TEXAS DEPARTMENT OF TRANSPORTATION

WELCOME

Public Meeting

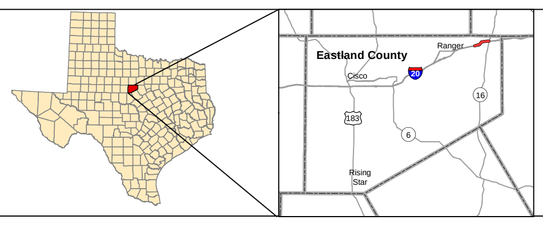
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

TEXAS DEPARTMENT OF TRANSPORTATION

Legend

Project Limit

County Boundary



IH 20 Ranger Hill Project Location

0 0.5 1

Miles

Prepared for: TxDOT

Prepared by: URS

Scale: 1:20,000

Date: 08/06/2015

Project History and Background

- IH 20 Ranger Hill segment has sharp horizontal curve and steep vertical grade
  - One of the steepest grades in Texas on interstate system
  - 127 traffic incidents on this stretch of IH 20 since 2008

- Recent safety improvements in IH 20 at Ranger Hill made in 2013 and 2014
  - Resurfacing of main lane pavement
  - Speed limit reduced from 75 to 65
  - Construction of 54-inch concrete barrier
  - Installation of “high mast” safety lighting
- With public input, TxDOT now proposing long-term modifications to improve safety and mobility of IH 20 Ranger Hill

Project Description

- **Project limits:**
  - Located in Eastland County, Texas
  - From approximately 3.5 miles east of Loop 254 to State Highway (SH) 16 in Eastland County
  - Length: approximately 3 miles
- **Project Goals:**
  - Enhance safety and mobility
  - Improve freight movement
  - Accommodate future expansion
  - Add frontage roads for better incident management
  - Optimize Right-of-Way
- **Project Details:**
  - Realign and reconstruct IH 20 main lanes to reduce vertical grade, flatten horizontal curve and flatten superelevation (banking)
  - Reduce grade from approximately 6% to 3.5%
  - Reconstruct east and westbound lanes
  - Add westbound climbing lane
  - Add continuous two-way frontage roads in both directions
  - Maintain access to safety rest area

TEXAS DEPARTMENT OF TRANSPORTATION

Environmental Process

Agency Coordination

Public Outreach

Early Coordination

First Public Meeting

Technical Studies

Second Public Meeting

Prepare Draft Environmental Document

Administrative Completeness

Reviews

Reviews of Readiness

Publish Draft Environmental Document

Public Hearing

Prepare Public Hearing Summary and Final Environmental Document

Reviews of Readiness

Reviews

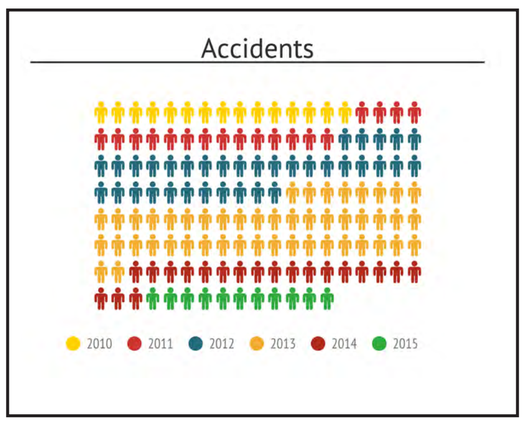
Legal Sufficiency

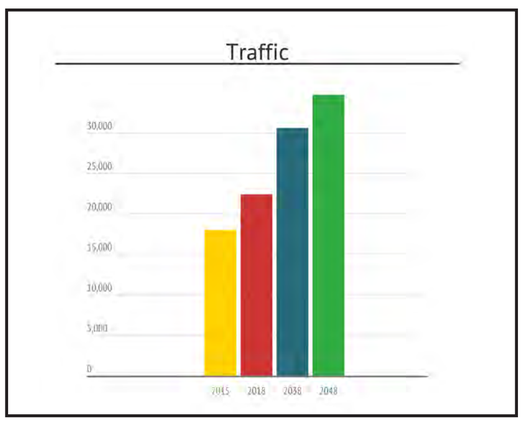
Environmental Clearance

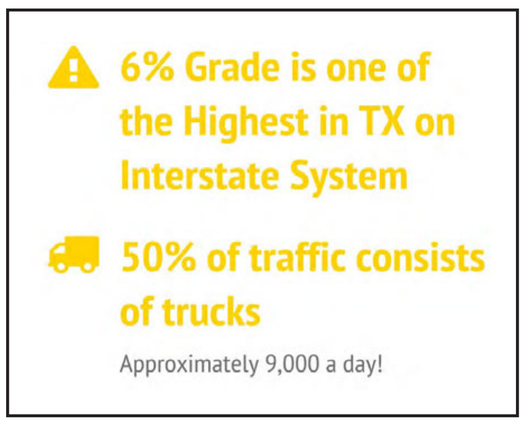
Based on TxDOT Environmental Toolkit April 2015

