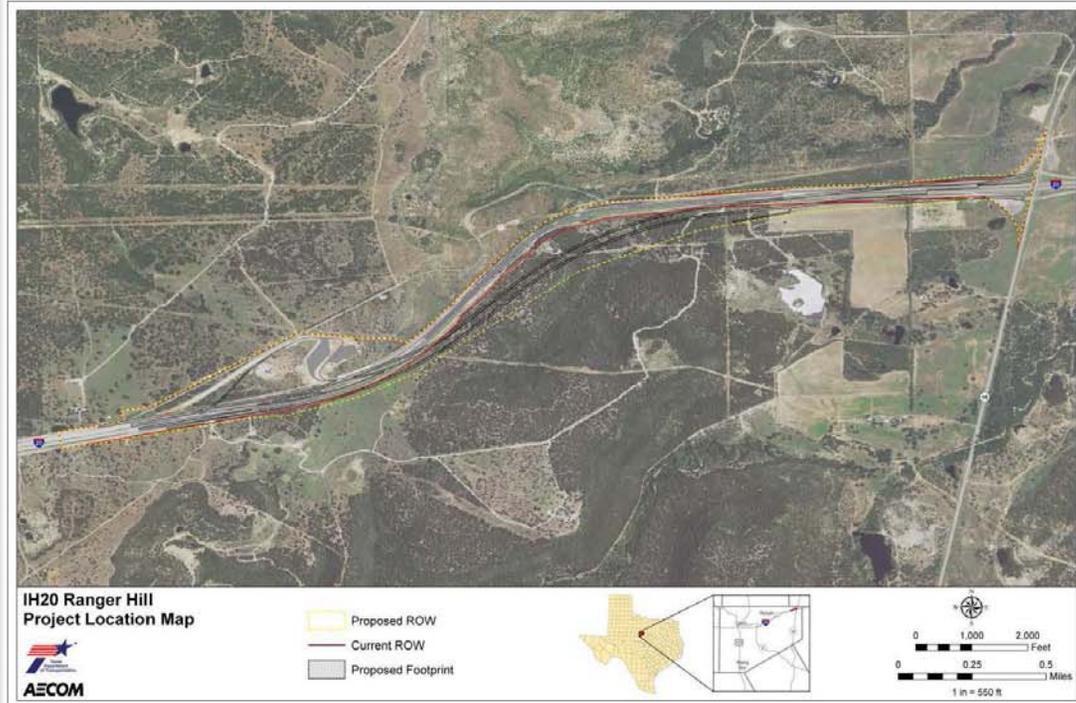
-  Proposed ROW
-  Current ROW
-  Proposed Footprint





Build Alternative

- **Project Location**
 - Northeastern portion of Eastland County, Texas
- **Project Limits and Length**
 - IH 20 from approximately 3.5 miles east of Loop 254 to SH 16
 - Approximately 3 miles

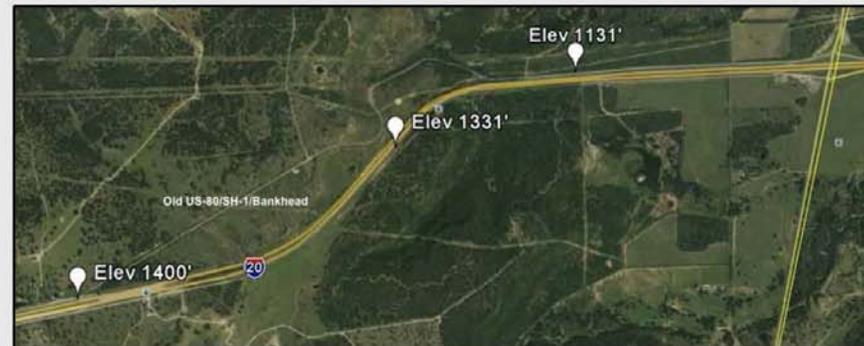


- The Build Alternative best meets the purpose and need for the project.
- The Build Alternative would have no significant effect on the human or natural environment.



