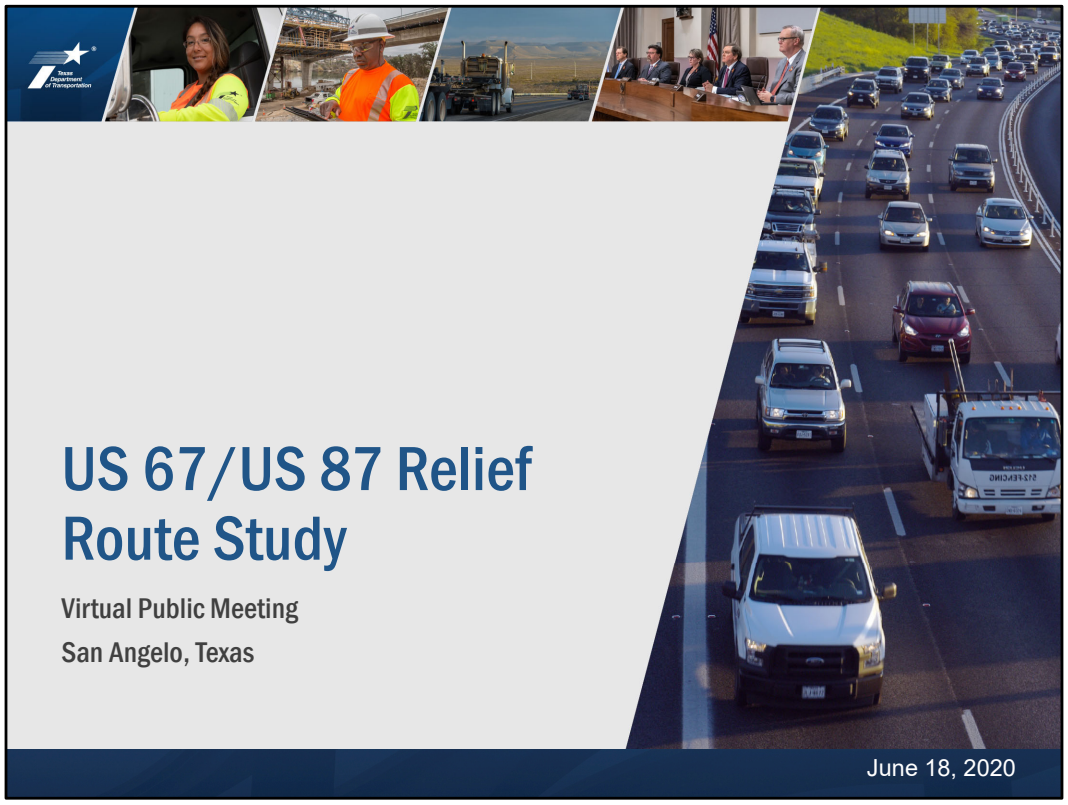
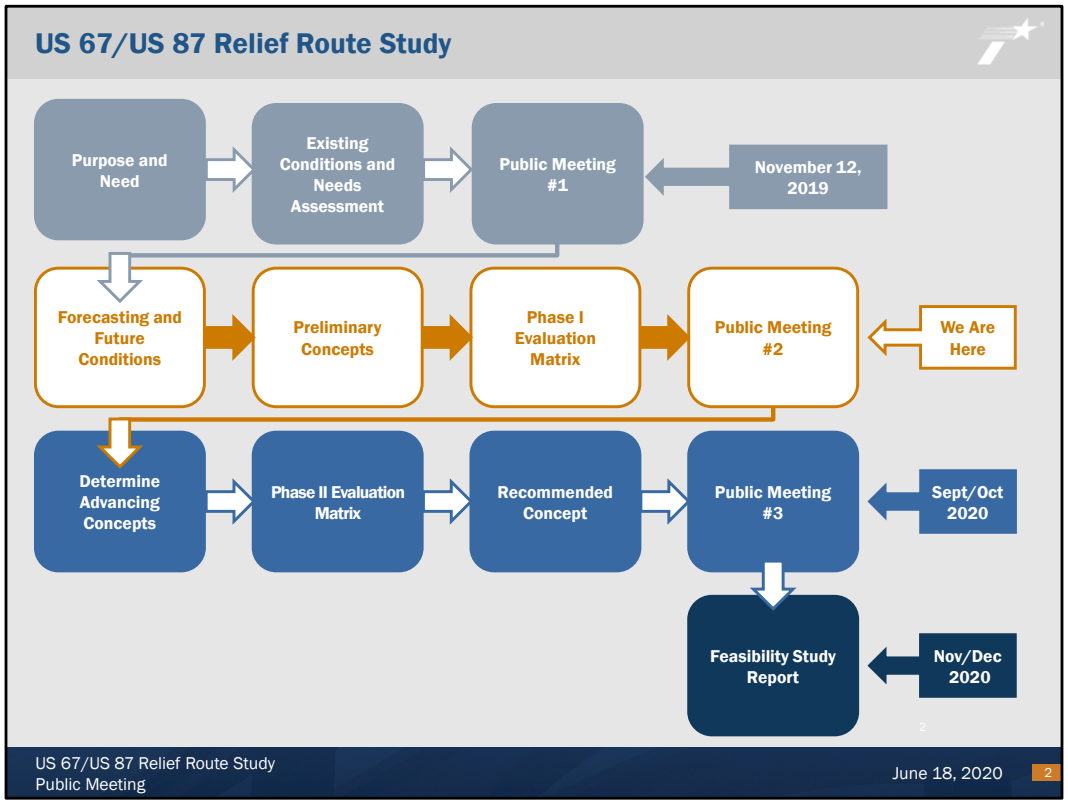


