

# WELCOME TO THE PUBLIC MEETING

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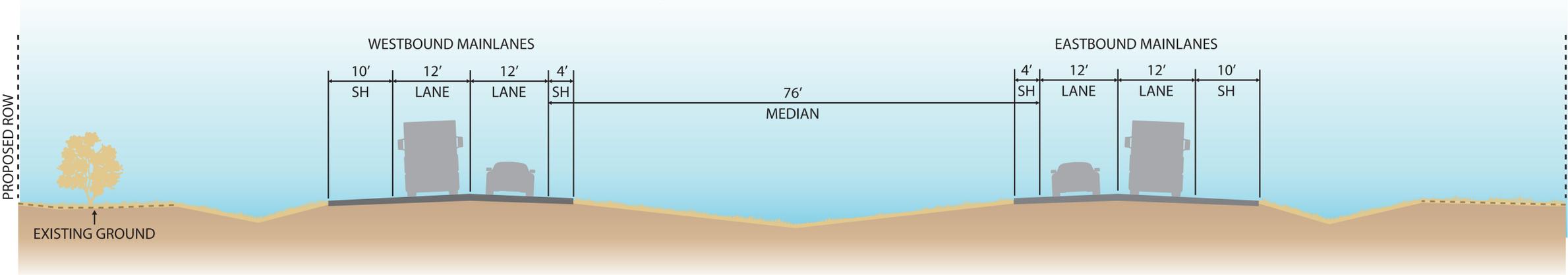
US 54 DALHART RELIEF ROUTE