Project Background

- Road design and safety
 - Steep grade
 - Sharp curve
 - Steep superelevation (8% banking)
- Reduced mobility due to accidents and increasing congestion
- Lack of access roads and incident management concerns and limited access for first responders





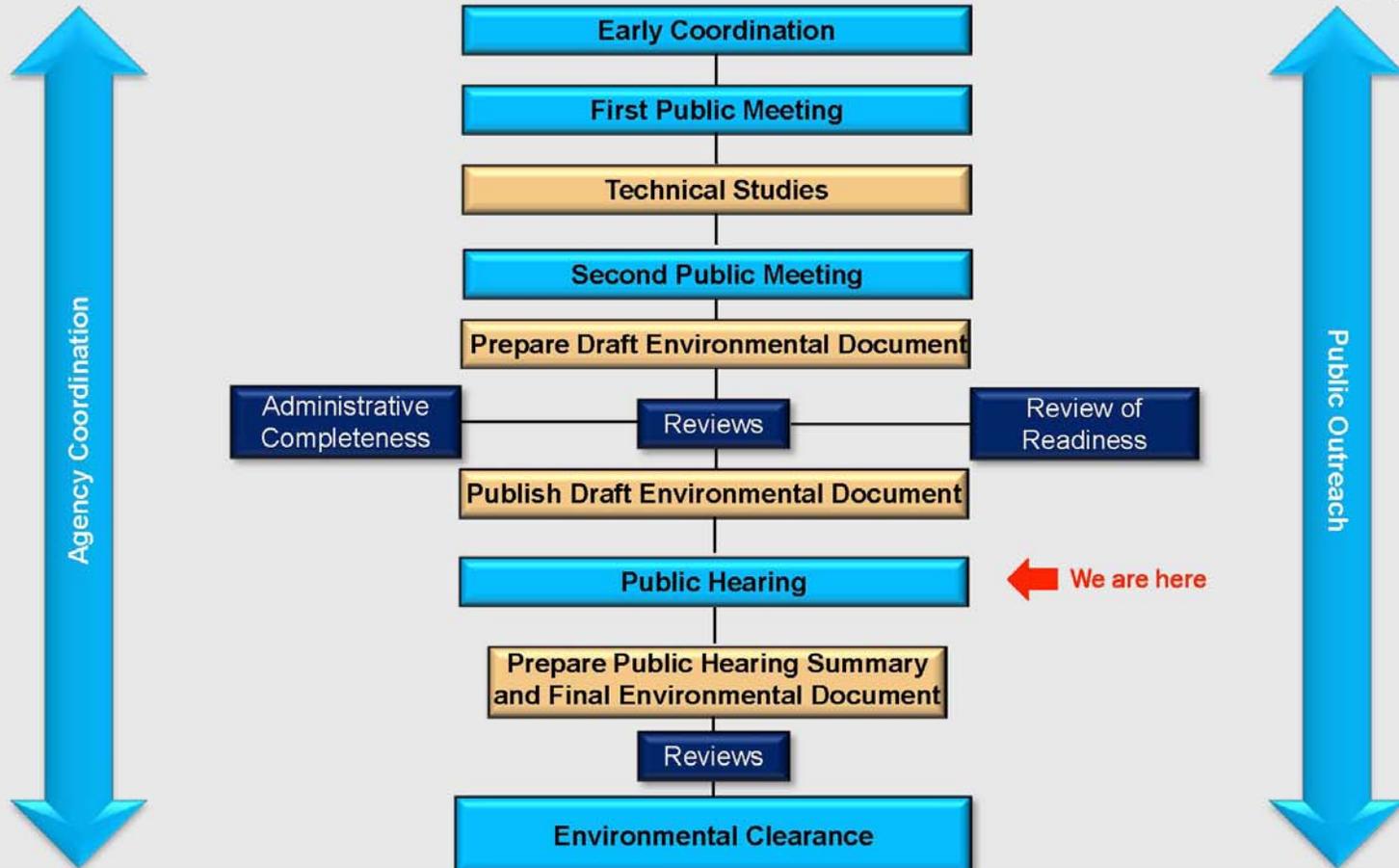
Project Description

- Realign IH 20 approximately 500 feet south to reduce the “S” curve to 1 degree
- Reduce vertical grade from 6 percent to approximately 3.5 percent
- Update superelevation (banking) from 8 percent to approximately 4 percent
- Proposed interstate would include: two, 12-foot main lanes each direction with 10-foot shoulders, and a new 12-foot passing lane for westbound traffic
- Construction of two new continuous two-way frontage roads on either side of the interstate main lanes consisting of two, 12-foot lanes, with 4-foot inside shoulder and an 8-foot outside shoulder
- 54-inch concrete traffic barriers between west and eastbound main lanes and between main lanes and frontage roads



Defined Environmental Process for Proposed Project

*Based on TxDOT Environmental Toolkit April 2015





Alternatives Analysis

- 11 alternatives evaluated
 - Three project corridors containing nine preliminary alternatives were reviewed
 - Following preliminary corridor assessment, one alternative was modified into two alternatives to address constructability constraints
 - Presented to public and stakeholders (July, August, and November 2015)
- Build Alternative selected to be carried forward for evaluation in Environmental Assessment (EA) based on:
 - Met project's purpose and need
 - Input from public and stakeholders (e.g., adjacent property owners, TxDOT, local officials)
 - Met all engineering and environmental selection criteria
- EA evaluated a Build Alternative and No Build Alternative



Project Impacts

Waters of the U.S.