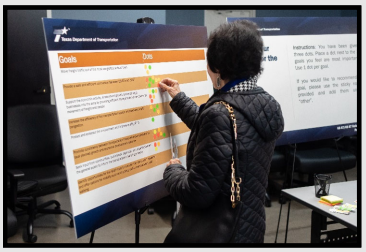
Welcome to the virtual public meeting for the US 67/US 87 Relief Route Study in San Angelo, Texas. This meeting is being hosted by the Texas Department of Transportation. This is the second public meeting held for the project. The public will be able to access this slide presentation and provide comments through July 3, 2020.



This slide presents the process used for the US 67/87 Relief Route Study. Following the November 12th public meeting, the TxDOT team conducted future traffic forecasting, developed preliminary concepts, and applied a Phase I evaluation matrix to the preliminary concepts.

The purpose of today's public meeting is to present the Preliminary Concepts and gather input from the public.

What We Heard From You (Feedback from Public Meeting #1)



Top Goals:

- Provide a safe and efficient connection between US 67 and US 87
- Support the economic activity, employment growth, and encourage businesses into the area by providing efficient transportation connections for movement of freight and people
- Promote consistency between transportation improvements and state and local planned growth and economic development patterns

Comments Included:

- Provide a safe alternative
- Impact the least amount of property owners
- Avoid the pet cemetery

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The first public meeting was held on November 12, 2019. At that meeting, TxDOT presented the purpose of the study, goals of the study, the study area, a constraints map of existing conditions and the transportation needs.

TxDOT asked for input on the study area, goals of the study, the constraints map, and traffic patterns.

A total of 35 participants attended the meeting. Attendees were asked to rank goals for the project as well as provide feedback about issues or concerns that existed within the proposed study area. Some of these comments included impacting the least amount of property owners and making sure a safe alternative was provided.

Following the first public meeting, TxDOT reviewed the public comments and developed Preliminary Concepts.

The summary of the meeting can be found on TxDOT.gov.

Purpose and Need

Purpose

- An alternative route to existing US 67/US 87 through the city of San Angelo and Tom Green County has been planned and constructed in phases. The purpose is to study the next and final phase for the completion of this alternative route around the northern section of San Angelo. The study will also encompass a strategic implementation plan for the entire corridor around San Angelo.

Need

- An alternative route to the existing US 67/US 87 is needed due to congestion, mobility, and safety issues associated with traffic, including local, through, and freight, being routed through downtown San Angelo.

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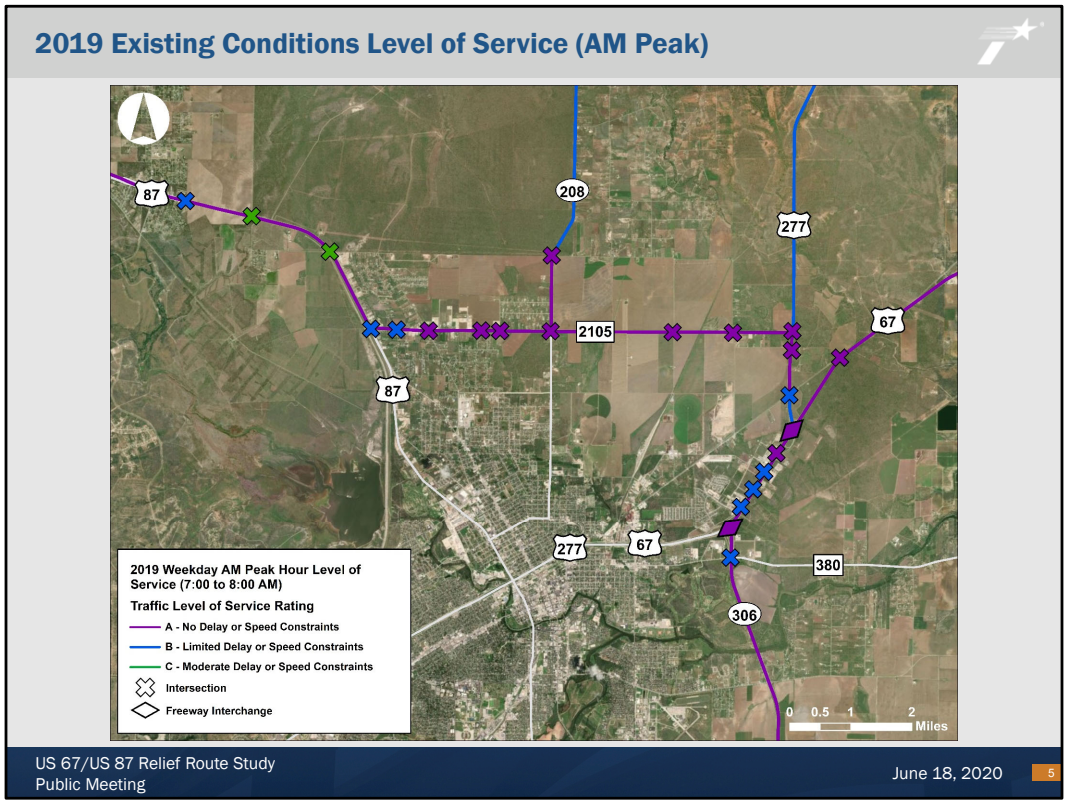
An alternative route to existing US 67/US 87 through the city of San Angelo and Tom Green County has been planned and constructed in phases. The purpose is to study the next and final phase for the completion of this alternative route around the northern section of San Angelo. The study will also encompass a strategic implementation plan for the entire corridor around San Angelo.

