

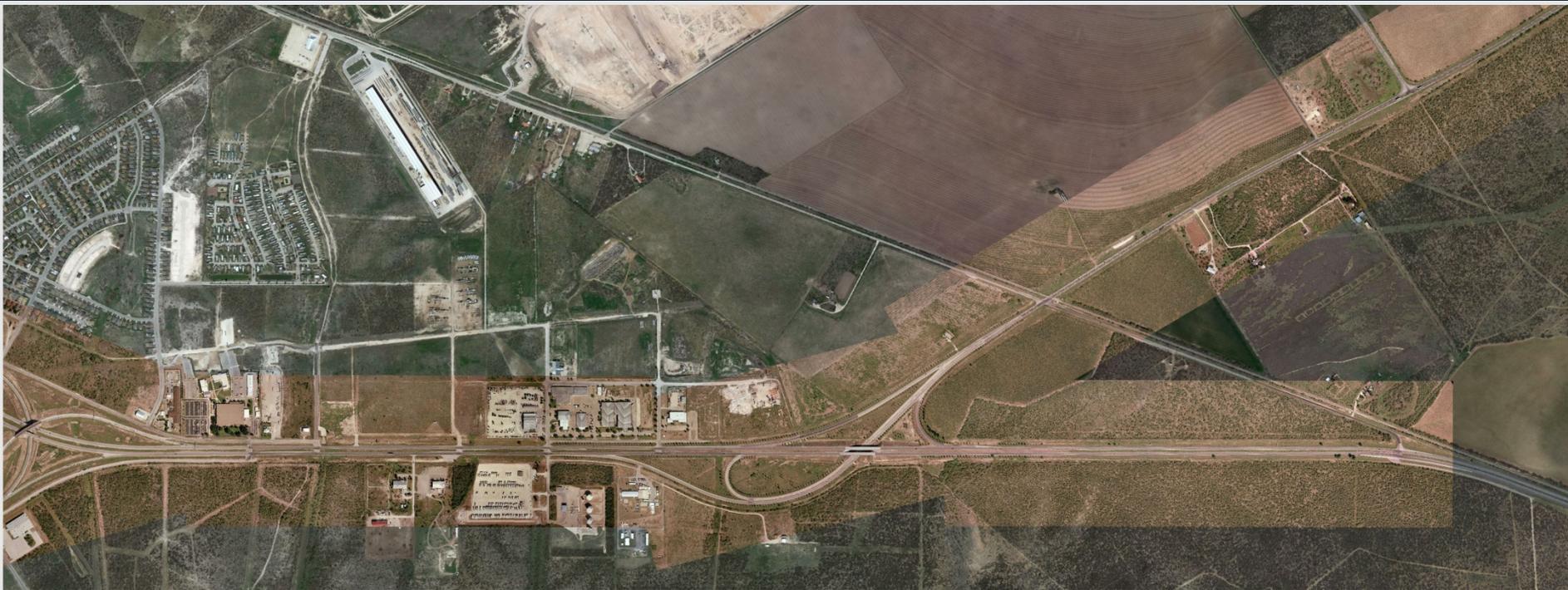


US 67/US 277 PUBLIC MEETING

February 9, 2017



Meeting Objectives



- Introduce and discuss background of this project
- Discuss known influences and challenges that will affect corridor development
- Solicit your input
- Develop game plan for implementation