- Anticipated impacts to one jurisdictional water of the U.S. and one jurisdictional wetland
- USACE Section 404 Nationwide Permit 14 (Linear Transportation Projects)
- Pre-construction Notification (PCN) required for wetland and water of the U.S. impact
- No Individual Permit required

Cultural Resources

- No cemeteries, state antiquities, landmarks, or properties eligible for National Register affected
- TxDOT historian determined project activities have no potential for effects
- Archeological surveys determined project activities would have no effect to archeological resources
- Individual project coordination with the State Historic Preservation Officer not required

Threatened/Endangered Species & Wildlife Habitat

- Project impacts to golden-cheeked warbler habitat (57.9 acres)
- Project impacts to black-capped vireo transitional habitat (15.6 acres)
- Formal Section 7 consultation with USFWS currently ongoing
- Project implementing avoidance techniques, such as scheduling vegetation removal, to avoid direct impacts to bird species.



H. Hearing Presentation



IH 20 AT RANGER HILL PUBLIC HEARING

Eastland County, TX – CSJ0007-06-084



August 16, 2016

Public Hearing Agenda

1	Introduction	Mr. Jason Scantling, P.E.
2	Project Design Presentation	Mr. Krishna Peapully, P.E.
3	Environmental Presentation	Ms. Erin Johnson
4	Right-of-way Acquisition and Relocation	Mr. Jason Scantling, P.E.
20 Minute Recess - Questions		
5	Public Comments	Mr. Jason Scantling, P.E..

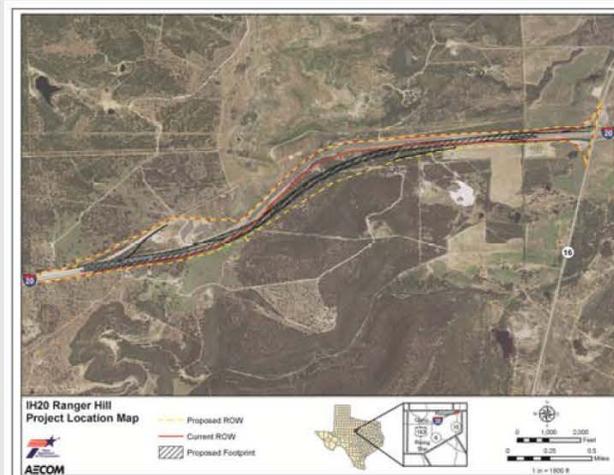
Purpose of the Public Hearing

- 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 the opportunity to provide input
- Develop a record of public participation



Build Alternative

- **Project Location**
 - Northeastern portion of Eastland County, Texas
- **Project Limits and Length**
 - IH 20 from approximately 3.5 miles east of Loop 254 to SH 16
 - Approximately 3 miles





PROJECT DESIGN



August 16, 2016

Project Background

- Road design and safety
 - Steep grade
 - Sharp curve
 - Steep superelevation (8% banking)
- Reduced mobility due to accidents and increasing congestion
- Lack of access roads and incident management concerns and limited access for first responders



Project Description

- Realign IH 20 approximately 500 feet south to reduce the “S” curve to 1 degree
- Reduce vertical grade from 6 percent to approximately 3.5 percent
- Update superelevation (banking) from 8 percent to approximately 4 percent
- Proposed interstate would include: two, 12-foot main lanes each direction with 10-foot shoulders, and a new 12-foot passing lane for westbound traffic
- Construction of two new continuous two-way frontage roads on either side of the interstate mainlanes; consisting of two, 12-foot lanes, with 4-foot inside shoulder and an 8-foot outside shoulder
- 54-inch concrete traffic barriers between west and eastbound main lanes and between main lanes and frontage roads

