Texas Department of Transportation

Vision /20

Corridor Study of I-20 in Abilene

Abilene District

Table of Contents

1. Introduction 3

2. Public Participation 11
   a. Strategy and Outline
   b. Elected Officials and Stakeholders
   c. Online Participation
   d. Social Media
   e. Truck Stop Participation
   f. Public Information Meetings:
      Baird — *August 23, 2016* *20*
      Clyde — *August 30, 2016* *24*
      Abilene — *September 6, 2016* *29*
      Sweetwater — *September 13, 2016* *32*
      Colorado City — *September 20, 2016* *40*
      Big Spring — *September 27, 2016* *45*

3. Analysis of I-20 Data 53
   a. How we will use this study 55
   b. District Traffic Map 56
   c. Traffic and Crash Report 70
   d. Freight Data 82

4. Interstate Preservation 91
   a. Pavement Conditions 94
   b. Watershed Data 107
   c. Environmental Data 120
   d. Bridge Sufficiency Ratings 133

5. Future Schematic 139
   a. Major Project Recommendations 141
   b. Project Identification by Control Section 147
   c. Concept Reports and Designer Checklist 160
   d. Freight Corridor and Rest Stop Recommendations 169
   e. Freight Corridor Phasing 170

Appendix A — *Public Participation Results*
Appendix B — *Geometric Data*
Appendix C — *Ramps and Structures*
Appendix D — *Bridge Reports*

Introduction

Background

Interstate 20 (I-20) is part of the Interstate Highway System authorized by the Federal Highway Act under President Eisenhower to serve national defense. More than 50 years later, I-20 is still the primary east-west interstate route in Texas and one of 11 interstate highways that networks more than 3,200 miles of controlled access highway across the state. In Texas I-20 begins at the I-10 junction in Reeves County and ends at the Texas-Louisiana border in Harrison County, spanning a length of 636 miles. I-20 intersects I-30, I-35W, and I-820 in Fort Worth, and I-45 and I-635 in Dallas where it is known as the Ronald Reagan Memorial Highway. The Abilene District operates and maintains more than 160 of the 636 miles of I-20 which is about 25 percent of the corridor. I-20 in the Abilene District begins at mile marker 163 on the west side of Howard County and extends to mile marker 324 on the east side of Callahan County. The cities of Big Spring, Colorado City, Sweetwater, Abilene, Clyde, and Baird combine with towns such as Westbrook, Loraine, Merkel, Tye, and Putnam to create communities along the interstate, each with their own character and significance and each with their own needs. I-20 allows residents of these areas to travel for provisions, to school or to work quickly. Without safe and efficient travel these communities would perish due to lack of economic development. The I-20 Safety Survey queried almost 600 citizens from across the Abilene District, and most answered that they travel I-20 almost every day. Public information meetings were held in Big Spring, Colorado City, Sweetwater, Abilene, Clyde, and Baird. During these meetings, the Abilene District noted important concerns from the public. The major issues varied but the need and importance of I-20 improvements was a common theme across all meetings.

Current and Future Traffic Volumes

Average Daily Traffic (ADT) and accident data varies widely on I-20 as one travels through the Abilene District with the highest counts for both around the city of Abilene.

The amount of truck traffic ranges from more than 50 percent in Howard County (west side of the district) to 30 percent in Callahan County (east side) and is consistently high throughout the district. Beginning on the west side of the Abilene District at the Howard County line, the volume of traffic west of Big Spring is more than 20,000 ADT (approximately 50 percent Truck Traffic) and decreases to approximately 18,000 ADT once a traveler passes the US 87 Truck Relief Route in Big Spring. The newly constructed relief route is part of the Ports-to-Plains freight corridor from Mexico to Canada and carries approximately 10,000 ADT. The northern portion of the 13-mile truck relief route is under construction (completion Spring 2020), and once complete it will greatly enhance transportation for motorists by eliminating 11 signalized intersections as thru-traffic continues around Big Spring rather than through it. The 20 year projection (future ADT) for I-20 west of Big Spring is approximately 40,000 vehicles or double the current rate. Both sides of the interstate have “turnout” parking areas (no restrooms) at mile marker 168. Continuing from west to east, I-20 traffic volumes consistently drop until they reach approximately 17,000 ADT through Mitchell