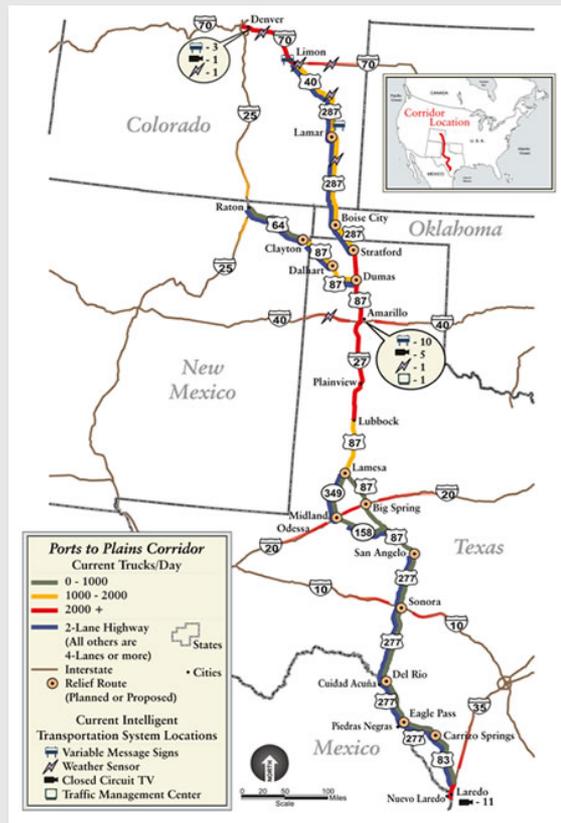
Meeting Objectives



- Prepare a project within this corridor segment for contract in FY 2018



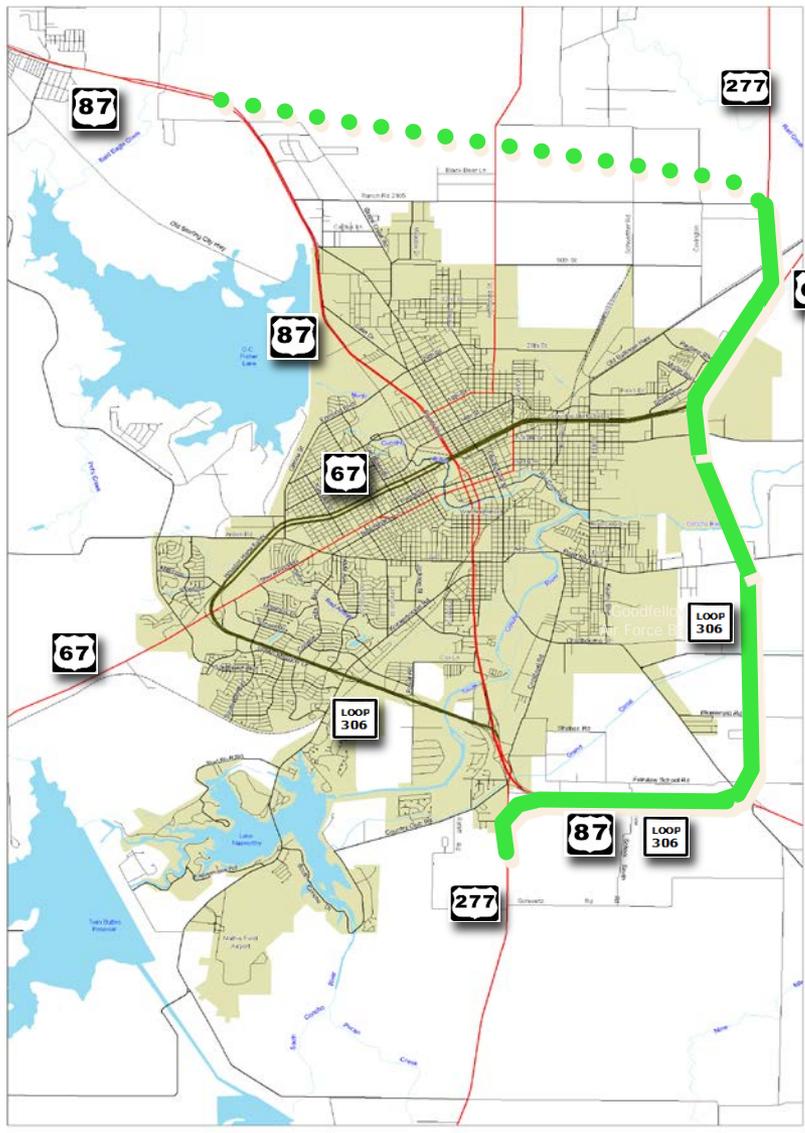
Project Background



- This corridor segment is located on the Texas Trunk System & Ports-to-Plains Relief Route connecting US 87 to US 277