The need is an alternative route to the existing US 67/US 87 is needed due to congestion, mobility, and safety issues associated with traffic, including local, through, and freight, being routed through downtown San Angelo.

The route would serve mobility objectives of the Texas Trunk System and Ports-to-Plains corridor and accommodate any potential future I-27 expansion.



Year 2019 traffic performance on existing roadways was measured using a rating scale called the "Level of Service".

Similar to grading scales in school, level of service ranges from A to F, with A being the best quality of traffic flow and F being the worst.

In rural areas, level of service should be C or better, while in urban areas, D or better is acceptable.

Level of service is used to rate the traffic performance of different roadway configurations including freeways, freeway interchanges, multi-lane highways, two-lane highways, intersections controlled by traffic lights or stop signs, and urban streets.

This map illustrates year 2019 morning peak hour level of service under the no build alternative.

Results show that stop sign controlled intersections along FM 2105 operate at level of service A or B, while those along US 87 operate at level of service B or C.

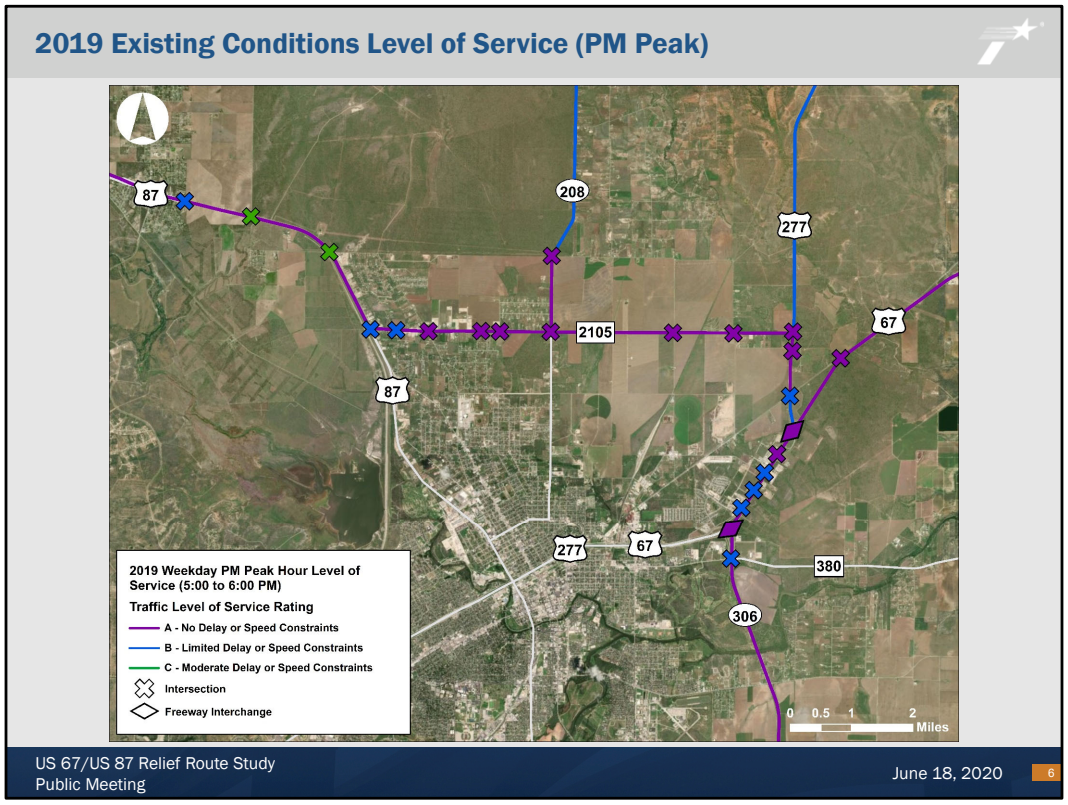
The US 87 four-lane divided highway north of FM 2105 operates at level of service A.

The two-lane highways of US 277 north of FM 2105, as well as SH 208 north of FM 2105 operate at level of service B.

Stop sign controlled intersections along US 277 and US 67 operate at level of service A or B.

US 67 freeway interchanges at both Loop 306 and US 277, and the US 67 four-lane divided highway east of US 277 operates at level of service A.