Purpose and Need

Safety







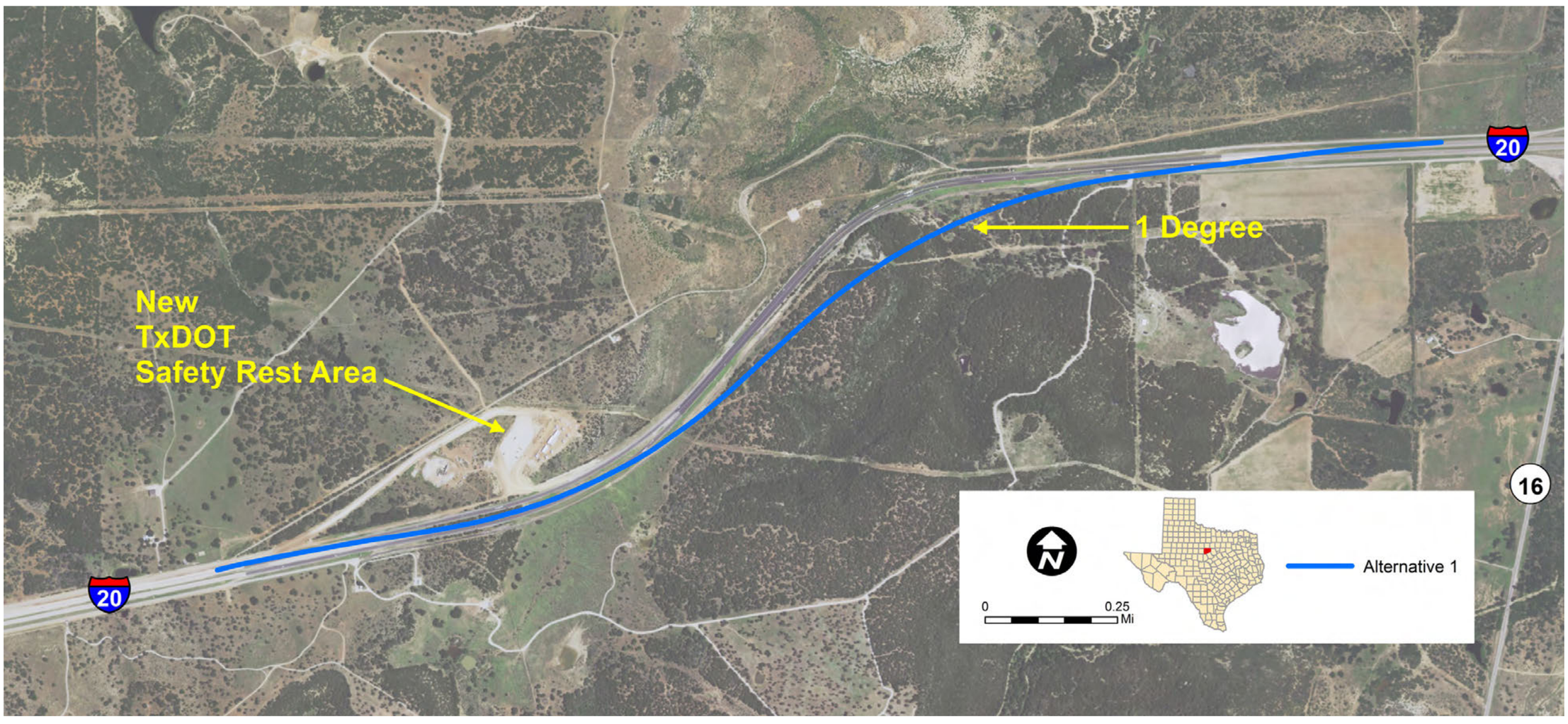
Mobility

- Over 18,000 vehicles cross Eastland County each day; approximately 9,000 (50%) are trucks
- Accident delay
  - 30 minutes to 8 hours
  - Traffic backed up to Eastland (west) and Weatherford (east)
  - Back-ups worse on holidays
  - Lack of emergency agency staff/resources to direct that much traffic