IH 20, Eastland County, TX - CSJ 0007-06-084

August 16, 2016

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Right-of-way

- Existing right-of-way varies from 227 to 1,300 feet wide and totals approximately 170 acres
- Proposed variable right-of-way width ranging from 300 to 1,380 feet totaling approximately 260 acres, including the TxDOT safety rest area
- Acquisition of 89 acres of right-of-way from adjacent private landowners
- No residential or commercial relocations or displacements

IH 20, Eastland County, TX - CSJ 0007-06-084

August 16, 2016

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Utility Adjustments

- Existing telecommunication, fiber-optic communication, water and sewer, electric, petroleum, and natural gas pipeline service that will require relocation
- Ongoing coordination – anticipate collocation within the proposed IH 20 realignment
- Two petroleum pipelines will be directionally drilled from within the existing right-of-way beneath the proposed IH 20 realignment
- No substantial interruptions would occur

Estimated Cost

- Overall estimated project costs are \$106,785,015
- Estimated project costs including funds for right-of-way acquisition, utilities, contingencies, and change orders



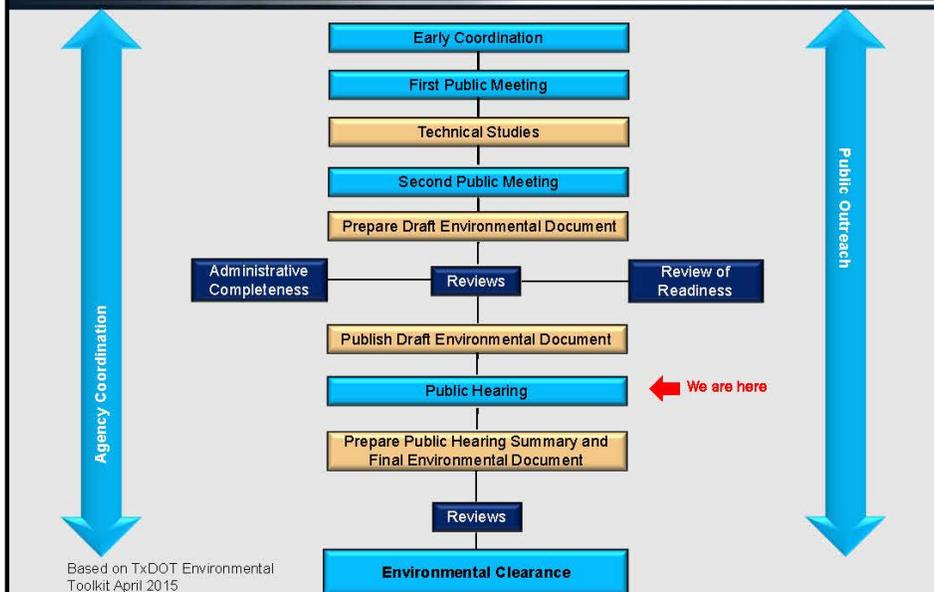
NEPA PROCESS – ENVIRONMENTAL ASSESSMENT



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 16, 2014, and executed by FHWA and TxDOT

August 16, 2016

Defined Process for Proposed Project



Based on TxDOT Environmental Toolkit April 2015

Environmental Assessment

- Need & Purpose
- Alternatives
- Project Design
- Right-of-way
- Project Cost & Funding
- Displacements & Relocations
- Waters of the U.S. & Wetlands
- Lakes, Rivers, & Streams
- Water Quality
- Floodplains
- Regional & Community Growth
- Socio-economic Impacts
- Community Cohesion & Environmental Justice
- Public Facilities & Services
- Parkland/Section 4(f) Properties
- Threatened/Endangered Species & Wildlife Habitat
- Visual & Aesthetic Considerations
- Topography & Soils
- Prime, Unique, & Special Farmland Impacts
- Land Use
- Air Quality Assessment
- Traffic Noise Assessment
- Hazardous Materials
- Cultural Resources
- Construction Impacts
- Indirect and Cumulative Impacts

Alternatives Analysis

- 11 alternatives evaluated
 - Three project corridors containing nine preliminary alternatives were reviewed
 - Following preliminary corridor assessment, one alternative was modified into two alternatives to address constructability constraints
 - Presented to public and stakeholders (July, August, and November 2015)
- Build Alternative selected to be carried forward for evaluation in Environmental Assessment (EA) based on:
 - Met project's purpose and need
 - Input from public and stakeholders (e.g., adjacent property owners, TxDOT, local officials)
 - Met all engineering and environmental selection criteria
- EA evaluated a Build Alternative and No Build Alternative

Project Impacts

Waters of the U.S.