Loop 306 freeway south of US 67 operates at level of service A.

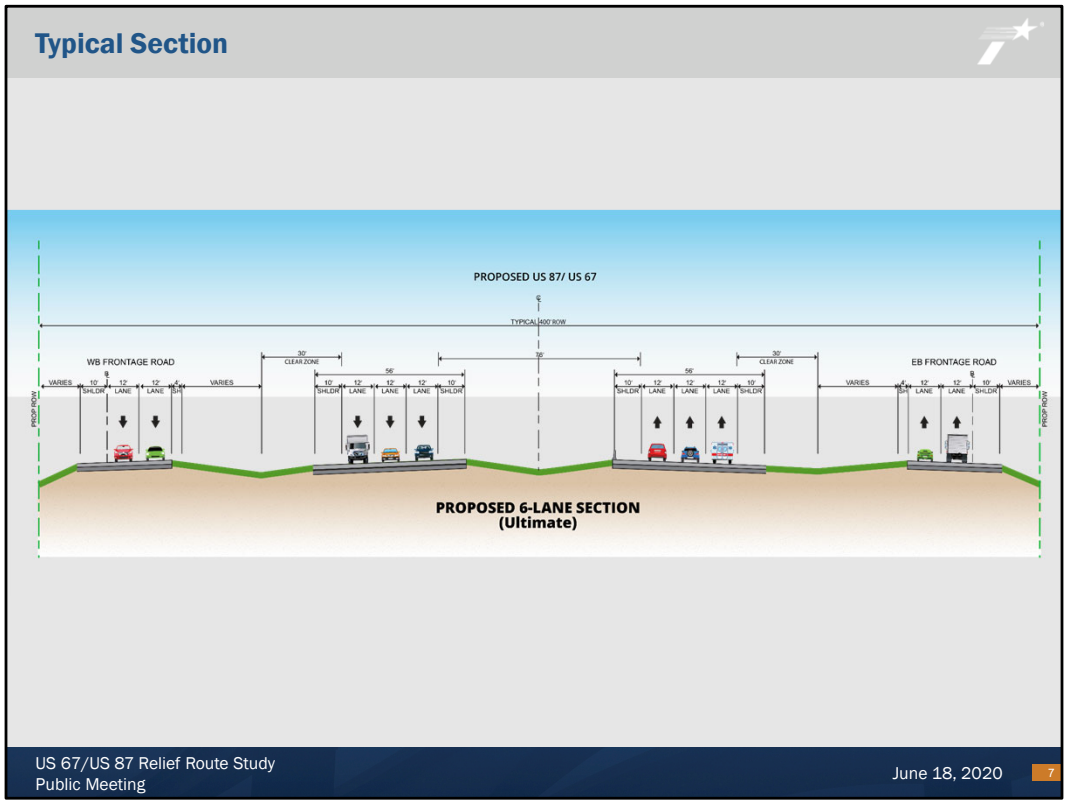


This map illustrates year 2019 evening peak hour level of service under the no build alternative.

In 2019, the evening peak hour level of service of all freeways, interchanges, two and four-lane highways and stop sign controlled intersections operate at the same level of service as the morning peak hour.

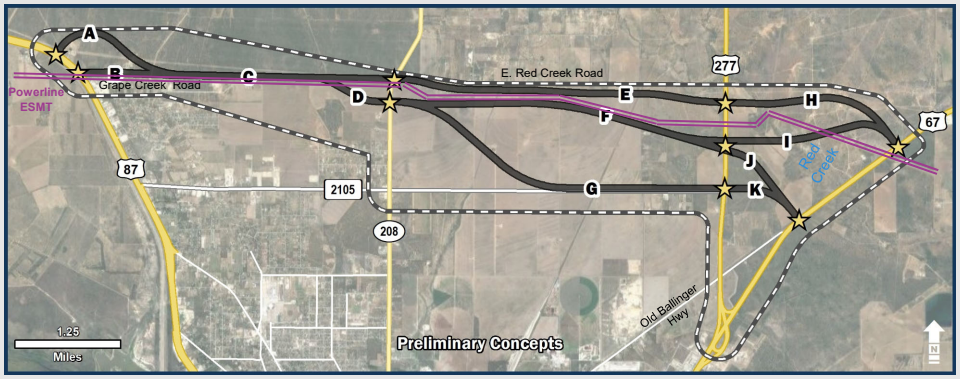
Thus, under evening peak hour conditions, most of the study area routes operate at level of service A or B except for two stop sign controlled intersections along US 87 that operate at level of service C.

These traffic performance results for 2019 set the baseline for comparison against future conditions in the corridor.



The proposed ultimate US 67/ US 87 Relief Route includes 6-lanes, 3 in each direction. It would include 2-lane, one-way frontage roads on both the westbound and eastbound sides. Due to funding constraints, the project will be constructed in various interim phases before the ultimate section is completed.