County. This portion of I-20 has approximately 35 percent trucks and a westbound rest area at mile marker 204 in the community of Westbrook. The traffic along I-20 north of Colorado City drops to 15,000 ADT on the west side and just under 17,000 ADT on the east. The truck percentage stays around 35 percent and SH 163 and SH 208 are important north-south corridors. The ADT for SH 163 south of Colorado City is more than 1,100 ADT but 30 percent of the traffic is freight. Likewise, SH 208 north of Colorado City sees ADT in excess of 2800, with over 12 percent of the traffic being that of freight. The interstate ADT stays around 17,000 into Nolan County, but counts rise sharply between Roscoe and Sweetwater due to the I-20/US 84 interchange. US 84 currently has ADT more than 10,000 (almost 30 percent trucks) and is a very important corridor leading to Lubbock and Amarillo. Abilene is currently ranked 221 in the United States in population, Amarillo is ranked 122, and Lubbock is ranked 85—so this region might seem underpopulated in some areas, but I-20 connects many relatively large cities each with regional significance. I-20 in Nolan County peaks to almost 29,000 ADT close to Avenger Field on the west side of Sweetwater and drops to approximately 25,000 ADT on the east side. Future ADT is 55,560 on the west side of Sweetwater and 44,840 on the east side, with 30 percent truck traffic throughout the corridor. I-20 volume stays a consistent 25,000 ADT (50,000 Future ADT) and 28 percent trucks from Nolan County into the west side of Taylor County around the communities of Trent and Merkel. Near the city of Tye (which provides access to Dyess Air Force Base), I-20 traffic increases to nearly 29,000 ADT then drops sharply to approximately 21,000 ADT after the US 84 interchange, while truck traffic increases to more than 30 percent. Future ADT is just over 40,000 which is consistently double the present volume of traffic throughout the district. I-20 is located on the north side of the city of Abilene where traffic increases to more than 24,000 ADT before the US 83 interchange. Traffic volumes decrease slightly until the SH 351 exit near Abilene Christian University. This is a rapidly developing part of Abilene with numerous commercial businesses located on the one-way frontage roads west of Loop 322. Traffic peaks at nearly 30,000 ADT (56,250 Future ADT) east of the I-20/Business 20 interchange and stays around this volume eastward to the City of Clyde. The truck percentage stays around 28 percent from the Business 20 interchange to FM 604. I-20 traffic volumes begin to decrease east of Clyde to 20,400 ADT east of Putnam. Traffic volumes on I-20 then stay consistent to the city of Weatherford which is more than 100 miles away.

Lifeline to the Energy Sector

I-20 is the lifeline to the Permian Basin which provides 80 percent of the oil and natural gas production in Texas and 40 percent of production in the United States. The Permian Basin extends from Lubbock to south of San Angelo and extends to the west into New Mexico and has one of the world's thickest deposits of rocks from the Permian geologic period. The Midland, Delaware, and Marfa basins are all components of the Permian Basin which is approximately 250 miles wide by 300 miles long. This huge sedimentary basin encompasses five TxDOT Districts: Abilene, Odessa, Lubbock, San Angelo, and El Paso. I-20 is the principal east-west artery for all transportation corridors into the Permian Basin energy sector including: US 87 (Abilene, San Angelo, Lubbock), SH 158 (Odessa, San Angelo), US 285 (Odessa), US 385 (Odessa, Lubbock), SH 349 (Odessa, Lubbock), and SH 137 (San Angelo). These highways connect active energy areas with energy service providers, and provide jobs and economic growth throughout the state. The Permian Basin