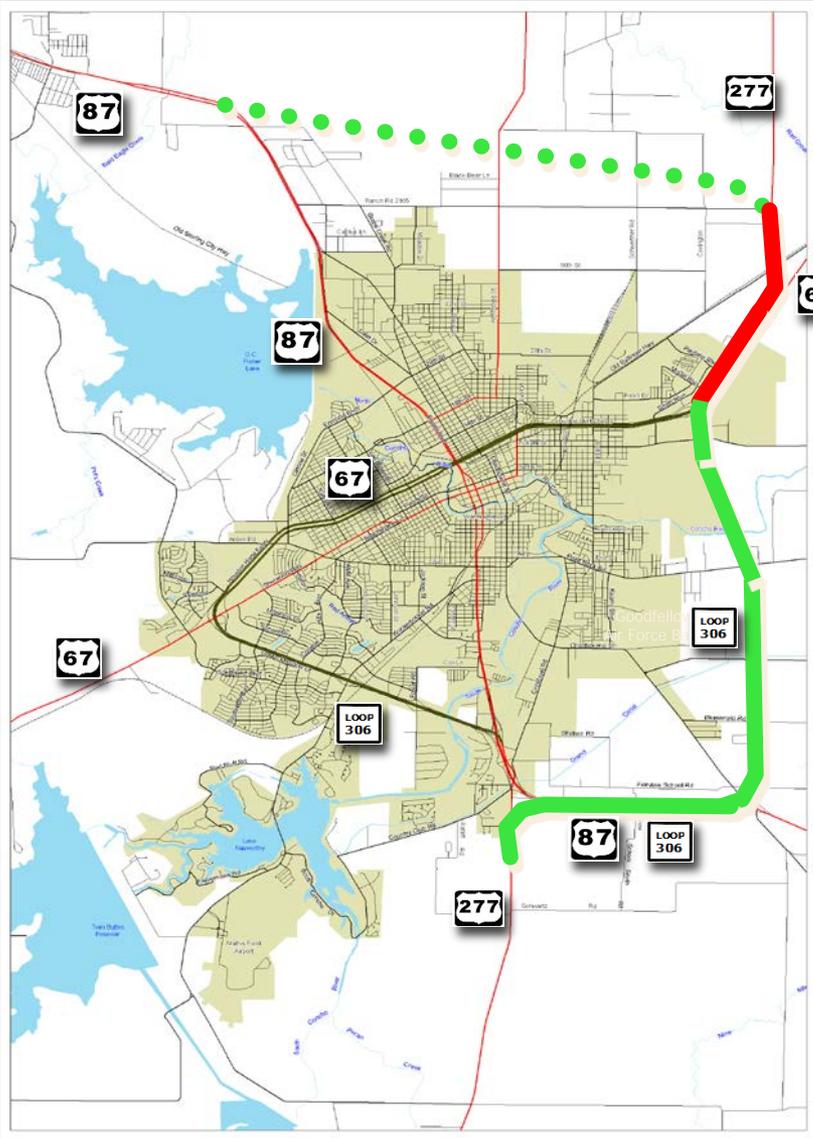
Project Background -- San Angelo Relief Route



- Serves mobility objectives of Texas Trunk System & Ports-to-Plains corridors
- Preferred alignment established by study chartered by COSA/SAMPO and completed in May 2002
- Designated as top mobility objective of SAMPO upon completion of the Houston Harte/US 67 freeway corridor



Project Background -- San Angelo Relief Route



- Next segment scheduled for development – US 67/US 277 split to intersection of FM 2105
- Develop to freeway standards with control of access provided by frontage roads
- Staged construction to commence in FY 2018



Project Location



- US 67/US 277 from Loop 306 through US 67/US 277 split to intersection of FM 2105, a distance of 3.5 miles.



Project Location



- Tonight's meeting will focus on the US 67 from Loop 306 to the US 67/US 277 split.



Project Basics – Current Highway Configuration



- Four-lane highway with depressed median and at-grade intersections.



Project Basics – Proposed Highway Configuration



- Four-lane freeway with access controlled by one-way frontage roads.



Project Basics – Proposed Highway Configuration



- Ramp locations selected to balance access with mobility and safety considerations.