Preliminary Concepts



PRELIMINARY CONCEPTS	
Preliminary Concept 1 (A-C-E-H)	Preliminary Concept 5 (B-C-E-H)
Preliminary Concept 2 (A-C-D-G-K)	Preliminary Concept 6 (B-C-D-G-K)
Preliminary Concept 3 (A-C-D-F-I)	Preliminary Concept 7 (B-C-D-F-I)
Preliminary Concept 4 (A-C-D-F-J)	Preliminary Concept 8 (B-C-D-F-J)

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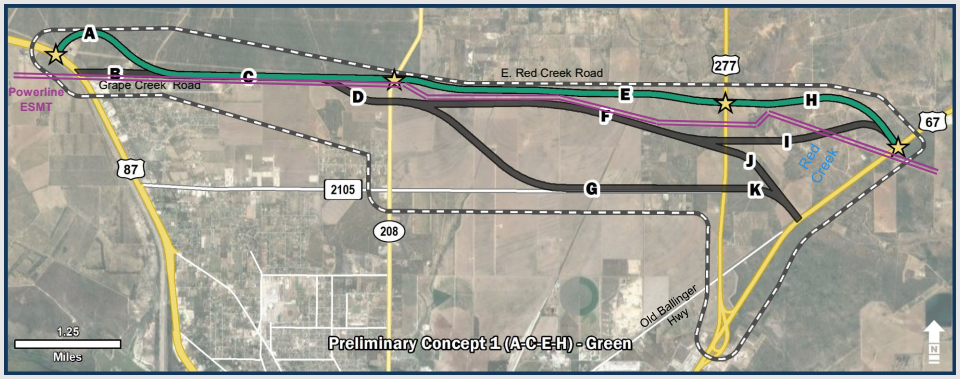
This slide shows the eight Preliminary Concepts. The stars represent potential grade separated interchanges with the letters denoting the segmentation limits. The preliminary concepts represent general alignments that are subject to change based on further technical review and public input.

Preliminary Concept 1 (A-C-E-H) - Green



- 10.45 miles
- Potential floodplain impacts
- One dry oil/gas well
- Potential impacts at Red Creek Municipal Utility District

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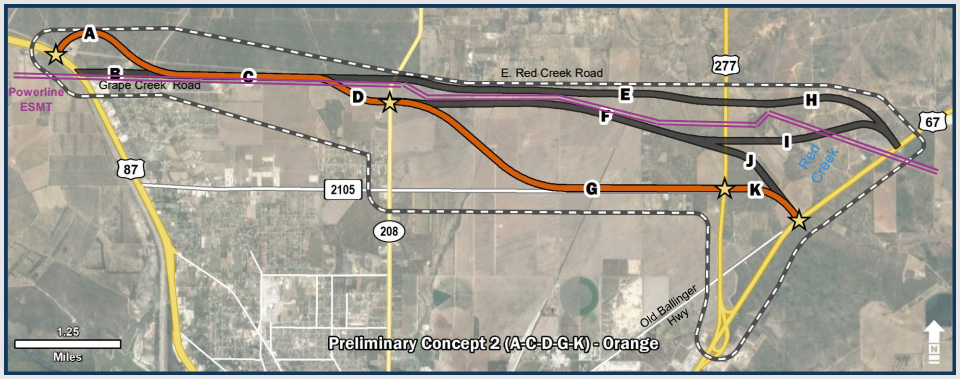
Preliminary Concept 1 shown in Green starts at US 87 and ties in at a perpendicular angle immediately north of Grape Creek Road and is adjacent to an industrial facility. It continues east along the north side of the powerline easement, grade separates over SH 208, and continues along East Red Creek Road. Then ,it grade separates over US 277 and crosses the Red Creek tying into US 67 at a perpendicular angle. Preliminary Concept 1 has potential floodplain impacts, one dry oil and gas well impact, and potential impacts on the Red Creek Municipal Utility District. Preliminary Concept 1 is 10.45 miles long.

Preliminary Concept 2 (A-C-D-G-K) - Orange



- 9.53 miles
- Potential floodplain impacts
- Two dry oil/gas wells

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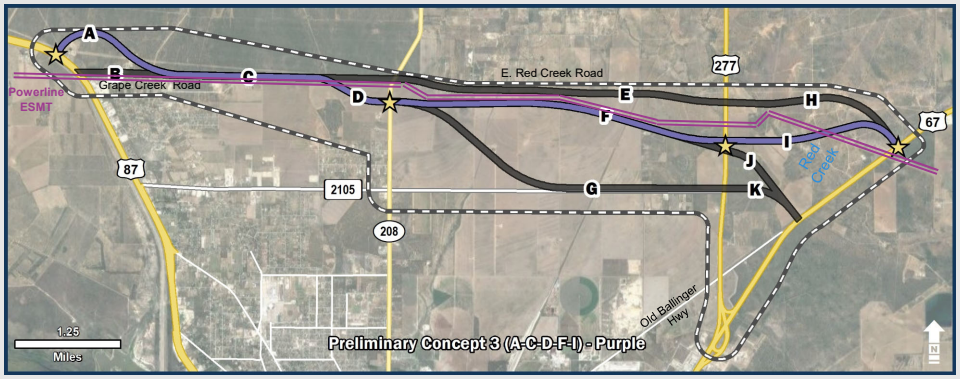
Preliminary Concept 2 shown in Orange starts at US 87 and ties in at a perpendicular angle immediately north of Grape Creek Road and is adjacent to an industrial facility. It continues east along the north side of the powerline easement crossing over west of SH 208 prior to the grade separation. It then continues south to meet FM 2105, then runs along FM 2105 before grade separating over US 277. Then, it ties into US 67 at a perpendicular angle immediately north of the Old Ballinger Highway intersection. Preliminary Concept 2 has potential floodplain impacts, as well as two dry oil and gas well impacts. Preliminary Concept 2 is 9.53 miles long.