oil and gas production is still growing due to new technologies and development in horizontal drilling and hydraulic fracturing. These new methods have not only increased production but also increased the need for services such as well maintenance, water disposal, drilling, fracking, and other field services. Texas produces the most wind power of any US state and I-20 is vital to the industry. Wind power accounts for almost 10 percent of the electricity in Texas and this industry allows farmers to receive revenue from leasing their land to developers. Some of the largest wind farms in Texas are in the Abilene District near Sweetwater and Buffalo Gap and wind power will help the state meet its renewable energy goals regardless of the market price of electricity, which is set by natural gas prices. Wind turbines like the GE 1.5 megawatt model have blades over 100 feet in length, tower over 200 feet, and height over 300 feet, and the newer wind turbines can reach well over 400 feet. I-20 is the only corridor in West Texas that has the adequate speed design and sufficient roadway width for the transport of turbine components and the cranes needed to assemble wind farms. The Roscoe Wind Farm is one of the largest in the world with 634 turbines which provide power for more than 250,000 homes. The Buffalo Gap Wind Farm has almost 400 turbines and power is sold to Direct Energy under a 10-year purchase agreement. These developments would have not been possible without I-20 which is still paramount to the operation and maintenance of wind power in Texas. Growth in the energy sector has created other industries in West Texas such as refineries, processing plants, underground storage facilities, pump stations, and pipeline supply companies. In turn, supplemental industries such as retail and commercial businesses have developed, all of which need safe and efficient transportation. TxDOT is examining the possibility of “armoring” (improving the pavement strength) state highways in the Permian Basin, but the key to getting to those roadways is I-20 and there are few if any other options for commercial users.

Effective Emergency Route

Interstate 20 is the primary evacuation highway for the population of West Texas in case of any emergency, and is the only high-volume route to move people to safety along a 200 mile corridor. The climate in West Texas is typically arid and dry, but severe flooding can occur due to tropical cyclones and stalled weather fronts. Tropical Storm Amelia hit the Texas coast for two days in 1978, causing more than 30 deaths and $100 million or more in damage. Albany in Shackelford County was devastated by Amelia when Hubbard Creek flooded and destroyed almost 30 houses and a dozen businesses. The storm killed nine people and another dozen were never located. US 283 and a bridge on US 180 were washed away and the city’s water supply was contaminated. Several other hurricanes have caused flash flooding in Central Texas, and an outbreak of tornados is always possible during landfall. I-20 (and the rest of the interstate system) can be converted to one-way traffic by blocking entrance ramps, and large volumes of people could rapidly retreat from any significant danger. I-20 is used by the military for defense access, continuity, and emergency capabilities as part of the Strategic Highway Network (STRAHNET) which is the most direct and highest functional class roadway. I-20 is also used for basic military travel since Texas is home to 15 military installations, and STRAHNET is used to provide rapid mobilization and deployment of personnel or equipment should the need arise. Dyess Air Force Base is located less than 10 miles from I-20 and is home to 13,000 personnel. It is the host unit to the Global Strike Command Eighth

Air Force, one of only two B-1B Lancer strategic bomber wings in the U.S. Air Force and the C-130 which played a vital role in Operation Enduring Freedom and provides airlift support around the world. I-20 combined with other modes of transportation plays a significant role in transporting equipment for the U.S. Armed Forces to various locations around the world.

Need and Purpose of the Safety Study

The I-20 Safety Study is due in part to the demand for safe and efficient transportation in the Abilene District and the population surge in Texas which has created the need for jobs in all industries not just the energy sector. The increase in residents is not expected to stop anytime soon, and Texas population is projected to be approximately 45 million by 2040. This study began in January 2016 and was finished in early November 2016, and will likely be updated every two years. The study is both an examination of the existing interstate as well as a look into the best possible use of funding for highway projects and various other improvements. There are limitations such as environmental concerns, utility adjustments, right-of-way acquisition, and overall construction cost, but the Abilene District is planning today to have projects ready to let to construction as funding arrives over the next 10 years. The I-20 Safety Committee has the responsibility of working within these constraints to identify and select projects that can be created efficiently. This study has two primary points of emphasis:

1. This is a Data-Driven Report

The report has researched data from national reports on freight and the Abilene District has created I-20 freight data from observations in the field. The most current traffic data, future traffic projections, accident data, and truck percentages were taken from TxDOT resources and the Abilene District combined this information to create many of the reports present in Chapter 3 and Chapter 4. Current I-20 geometric conditions were obtained by the Abilene District using the latest techniques in surveying and data collection, and I-20 freight data was created by visiting each control section and noting truck percentage, truck type and truck speed. The data researched and data generated by the Abilene District were combined to validate each other and provide the designer more useful information to make decisions on future I-20 projects.