- Anticipated impacts to one jurisdictional water of the U.S. and one jurisdictional wetland
- USACE Section 404 Nationwide Permit 14 (Linear Transportation Projects)
- Pre-construction Notification (PCN) required for wetland and water of the U.S. impact
- No Individual Permit required

Cultural Resources

- No cemeteries, state antiquities, landmarks, or properties eligible for National Register affected
- TxDOT historian determined project activities have no potential for effects
- Archeological surveys determined project activities would have no effect to archeological resources
- Individual project coordination with the State Historic Preservation Officer not required

Threatened/Endangered Species & Wildlife Habitat

- Project impacts to golden-cheeked warbler habitat (57.9 acres)
- Project impacts to black-capped vireo transitional habitat (15.6 acres)
- Formal Section 7 consultation with USFWS currently ongoing
- Project implementing avoidance techniques, such as scheduling vegetation removal, to avoid direct impacts to bird species.

NEPA Process Conclusion

Results of the Environmental Assessment indicates that:

- The Build Alternative best meets the purpose and need for the project
- The Build Alternative would have no significant effect on the human or natural environment.



RIGHT-OF-WAY ACQUISITION AND RELOCATION



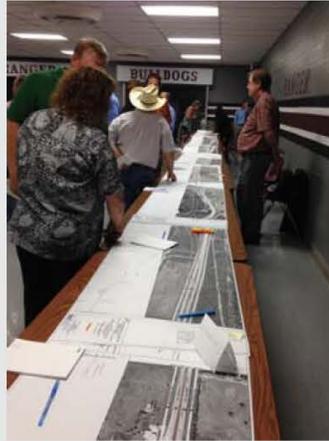
August 16, 2016

Right-of-way Acquisition Process

- Acquisition of 89 acres of right-of-way from adjacent private landowners
 - No residential or commercial relocations or displacements
- Acquisition on the 5 parcels is underway with a completed independent environmental review of the acquisition
- TxDOT has reached agreement on a majority of the parcels at risk, until this ongoing environmental clearance is complete.
- Right-of-way acquisition procedures on the remaining parcels are detailed in the following TxDOT publications:
 - *State Purchase of Right-of-way*
 - *Relocation Assistance*

Proposed Project Schedule

- What happens after the Public Hearing?
 - Public Comment Period (open through August 30, 2016)
 - Anticipated Environmental Clearance (September 2016)
 - Plan Preparation (Fall 2016)
 - Right-of-Way Acquisition (currently on-going)
 - Utility Clearance (Spring 2017)
 - Construction (Summer 2017)



Recess

RECESS
20 Minutes



PUBLIC COMMENT SESSION



August 16, 2016

Public Comments

Public Comment Period

Please note that we will not attempt to respond to your comments at this time. All substantive comments will be fully considered and responded to in the project record.

Public Comments

Mailing Address

Jason H. Scantling, P.E.
Director of Transportation, Planning, and Development
TxDOT
Brownwood District
2495 HWY 183 N.
Brownwood, Texas 76802
Email: jason.scantling@txdot.gov

Written comments must be postmarked by **Tuesday, August 30, 2016**

TxDOT website:

<http://www.txdot.gov/inside-txdot/projects/studies/brownwood/i20-ranger-hill.html>

IH 20, Eastland County, TX – CSJ 0007-06-084

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TEXAS DEPARTMENT OF TRANSPORTATION



BE SAFE.
DRIVE SMART.