Access

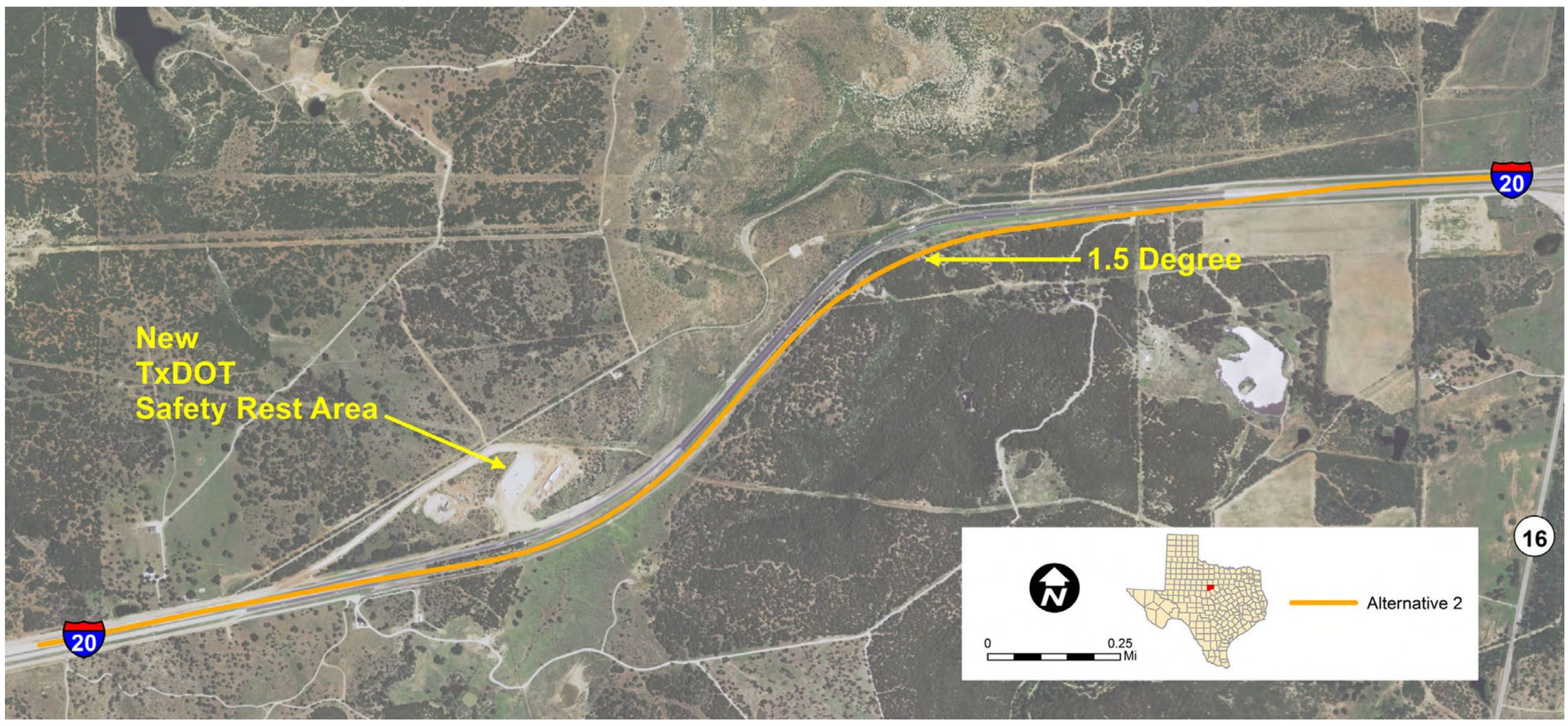
- Lack of frontage roads
  - Traffic currently diverted to limited number of roadways in area
- Existing access to IH 20 accidents by emergency responders
  - First responders park as close as possible, walk/wheel equipment to crash site
  - Access roadway (south of roadway facility) not easily accessible

Proposed Alternative 1



- **Alternative Details**
  - Passing lanes for westbound traffic
  - Continuous frontage roads
  - Access to safety rest area/braided ramps
  - Median barrier (54”)
- **Pros**
  - Flatter horizontal curve
  - Flatter superelevation/banking
  - Maintains existing travel lanes open during construction
  - Better drainage handling
  - Flatter construction slopes
- **Cons**
  - Preliminary estimate is approximately 100 acres of ROW

Proposed Alternative 2



- **Alternative Details**
  - Passing lanes for westbound traffic
  - Continuous frontage roads
  - Access to safety rest area/braided ramps
  - Median barrier (54”)
- **Pros**
  - Preliminary estimate is approximately 80 acres of ROW
  - Maintains existing travel lanes open during construction
- **Cons**
  - Steeper superelevation/banking
  - Sharper horizontal curve
  - Drainage/runoff handling
  - Steeper construction slopes

TEXAS DEPARTMENT OF TRANSPORTATION

Summary Comparison of Alternatives 1 and 2

	Alternative 1	Alternative 2
No. of Parcels	5	5
Design Speed	75 mph	75 mph
Profile Grade	3.5%	3.5%
Constructability Challenges	• Large amounts of cut/fill • Access to existing driveways	• Large amounts of cut/fill • Access to existing driveways • Construction staging/ steeper slopes
Pros	• Flatter horizontal curve (1 degree) • Keeps existing travel lanes open during construction • Flatter superelevation/ banking (3.7%) • Better drainage handling • Flatter construction slopes	• Preliminary estimate is approximately 80 acres of ROW • Keeps existing travel lanes open during construction
Cons	• Preliminary estimate is approximately 100 acres of ROW	• Steeper superelevation/ banking (5.1%) • Sharper horizontal curve (1.5 degree) • Drainage/runoff handling • Steeper construction slopes