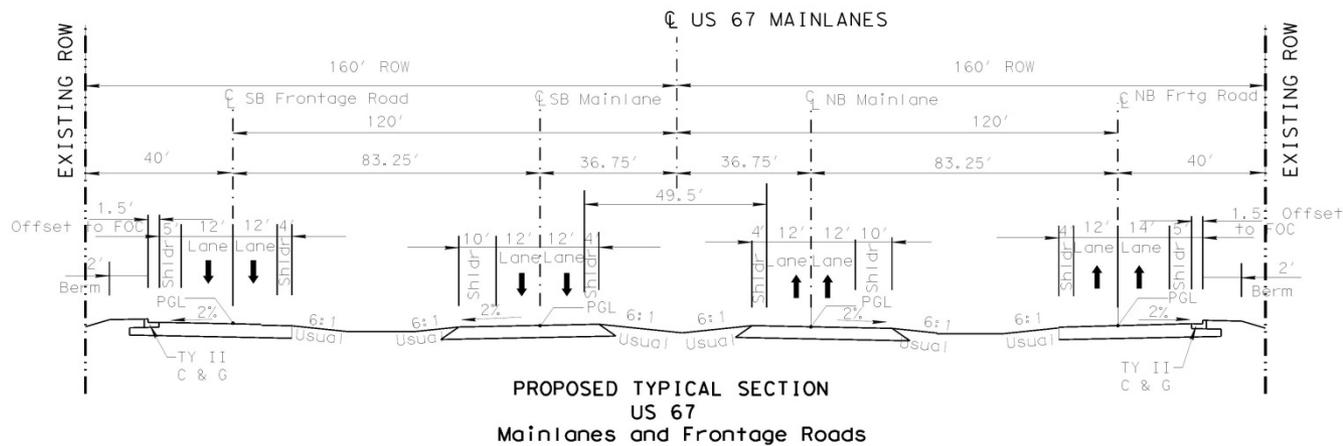
Project Basics – Proposed Highway Configuration



- Interchanges proposed at PaulAnn Blvd. and Tractor Trail.



Project Basics – Proposed Typical Section



Project Basics – Current Traffic & Projections



Design Year	Average Daily Traffic
2013	12,200 VPD
2033 (projected)	18,350 VPD
2043 (projected)	20,750 VPD
Truck density	10.1 %



Project Basics – Current Traffic & Projections



Design Year	Average Daily Traffic
2018	16,800 VPD
2038 (projected)	24,450 VPD
2048 (projected)	27,700 VPD
Truck density	13 %



Stakeholder Involvement

This project represents significant collaboration among the following public entities:



Tom Green County
TEXAS



Stakeholder Involvement

In addition, we have engaged the following entities & private interests regarding their expectations and needs for this corridor:

- Industrial Park partners – COSA & San Angelo Chamber of Commerce
- Texas Pacifico
- Tom Green County regarding expanded jail facilities
- Texas National Guard
- Chaparral Industrial Park
- Delek Logistics