2. Extensive Public Participation

The Abilene District has used many methods for public participation including traditional public information meetings, creating an I-20 Safety webpage on the TxDOT website, social media, traditional, local media, phone calls to local government and community stakeholders, and truck stop surveys. We gathered I-20 safety survey responses from nearly 600 citizens though various methods and grouped the comments by community in order to design projects that provide safety enhancements and have community support. Of particular interest to the public was the possible conversion of two-way frontage roads to one-way roads, and the results can be seen in Chapter 2 and in detail in Appendix A. It should be noted that the community that was most favorable to one-way frontage roads was Abilene, which already has converted most of its I-20 frontage roads to one-way.

Next Steps

Please note that this report is not the end of the Abilene District studying I-20 for safety enhancements, but the beginning. A detailed examination of each project will be necessary. However, this is a beginning point and due to the state's rapid growth in population time is critical. Any information we can provide project managers and designers will allow a more efficient use of time and resources as the final product is developed. As always, an informed public is our best ally. Additional input can be given to any of the I-20 safety study committee members listed on the next page and the Goals, Objectives, and Mission Statement listed later in this chapter will almost immediately be incorporated into projects in the Abilene District.

I-20 Safety Study Committee Members

1. Stan Swiatek, District Engineer
2. Michael Haithcock, Director of TP&D
3. Glenn Allbritton, Director of Construction
4. Dan Richardson, Director of Operations
5. Juan Marfil, Traffic Operations
6. Wayne Ekdahl, Area Engineer
7. Matt Evans, Area Engineer
8. Cliff Hallford, Project Controller
9. Brandon Vinson, Transportation Engineer
10. Billy Dezern, Transportation Specialist
11. Martin Sotelo, Project Manager
12. MaryBelle Turner, Public Information Officer
13. Bobby Burke, Environmental Specialist
14. Owen Crawford, Summer Intern

Goals, Objectives, and Mission Statement

GOALS for I-20 are to make this corridor the safest and most efficient high speed Rural Interstate in Texas for the movement of freight, convenience of commercial vehicles, and wellbeing of the traveling public. We recognize the importance of thinking long-term in making design decisions today for moving freight over the next 50 years, and know that minor improvements to the existing Interstate system can result in major improvements in transportation operations throughout the region.

OBJECTIVES

Specific

1. *System Safety*
2. *Mobility*
3. *Upgrade to Current Design Standards*
4. *Reduce Maintenance*

Measurable

1. *Reduce Fatalities*
2. *Reduce Incidents*
3. *Improve Freight Mobility*
4. *Improve Level of Service*

Attainable

1. *Project Funding*
2. *Abilene District Budget*
3. *Human Resources*

Relevant

1. *Best use of resources*
2. *Immediate Impact*
3. *Logical and Meaningful Results*

Time-bound

1. *Quick Response*
2. *Medium Range*
3. *Long Term*

MISSION STATEMENT

WE ARE PROVIDING THE VISION
FOR A SAFE, EFFICIENT, AND RELIABLE INTERSTATE 20

VISION 20/20

CHAPTER TWO

Public Participation

Strategy

The Abilene District formulated a unique I-20 public involvement initiative structured to improve the efficiency and safety of the interstate through the district. TxDOT engineers incorporated Federal Highway Administration (FHWA) and National Environmental Policy Act (NEPA) guidelines and fashioned an ordered public participation process intended to examine options and solutions. This initiative integrates complex technical survey data from the present I-20 system with fundamental democratic concepts designed to foster public involvement including local government participation, public information forums, social media, and a safety study website.