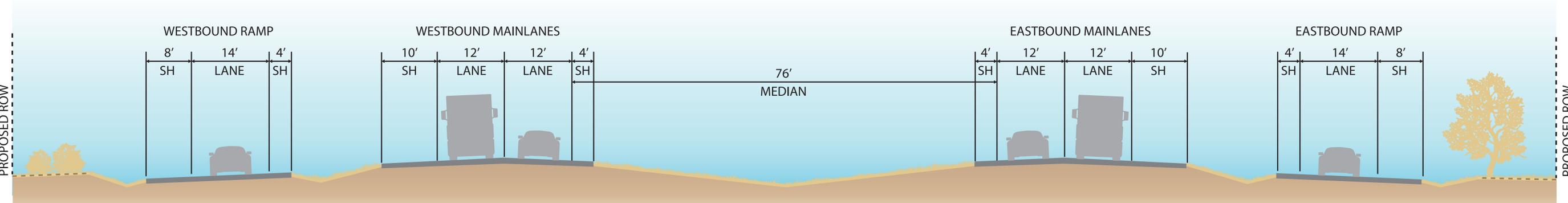
*Texas Department of Transportation*



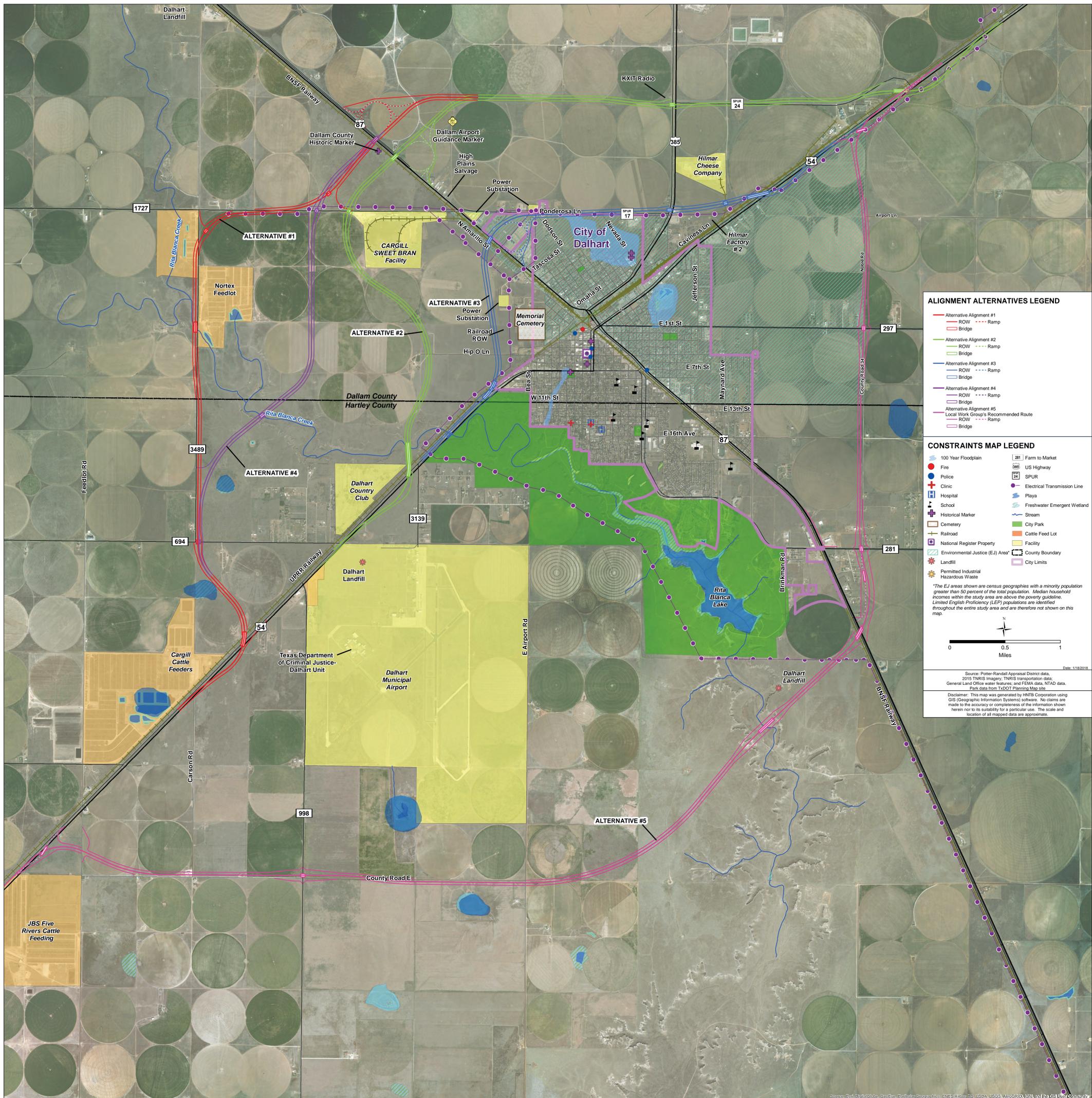
## Proposed US 54 Relief Route



## Proposed US 54 Relief Route - With Ramps



# Environmental Constraints



**US 54 Dalhart Relief Route**  
 Dallam and Hartley Counties, Texas  
 CSJs: 0904-05-015 & 0904-41-008

# Preliminary Alternative Evaluation



| Alternatives                             | No Build Alternative                        | Alternative #1 | Alternative #2 | Alternative #3 | Alternative #4 | Alternative #5<br>Local Workgroup's<br>Recommended Route |
|--|---|----------------|----------------|----------------|----------------|--|
| Accessibility                            | --  | ++             | ++             | +              | ++             | ++   |
| Safety                                   | --  | ++             | +              | +              | ++             | ++   |
| Construction Cost                        | 0   | --             | --             | -              | --             | --   |
| ROW Acquisition                          | 0   | -              | -              | -              | -              | --   |
| Utilities & Infrastructure               | 0   | --             | -              | --             | -              | -  |
| Railroad Impacts                         | 0   | --             | --             | --             | --             | -  |
| Compatibility with Other Projects        | -   | 0              | 0              | 0              | 0              | 0  |
| Noise Impacts                            | 0   | -              | -              | --             | -              | --   |
| Natural Impacts                          | 0   | --             | -              | --             | --             | --   |
| Cultural Impacts                         | 0   | 0              | -              | -              | 0              | 0  |
| Hazardous Materials                      | 0   | -              | -              | -              | -              | --   |
| Socio-Economic<br>& Neighborhood Impacts | 0   | -              | -              | --             | -              | --   |
| Public Input                             | Score pending on receipt of public comment. |                |                |                |                |  |

| Score Key                   |                      |                   |                      |                             |
|-----------------------------|----------------------|-------------------|----------------------|-----------------------------|
| Significant Negative Effect | Some Negative Effect | No Effect/Neutral | Some Positive Effect | Significant Positive Effect |
| --                          | -                    | 0                 | +                    | ++                          |