Stakeholder – Howard College



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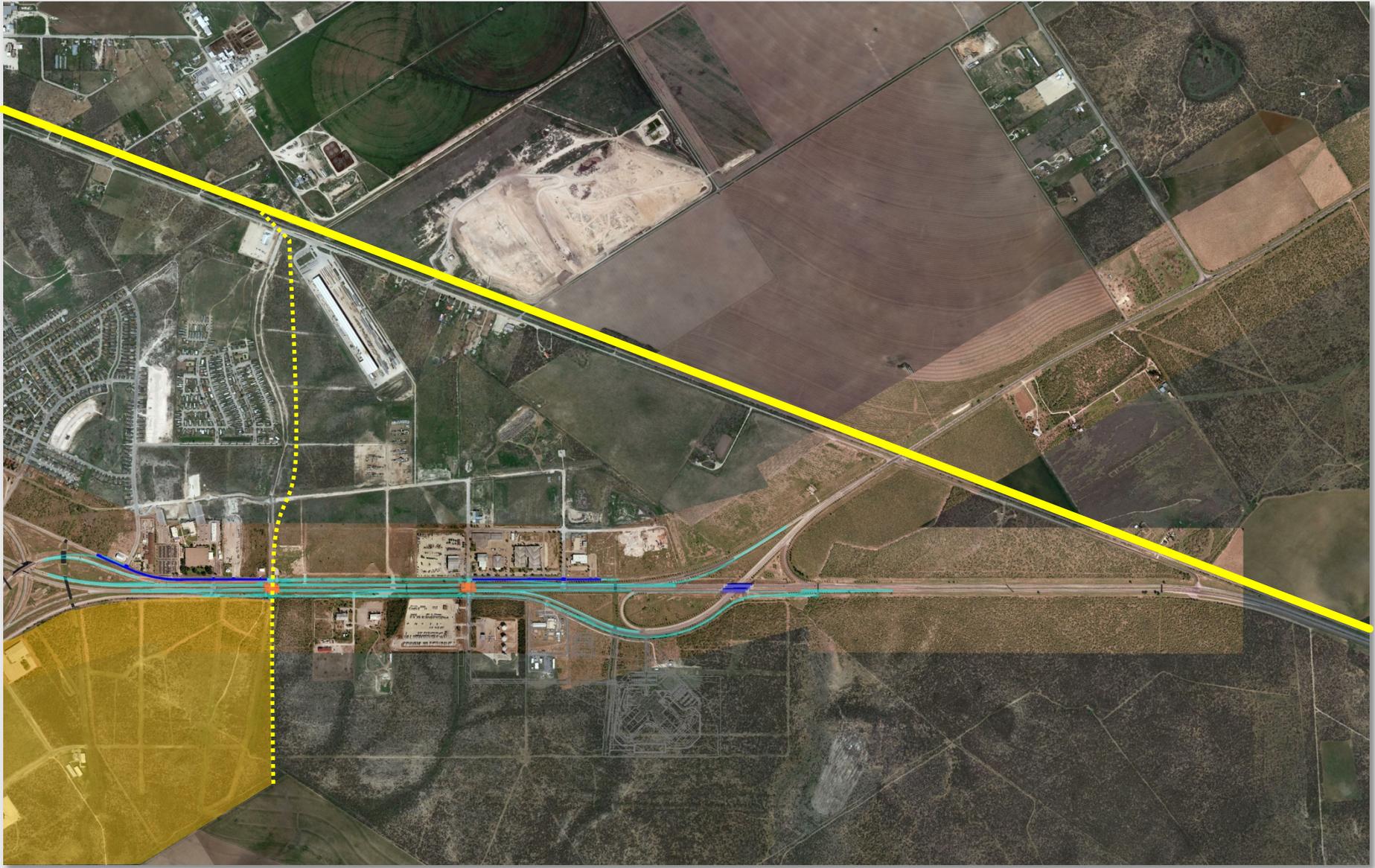
Stakeholder – Howard College



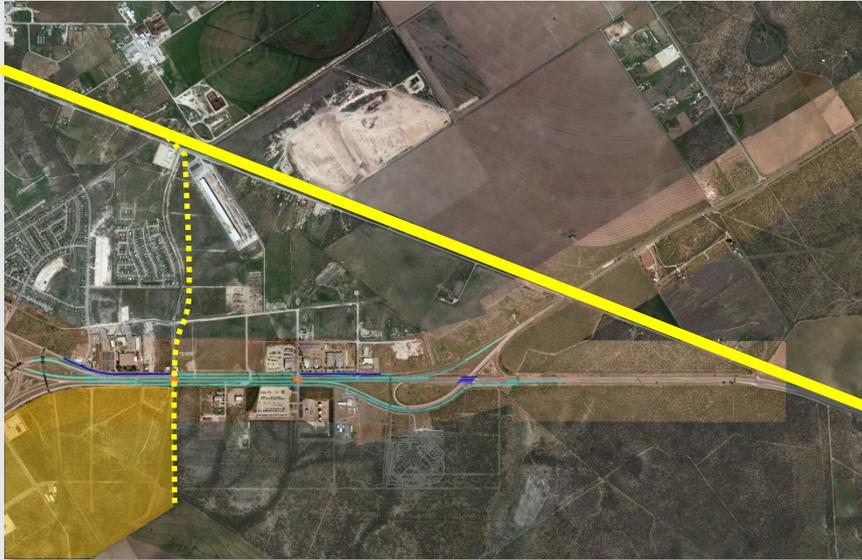
- Current enrollment of approx. 2480 students, of which about 1200 attend classes each day
- WTTC enrollment adds approx. 600 students per day
- Current primary access to US 67 provided by at-grade intersections & crossovers
- Proposed interchange at PaulAnn Blvd. will alleviate hazards for primary access to campus
- Proposed configuration will not change options for traffic leaving campus that needs to go north



Stakeholder – Industrial Park (COISA, SACoC, TxPF)