The Abilene District diligently pursued diverse representative samplings of the population from the route to glean the most comprehensive picture of the formidable issues for the corridor to accurately assess the cost vs benefit analysis of possible solutions. These population samplings include business owners and community members who reside along the route, local and state officials, and travellers who are merely passing through the area. Interested parties will be given ample opportunity to voice their opinions, even if adversarial, and to have their viewpoint recorded in regard to project development and prioritization. This public participation is an ongoing-process from the initial stage of data collection culminating in individual project design and beyond because the initiative is dynamic. The process will be revisited as data is accumulated and evaluated and input sought in regard to ways to address significant issues like accidents, capacity, fatalities, level of service and maintenance.

The thrust of this study and process is to assist in identifying and designating locations along I-20 that are most in need of revision and to seek public opinion on the most judicious use of agency resources to make I-20 the safest thoroughfare possible for all that travel on it.

Outline

1. Goals
    a. Be transparent for all to review and offer input on projects and proposals.
    b. Provide information by publishing important data and other statistics.
    c. Include a complete cross-section of businesses, citizens, and local govt.
    d. Build consensus and provide data for projects and create ongoing dialog.
2. Target Audiences
    a. Incidental travelers and directly affected property owners.
    b. Indirectly affected individuals who have shown interest in the corridor.
    c. Sometimes overlooked demographics, such as the elderly, handicapped, minorities, and low-income families.
    d. Individuals who through their attendance and participation in public forums are invested as community stakeholders.

3. **General Strategies**
   a. Create many different activities that target specific project decisions.
   b. Solicit public participation to gauge acceptance by the community.
4. **Complete the Process:**
   a. Review past public participation on projects to determine which techniques served to be most efficient and cost effective.
   b. Review reference guides and case studies to maintain adherence to state, federal, and legal requirements.
5. **Confirmation that our initiative increased public involvement and enhanced decision making:**
   a. Did participation provide a good representative sampling of the audience?
   b. Is TxDOT disseminating useful information to the public to facilitate meaningful exchange of ideas?

Elected Officials and Stakeholders

Direct correspondence was sent to elected officials:

	District	Counties
U.S. Sen. John Cornyn Wells Fargo Center 1500 Broadway, Suite 1230 Lubbock, TX 79401 Phone: (806) 472-7533		
U.S. Sen. Ted Cruz 300 E. 8th St., Suite 961 Austin, TX 78701 Phone: (512) 916-5834		
U.S. Rep. Michael Conaway (R-Midland) 33 Twohig, Suite 307 San Angelo, TX 76903 Phone: (325) 659-4010	11	Mitchell, Callahan
U.S. Rep. Randy Neugebauer (R-Lubbock) 500 Chestnut St. Suite #819, Abilene, TX 79602 Phone: (325) 675-9779 1510 Scurry St. Suite B, Big Spring, TX 79720 Phone: (432) 264-0722	19	Kent, Stonewall, Haskell, Borden, Scurry, Fisher, Jones, Shackelford, Howard, Nolan, Taylor
Texas Senator Troy Troy Fraser (R-Marble Falls) 500 Chestnut, Suite 810 Abilene, Texas 79602 Phone (325) 676-7404	24	Callahan, Taylor
Texas Senator Charles Perry (R-Lubbock) 11003 Quaker Ave., Suite 101 Lubbock, Texas 79424 (806) 783-9934 Wells Fargo Tower 36 West Beauregard Avenue San Angelo, Texas 76903 (325) 481-0028 Capitol office: (512) 463-0128	28	Taylor, Nolan, Mitchell, Borden, Scurry, Fisher, Jones, Shackelford, Kent, Stonewall, Haskell