Preliminary Concept 3 (A-C-D-F-I) - Purple



- 10.44 miles
- Potential floodplain impacts
- One dry oil/gas well

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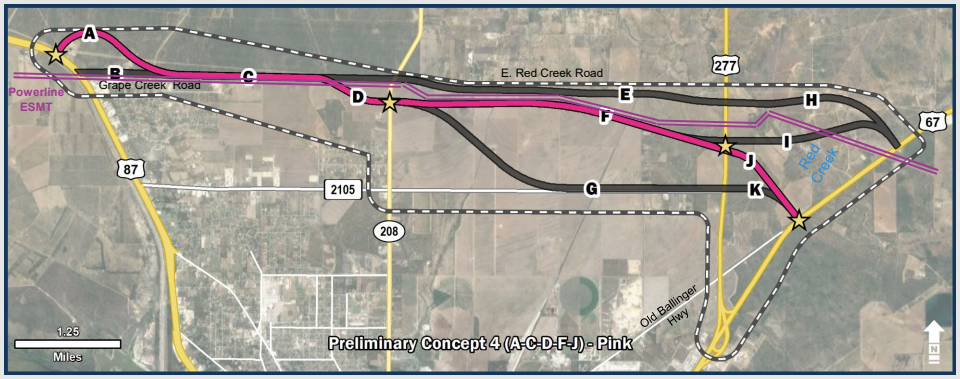
Preliminary Concept 3 shown in Purple starts at US 87 and ties in at a perpendicular angle immediately north of Grape Creek Road and is adjacent to an industrial facility. It continues east along the north side of the powerline easement crossing over west of SH 208 prior to the grade separation. Then continues east along the south side of the powerline easement and grade separates over US 277. It crosses the Red Creek and transmission powerline easement tying into US 67 at a perpendicular angle. Preliminary Concept 3 has potential floodplain impacts, as well as one dry oil and gas well impact. Preliminary Concept 3 is 10.44 miles long.

Preliminary Concept 4 (A-C-D-F-J) - Pink



- 9.53 miles
- Potential floodplain impacts
- One dry oil/gas well

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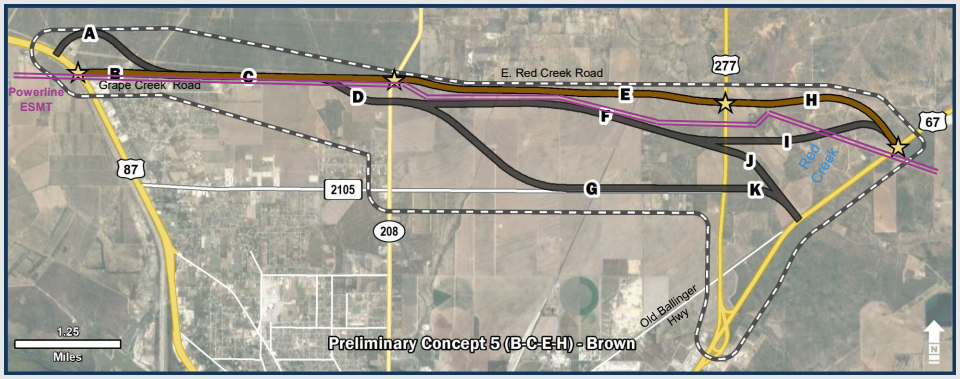
Preliminary Concept 4 shown in Pink starts at US 87 and ties in at a perpendicular angle immediately north of Grape Creek Road and adjacent to an industrial facility. It continues east along the north side of the transmission powerline easement crossing over west of SH 208 prior to grade separation. Then continues east along the south side of the powerline easement and grade separates over US 277 at a slight skew. It then travels south to meet US 67 at a perpendicular angle immediately north of the Old Ballinger Highway intersection. Preliminary Concept 4 has potential floodplain impacts, as well as one dry oil and gas well impact. Preliminary Concept 4 is 9.53 miles long.