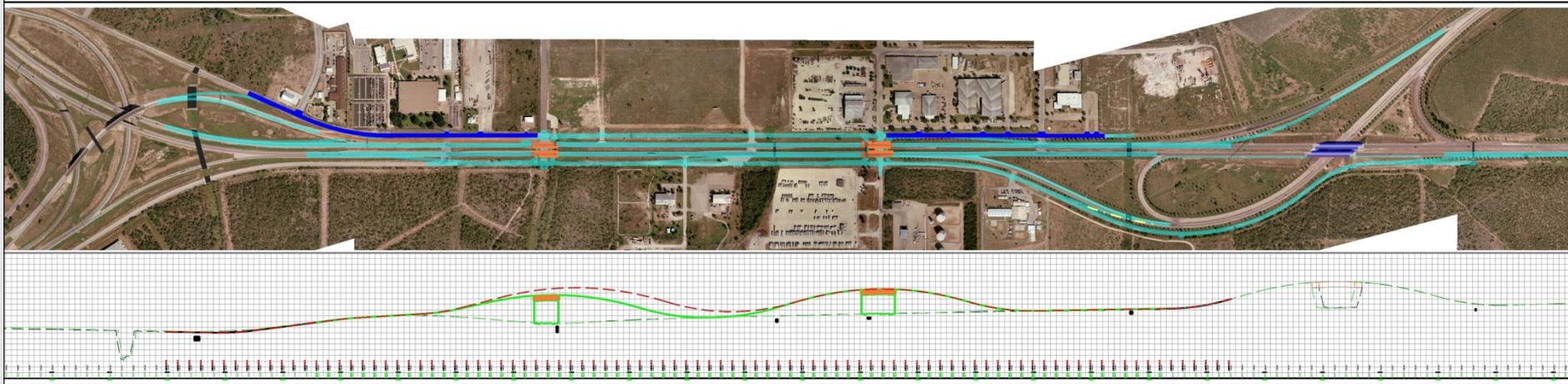


Stakeholder – Industrial Park (COSA, SACoC, TxPF)



- Proposed freeway configuration will provide improved & safer access to Industrial Park
 - Potential rail spur connection to TxPF main line viewed as economic generator for industrial park
-
- However, the potential rail spur would necessitate increased vertical clearance at PaulAnn Blvd. grade separation, representing an extra \$2.5 million in construction cost
 - Discussion continues balancing cost of implementation vs. economic potential for rail spur

Stakeholder – Industrial Park (COSA, SACoC, TxPF)



Possible rail spur triggers additional roadway costs associated with:

- Additional span (bridge length)
- Increased clearance (elevation) leads to increased substructure cost
- Increased embankment quantities
- Increased retaining wall quantities