Texas Senator Kel Seliger (R-Amarillo) 401 Austin, Suite 101 Big Spring, TX 79720 (432) 268-9909; (432) 268-9899 fax Capitol office: (512) 463-0131	31	Howard
Texas Rep. Jim Keffer (R-Eastland) 1110 E. HWY 377, #105 Granbury, TX 76048 (800) 586-4515 Capitol office: (512) 463-0656	60	Shackelford, Callahan
Texas Rep. Drew Springer (R-Muenster) P.O. Box 6 Muenster, TX 76252 940-736-9493 Capitol office: (512) 463-0526	68	Haskell, Stonewall, Kent, Fisher
Texas Rep. Susan King (R-Abilene) P. O. Box 2376 Abilene, TX 79604 (325) 670-0384 Capitol office: (512) 463-0718	71	Nolan, Taylor, Jones
Texas Rep. Drew Darby (R-San Angelo) 36 W. Beauregard Suite 517, San Angelo, TX 76903 (325) 658-7313 (Capitol office: (512) 463-0331	72	Howard
Texas Rep. Dustin Burrows (R-Lubbock) 5010 University Lubbock, TX 79413 (806) 783-9934 Capitol office: (512) 463-0542	83	Borden, Scurry, Mitchell
County Judge Roger Corn 100 W. 4th St., #200, Baird, TX 79504 (325) 854-5805 roger.corn@callahancounty.org	NA	Callahan
County Judge Judge Kathryn Wiseman 300 Main Street, Room 207 Big Spring, TX 79720 Phone: 432-264-2202 Kathryn.wiseman@howardcounty.com	NA	Howard
County Judge Ross Montgomery 223 S. Main Street Albany, Texas (325)762-2232	NA	Mitchell
County Judge Whitley May 100 E. 3rd Street, Suite 105 Sweetwater, Texas Phone: (325) 235-2263	NA	Nolan
County Judge Ray Mayo 349 Oak Street, Colorado City, TX 79512 (325) 728-8439 r.mayo@co.mitchell.tx.us		Shackelford

Mayor Jeff Barton 328 Market Street, Baird, TX 79504 (325) 854-1212 lori.cityofbaird@windstream.net		Baird (Callahan County seat)
County Judge Downing Bolls 300 Oak Street, Suite 200 Abilene, TX 79602 (325) 674-1235 bollsd@taylorcountytexas.org		Taylor
Mayor Larry McClellan 310 Nolan Street, Big Spring, TX 79720 (432) 263-8310 lgm3@suddenlink.net tdarden@mybigspring.com		Big Spring (Howard County seat)
Mayor Jim Baum P.O. Box 912, Colorado City, TX 79512-0912 (325) 728-3464 mayor@cityofcoloradocity.org		Colorado City (Mitchell County seat)
Mayor Jim McKenzie 200 E. 4th Street Sweetwater, TX 79556 (325) 236-6313 kferguson@cityofsweetwatertx.com		Sweetwater (Nolan County seat)
Mayor Norm Archibald 555 Walnut, P.O. Box 60 Abilene, TX 79604 (325) 676-6202 norm.archibald@abilenetx.com		Abilene (Taylor County seat)

Direct Correspondence was sent to these Major Stakeholders:

Big Spring

Alon Refinery	200 Refinery Road
Big Spring State Hospital	1901 North U.S. Highway 87
Big Spring Rail	2705 Bethel Drive
McMahon-Wrinkle Airport	3200 Rickabaugh Drive

Colorado City

Heart of West Texas Museum	340 East Third Street
American Inn	2310 Hickory Street
Wood's Boots	891 Business I-20
Super 8 Colorado City	2205 Chestnut Street

Sweetwater

Rolling Plains Memorial Hospital	200 East Arizona Avenue
Crest Pumping Technologies	9920 North I-20
Georgia Pacific Manufacturing	310 FM 1856
Sweetwater Steel	10416 I-20 Frontage Road
T&R Oilfield	2701 East Broadway Avenue
United States Gypsum	1 Usg Road
Wal-Mart	407 North Georgia Avenue

Abilene

Dyess Air Force Base	1517 Arnold Boulevard
Hendrick Health System	1900 Pine Street
Abilene ISD	241 Pine Street
Abilene Christian University	1600 Campus Court
Abilene Regional Medical Center	6250 US 83
City of Abilene	555 Walnut Street
Wal-Mart	1650 State 351 Highway
Lowes	1634 Musgrave Blvd.

Clyde

Herod Jon & Financial Services	523 South Access Road
H&R Block	311 South Access Road
Pizza House	725 South Access Road
Subway	805 South Access Road

Baird

Robertson's Hams	501 Interstate 20 East
Shady Oaks Recreation Association	3542 County Road 268
Wes-T-Go	1033 Cherry Street
Love's Travel Stop	1333 US Hwy 283
Hanner RV Supercenter	1540 I-20 Frontage Road

Citizens who were identified as stakeholders along the I-20 corridor received an invitation to their community's public meeting by mail. Those who were unable to attend the meeting could take the I-20 Safety Survey by scanning a QR code in the lower right corner of the letter to be directed to the survey, which was optimized for mobile devices for ease of citizen's personal use, time savings, and convenience.