THANK YOU

Comment period ends August 30, 2016



August 16, 2016

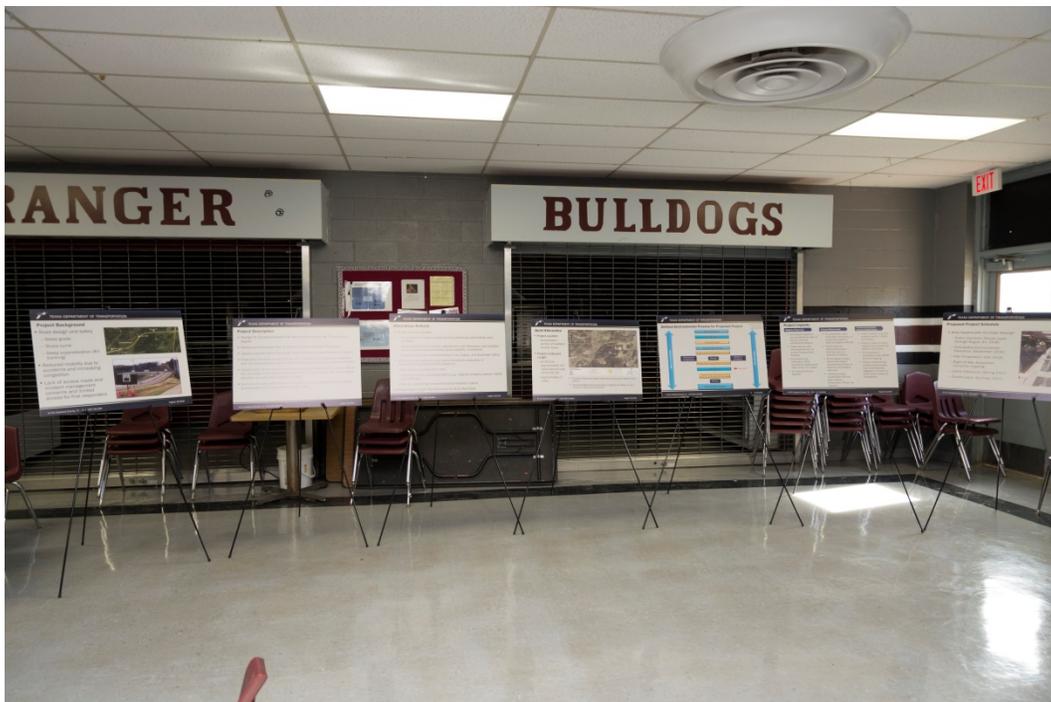


I. Public Hearing Photo Log



IH 20 Ranger Hill Schematic Design and Environmental Documentation CSJ: 0007-06-084

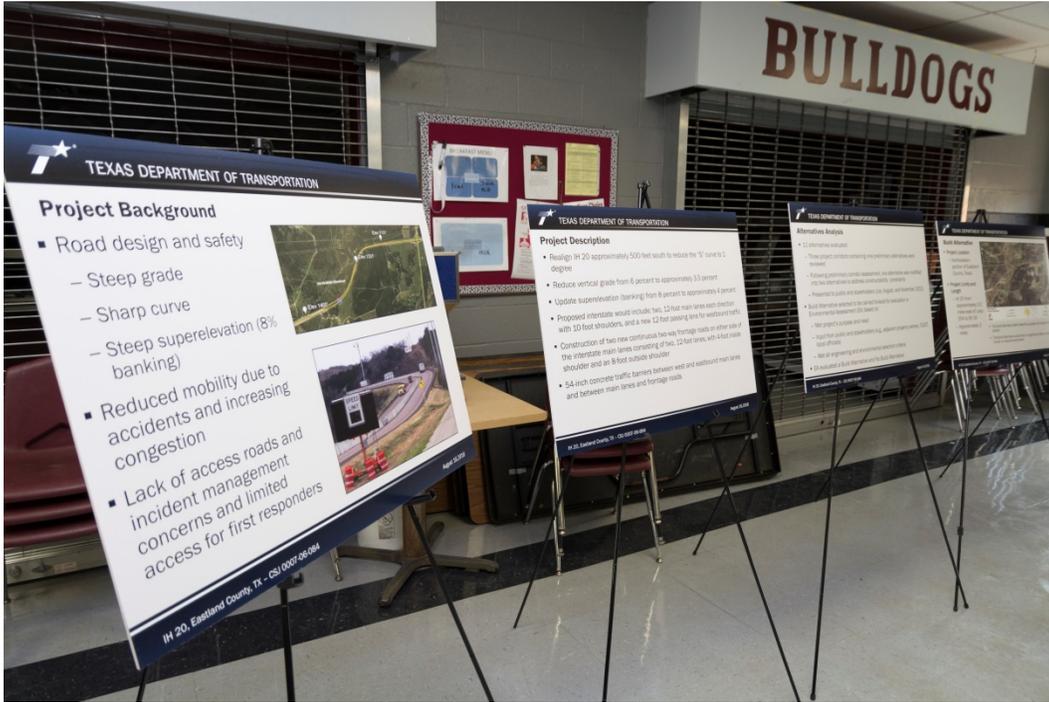
Public Hearing Photo Log August 16, 2016





IH 20 Ranger Hill Schematic Design and Environmental Documentation CSJ: 0007-06-084

Public Hearing Photo Log August 16, 2016





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