Stakeholder -- Chaparral, COSA



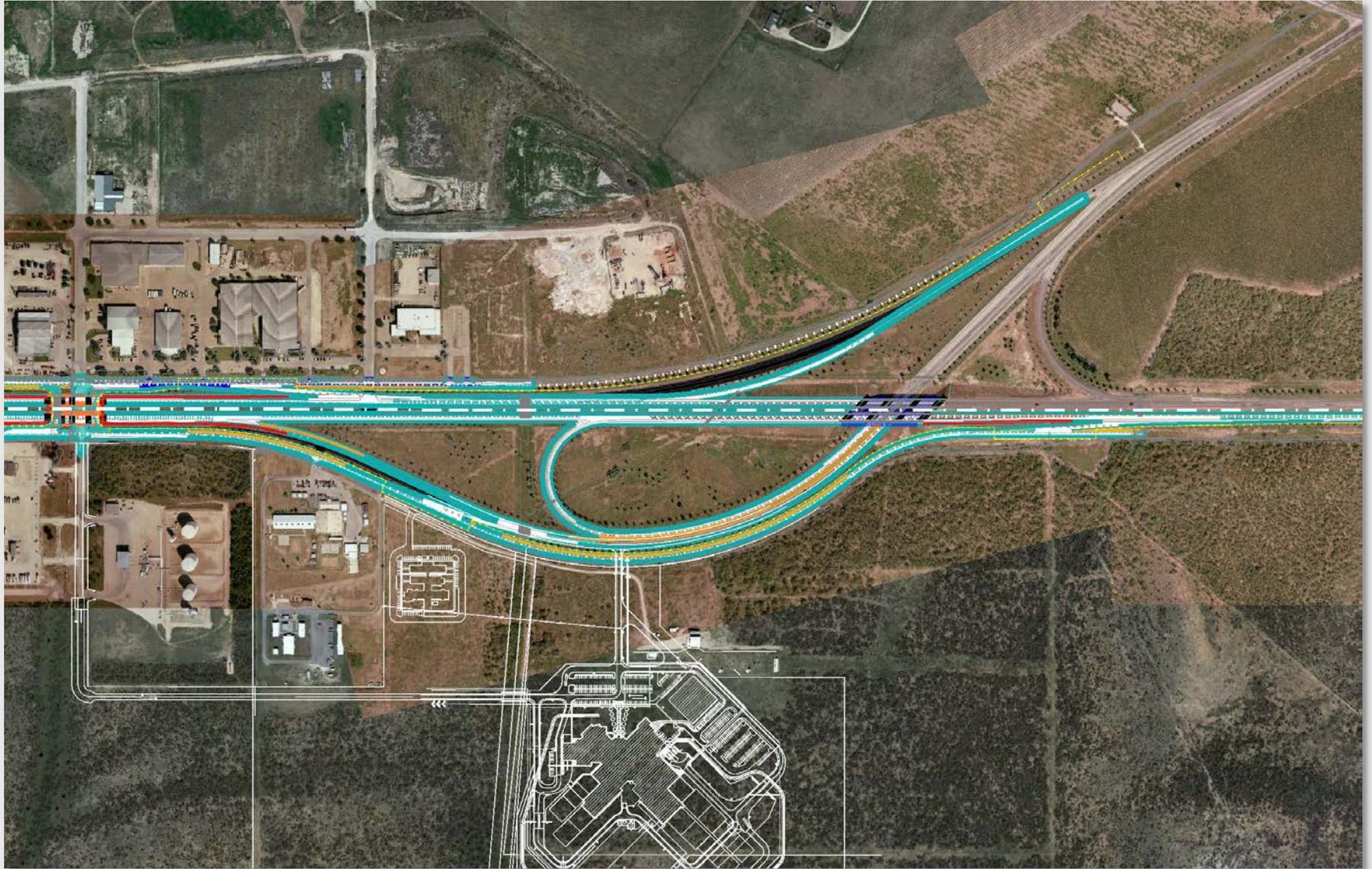
Stakeholder -- Chaparral, COSA



Stakeholder – Tom Green County re. Jail Expansion



Stakeholder – Tom Green County re. Jail Expansion



Stakeholder – Tom Green County re. Jail Expansion



- Proposed freeway configuration will provide improved & safer access to TGC jail facilities
 - Proposed new frontage road will provide ingress/egress from current and planned facilities
- Traffic leaving this location headed south into San Angelo will utilize connector road behind Delec Industries (tank battery), then utilize Tractor Trail



Funding Summary



Work Program	Authorized Amount
1802U	\$7,590,000
1312BM	\$1,150,000
1811	\$1,000,000
TOTAL	\$9,740,000

Work Program	Authorized Amount
1312BD	\$7,590,000
1802U	\$1,150,000
1801	\$2,309,790
TOTAL	\$7,972,290



Funding Summary



Total authorized funds: \$17,712,290
+ Potential Cat. 4 3C allocation: \$14,799,790
= Possible Available Funding in FY 2018: \$32,512,080

Current Construction Estimate: \$33,642,000



Next Steps



- Determine need for rail spur @ PaulAnn Blvd. interchange & funding source, if necessary
- Complete environmental documentation & achieve clearance, along with approved schematic
- Initiate plan development, target late FY 2018 contract award



Comments

Thank you for being here tonight.

Please complete a comment form, and/or visit with TxDOT staff this evening to address your questions & concerns.

Feel free to contact us to continue the conversation:

TxDOT – San Angelo District
4502 Knickerbocker Road
San Angelo, TX 76904
(325)944-1501



Project information is available at the following links:

- <http://www.txdot.gov/inside-txdot/media-center/local-news/san-angelo/006-2017.html>
- <http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/san-angelo/020917.html>



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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.