Texas Department of Transportation

125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8700 | WWW.TXDOT.GOV

August 1, 2016

Concerned Citizen
123 I-20 Frontage Road
Baird, TX 79504

Dear Stakeholder,

TxDOT is seeking your input, along with that of our traffic and engineering experts, to identify roadway improvement opportunities for Interstate 20. As TxDOT continues to explore all possibilities, the agency is reaching out to the community and other interested citizens to get input and comments. I invite you to attend the Baird public meeting to gather input from carefully identified individuals in your community like yourself. I and my colleagues will be available to discuss issues and gather feedback from stakeholders like you in the community. All input will be considered as the agency moves forward in developing a plan that will enhance the safety of this corridor while preparing for future growth.

Tuesday, August 23, 2016
4 – 8 p.m.
Baird T&P Railroad Depot Museum
100 Market St
Baird, TX 79504

Interstate 20 was designated in 1959 as part of the Interstate Highway System. Within the Abilene District, I-20 connects the cities of Big Spring, Sweetwater and Abilene, as well as several smaller towns. The corridor also connects the Abilene District to other major highways such as US 84, which allows for connectivity to other state and national destinations. This connection eases access to travel between each city and town for safer, more efficient traveling.

A fact sheet and other meeting information can be found at **www.txdot.gov**, keyword search "**I-20**". Please share this information and invite anyone you feel would be interested in attending. If you are unable to attend the meeting but would like to complete a survey, please scan the QR code at the bottom of this letter to be directed to the survey website.

TxDOT is very interested in community input and as an invited stakeholder you have been identified as a key member of that community. Thank you for your input and cooperation as TxDOT works to maintain the safety the traveling public, now and in the future.

Sincerely,

Michael A. Haithcock, P.E.
Director of TP&D
Abilene District
Texas Department of Transportation

TxDOT I-20 Survey

OUR GOALS
MAINTAIN A SAFE SYSTEM • ADDRESS CONGESTION • CONNECT TEXAS COMMUNITIES • BEST IN CLASS STATE AGENCY
An Equal Opportunity Employer

Online Participation

TxDOT recognizes the convenience (and in some cases, preference) of permitting citizens to provide input via the Internet. The I-20 Safety Study webpage was added to the TxDOT website August 1, 2016. This provided citizens an opportunity to give valuable input from their personal computer in the comfort of their home, or workplaces by clicking the "Take Survey" button on the right. If desired, visitors to the page are able to learn about the I-20 corridor and why this study is necessary before participating. The I-20 Safety Survey was quick and easy to complete, and it had the same questions and ability to make comments regardless what format people decided to take it. Whether one filled it out online or at one of the six public information meetings, the comments were grouped by community and analyzed.

Inside TxDOT

Careers | Get Involved | Media Center | Projects | Forms & Publications | Administration | Districts | Divisions

Projects

- Project Tracker
- 00 Congested Roadways
- Prop 12
- Planned Projects (Rider 14J)
- Status Reports (Rider 19)
- Stimulus Funding
- Projects & Studies
- Project Websites
- Transportation Expenditure Reporting System

Page Options

I-20 Corridor Study

Home > Inside TxDOT > Projects > Projects & Studies > Abilene District

Take Survey

This study is an examination of I-20 as it is now by the TxDOT Abilene District. The I-20 Corridor Study Committee will work with transportation stakeholders to identify and select projects that can help to enhance the safe and efficient movement of people and goods through the Abilene District.

Purpose and Need

Interstate 20 was designated in 1959 as part of the Interstate Highway System. Within the Abilene District, I-20 connects the cities of Big Spring, Sweetwater and Abilene, as well as several smaller towns. The corridor also connects the Abilene District to other major highways such as US 84, which allows for conectivity to other state and national destinations. This connection eases access to travel between each city and town for safer, more efficient traveling.