Preliminary Concept 5 (B-C-E-H) - Brown



- 9.95 miles
- Potential floodplain impacts
- Two dry oil/gas wells
- Potential impacts at Red Creek Municipal Utility District

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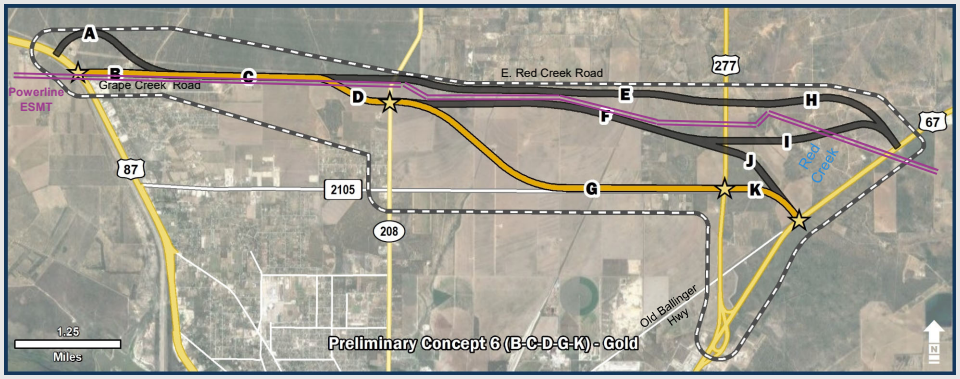
Preliminary Concept 5 shown in Brown starts at US 87 and ties in adjacent to the north side of the transmission powerline easement. It continues east along the north side of the powerline easement and grade separates over SH 208. It continues along East Red Creek Road and grade separates over US 277. Then crosses the Red Creek tying into US 67 at a perpendicular angle. Preliminary Concept 5 has potential floodplain impacts, two dry oil and gas well impacts, and potential impacts on the Red Creek Municipal Utility District. Preliminary Concept 5 is 9.95 miles long.

Preliminary Concept 6 (B-C-D-G-K) - Gold



- 9.03 miles
- Potential floodplain impacts
- Three dry oil/gas wells

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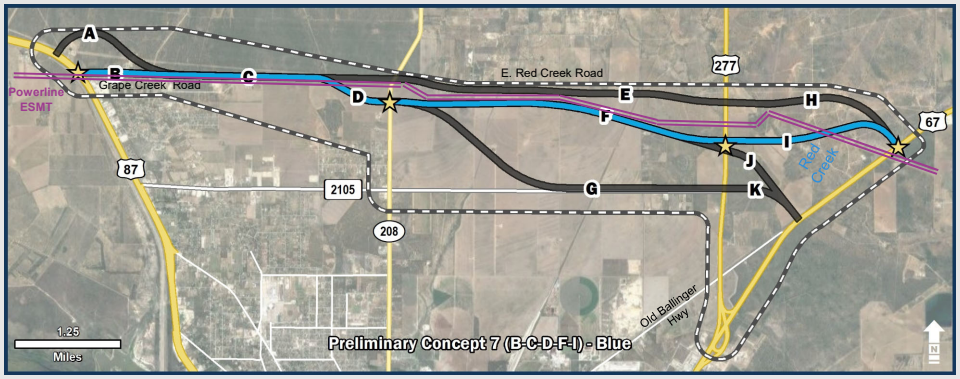
Preliminary Concept 6 shown in Gold starts at US 87 and ties in adjacent to the north side of the transmission powerline easement. It continues east along the north side of the powerline easement crossing over west of SH 208 prior to the grade separation. It then continues south to meet FM 2105 and runs along FM 2105 before grade separating over US 277. Then ties into US 67 at a perpendicular angle immediately north of the Old Ballinger Highway intersection. Preliminary Concept 6 has potential floodplain impacts, as well as three dry oil and gas well impacts. Preliminary Concept 6 is 9.03 miles long.

Preliminary Concept 7 (B-C-D-F-I) - Blue



- 9.94 miles
- Potential floodplain impacts
- Two dry oil/gas wells

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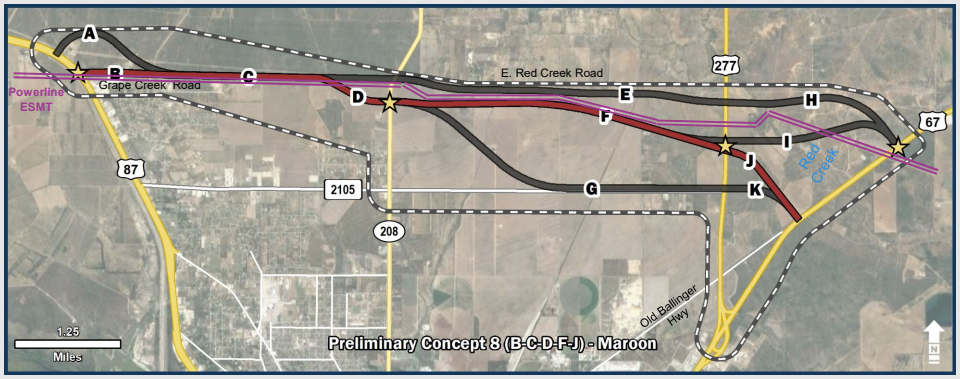
Preliminary Concept 7 shown in Blue starts at US 87 and ties in adjacent to the north side of the transmission powerline easement. It continues east along the north side of the powerline easement crossing over west of SH 208 prior to grade separation. It continues east along the south side of the transmission powerline easement and grade separates over US 277. Then crosses the Red Creek and the transmission powerline easement and ties into US 67 at a perpendicular angle. Preliminary Concept 7 has potential floodplain impacts, as well as two dry oil and gas well impacts. Preliminary Concept 7 is 9.94 miles long.