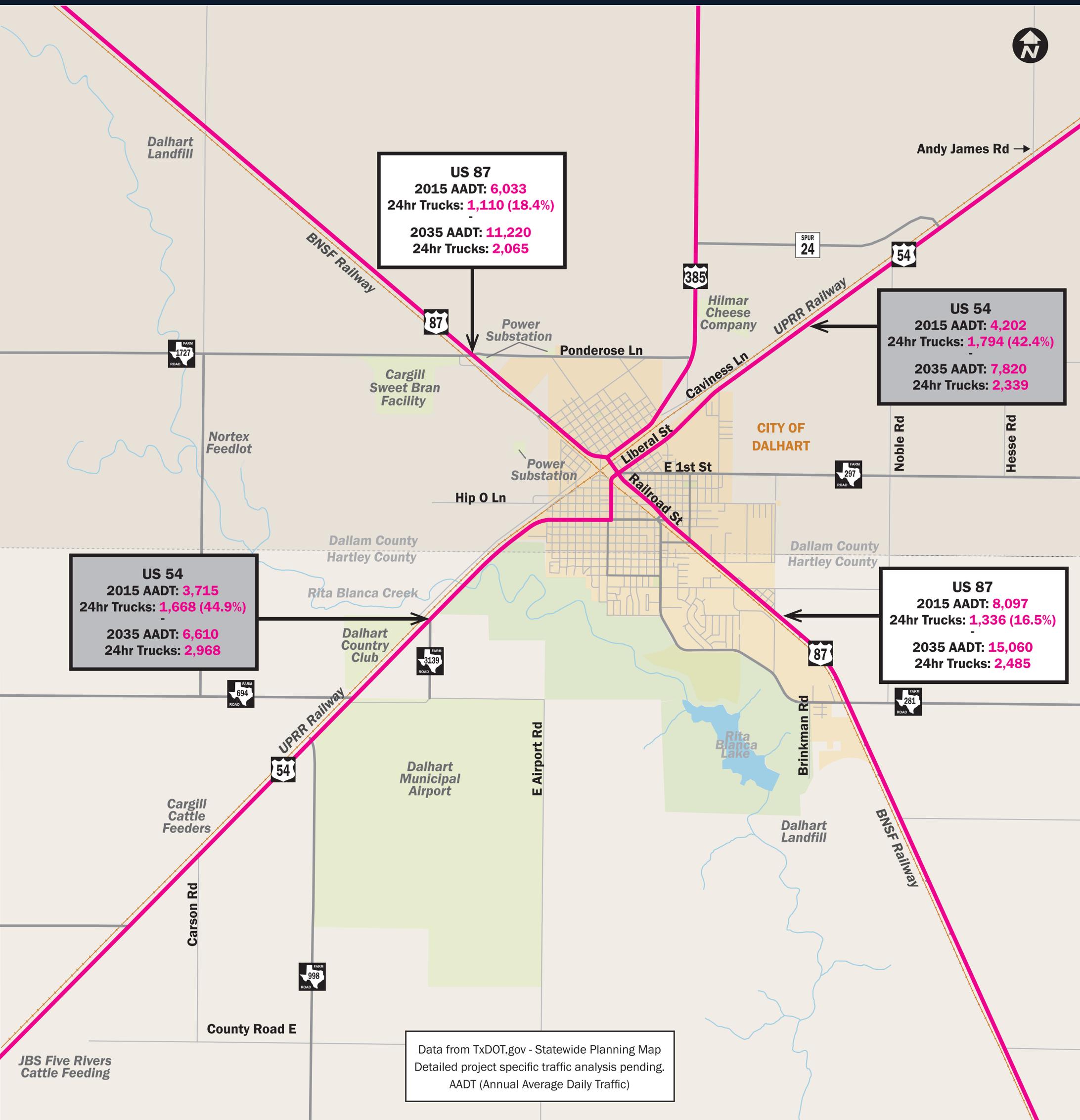
# Preliminary Alignment Information Summary Table



| Alternatives   | Alternative Alignment #1  | Alternative Alignment #2  | Alternative Alignment #4  | Alternative #5 Local Workgroup's Recommended Route |
|--|---------------------------|---------------------------|---------------------------|--|
| Corridor Length  | 12.5 Miles                | 10.2 Miles                | 12.1 Miles                | 14.5 Miles   |
| % of Length Along Existing Roadway Corridor                                | 58.3%                     | 40.5%                     | 37.3%                     | 55.4%  |
| Estimated Travel Time through Study Area (% Reduction from Existing Route) | 12.0 Minutes (39.9% Less) | 11.9 Minutes (40.7% Less) | 11.7 Minutes (41.6% Less) | 12.1 Minutes (39.3% Less)                          |
| # of New Bridge Structures   | 16                        | 10                        | 14                        | 14   |
| Total ROW Acres  | 550 Acres                 | 437 Acres                 | 517 Acres                 | 568 Acres  |
| New ROW Acquisition Acres  | 437 Acres                 | 359 Acres                 | 438 Acres                 | 481 Acres  |
| # of Parcels Impacted  | 26                        | 28                        | 23                        | 50   |
| # of Property Owners   | 17                        | 12                        | 14                        | 36   |
| Approximate Length of Electrical Transmission Line Relocation              | 8200 LF                   | 4400 LF                   | 4400 LF                   | 2300 LF  |
| # of New Railroad Crossings  | 3                         | 3                         | 3                         | 1  |

*Information included in table is approximated only for comparison between alternatives. All values shown are subject to change based on further developments resulting from public input and technical review. Final determination of right-of-way needed or residential/business relocation requirements will not be known until public input is received, a final route selected, project plans are refined, and construction funding acquired.*

# US 54 / US 87 AADT & Percent Trucks



Data from TxDOT.gov - Statewide Planning Map  
 Detailed project specific traffic analysis pending.  
 AADT (Annual Average Daily Traffic)