Preliminary Concept 8 (B-C-D-F-J) - Maroon



- 9.03 miles
- Potential floodplain impacts
- Two dry oil/gas wells

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Preliminary Concept 8 shown in Maroon starts at US 87 and ties in adjacent to the north side of the transmission powerline easement. It continues east along the north side of the powerline easement crossing over west of SH 208 prior to grade separating. It continues east along the south side of the transmission powerline easement and grade separates over US 277. Then travels south to meet US 67 at a perpendicular angle immediately north of the Old Ballinger Highway intersection. Preliminary Concept 8 has potential floodplain impacts, as well as two dry oil and gas well impacts. Preliminary Concept 8 is 9.03 miles long.

Phase I Evaluation Matrix

Criteria	No Action	Preliminary Concepts							
		Preliminary Concept 1 (A-C-E) Green 10.45 miles	Preliminary Concept 2 (A-C-D-G) Orange 9.53 miles	Preliminary Concept 3 (A-C-D-F-H) Purple 10.44 miles	Preliminary Concept 4 (A-C-D-F-I) Pink 9.53 miles	Preliminary Concept 5 (B-C-E) Brown 9.95 miles	Preliminary Concept 6 (B-C-D-G) Gold 9.03 miles	Preliminary Concept 7 (B-C-D-F-H) Blue 9.94 miles	Preliminary Concept 8 (B-C-D-F-I) Maroon 9.03 miles
Safety									
Provides route with updated design criteria (yes/no)	NO	YES	YES	YES	YES	YES	YES	YES	YES
Improves access of emergency services to emergency facilities (yes/no)	NO	YES	YES	YES	YES	YES	YES	YES	YES
Improves access of motorists to emergency services (yes/no)	NO	YES	YES	YES	YES	YES	YES	YES	YES
Mobility									
Reduces oversize traffic through downtown San Angelo (yes/no)	NO	YES	YES	YES	YES	YES	YES	YES	YES
US Highway compatibility (yes/no)	NO	YES	YES	YES	YES	YES	YES	YES	YES
Modifications to local connectivity and access (yes/no)	NO	YES	YES	YES	YES	YES	YES	YES	YES
Environmental (amounts are for within 1,000 foot corridor)**									
Streams (linear feet)	n/a	1,600	800	2,400	800	1,600	800	2,400	800
Dry Oil and gas wells (counts)	n/a	1	2	1	1	2	3	2	2
Pipeline crossings (feet)	n/a	1,259	1,360	1,992	1,226	1,300	1,401	2,033	1,267
Residences (count)	n/a	6	4	0	0	6	4	0	0
Businesses (count)	n/a	1	1	1	1	1	1	1	1
Environmental Justice - Low Income and/or Minority populations (1-mile)	n/a	YES	YES	YES	YES	YES	YES	YES	YES
Parks and recreation areas (acres)	n/a	0	0	0	0	0	0	0	0
100-year floodplain (acres)	n/a	59.20	10.07	48.74	19.16	59.20	10.07	48.74	19.16
Stakeholder Involvement									
Stakeholder Preference (ranking)									

**All costs are for planning purposes only. They are escalated to 2021 dollars and are not separated by funding source. Costs shown are not a guarantee that all project related costs will be funded by TxDOT.*

***The width of each alternative is 400 feet which includes three mainlanes and two frontage road lanes in each direction.*

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This slide shows the Phase I evaluation matrix. As shown, the matrix evaluates criteria for safety, mobility, environmental constraints, and stakeholder involvement. The stakeholder input TxDOT receives will be incorporated into this matrix following the close of the comment period for this public meeting. This evaluation matrix will be used to identify the Advancing Concepts.

Phase II Evaluation Matrix for Evaluating Advancing Concepts

- Cost (ROW and construction)
- Parcel impacted
- Traffic diversions
- Travel time savings
- Reduction in crashes

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The Phase II Matrix will be used to evaluate the Advancing Concepts. Phase II will evaluate cost, parcels impacted, traffic diversion, travel time savings, and reduction in crashes. This evaluation will be used to identify the Recommended Concept.

Public Involvement

Please participate in the following ways:

- ✓ Provide Input on the Preliminary Concepts
- ✓ Fill out a Comment Form
- ✓ Information can be found here: https://sanangeloreliefroute.transportationplanroom.com/

We will use the input you provided to help determine the Recommended Concept for the US 67/US 87 Relief Route.

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Participants may submit comments in person, via letter, email, or online. Participants may also call during regular office hours at 325-947-9247 or email project staff to ask questions about the project at any time during the comment period.

Participants can also locate the comment form at:
https://sanangeloreliefroute.transportationplanroom.com/

Next Steps

- Evaluate comments received during the Public Meeting #2 comment period
- Apply Phase II Evaluation Matrix
- Identify the Recommended Concept
- Hold Public Meeting #3– Winter 2020

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After this meeting, TxDOT will evaluate any comments received during the timeframe from Thursday, June 18, 2020 to Friday, July 3, 2020 and apply the Phase II Evaluation Matrix to identify the Recommended Concept.

The third public meeting will be held in the Winter of 2020.