Interstate 20 provides direct access to the energy sector just west of the Abilene District, and was designed to be re-designated as an evacuation route in an emergency. It is a freight thoroughfare that enables the circulation of goods and services at local, state and national levels.

Further, I-20 is used by the military for basic travel and connections to other roads that are part of the Strategic Highway Network (STRAHNET), which connects military installations to each other and to strategically important places.

The I-20 Safety Committee is responsible for working with these purposes and needs in mind to identify and select projects that can be created safely and efficiently. This committee prioritizes safety and seeks to enhance the safety of the I-20 corridor in all future projects.

Project limitations associated with this, and any other project, include preliminary engineering cost, right-of-way cost, construction cost, environmental permits, utility adjustments and geotechnical conditions.

Public Involvement

TxDOT is seeking input to identify roadway improvement opportunities for I-20. As TxDOT continues to explore all possibilities, the agency is reaching out to communities and interested citizens to get input and comments. Experts will be available to discuss issues and gather feedback from stakeholders in the community. All input will be considered as the agency moves forward in developing a plan that will enhance the safety of this corridor while preparing for future growth. The first meeting will be Aug. 23, 2016, in Baird.

Downloads

- Study Brochure

Contact Us

TxDOT Abilene District
Director of Transportation Planning and Development
4250 N. Clack St.
Abilene, TX 79601
(325) 676-6810
Email

1. Which category best describes your interest?
a. Business owner along the corridor
b. Public/school official
c. Resident along the corridor
d. Employed at a business along the corridor
e. Concerned citizen
f. Trucking industry
g. Travel industry

2. For what reasons do you use the I-20 corridor?
a. Commute to work
b. Commute to school
c. Recreation
d. Travel
e. Shopping/errands
f. Freight movement
g. Other, please specify below

3. How often do you travel along I-20?
a. Randomly
b. 1-2 weekdays per week
c. Every weekday
d. Weekends only
e. Daily

4. What are your concerns about I-20?
a. Congestion
b. Traffic
c. Access to businesses
d. Interstate safety
e. Entrance/exit ramp configuration
f. Other, please specify below

5. What type of improvements do you believe would best meet the goals of the I-20 corridor?
a. Ramp locations
b. Lane additions
c. Frontage road conversions (two-way to one-way)
d. Access control
e. Pavement improvements
f. Ramp configuration
g. Other, please specify below

6. What areas of I-20 are most troublesome to you? Why?

7. How did you hear about this meeting?

8. Additional Comments

9. In what zip code is your home located?

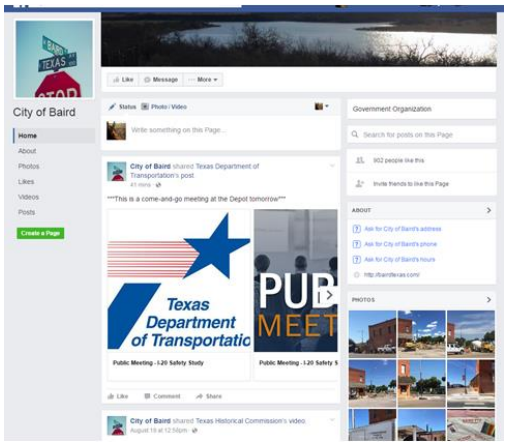
I-20 Safety Survey

Goal: To make this corridor the safest and most efficient high-speed rural interstate in Texas for the movement of freight, convenience of commercial vehicles, and the wellbeing of the traveling public.

Texas Department of Transportation

Social Media

Social Media was launched through the district's Twitter account and the agency's Facebook account to publicize the need and purpose for the study, announce the six public information meetings, and provide the online survey.



Truck Stop Participation

Interstate 20 is a major freight thoroughfare with a significant volume of 18-wheeler traffic. In an effort to best reach this audience and gather input, surveys were distributed at 19 truck stops and rest stops along the corridor. Surveys were placed in prominent locations at each stop, and participants had the option to complete the survey card and place it in a box to be retrieved by TxDOT, or to scan the QR code with a smart phone and complete the survey online. The project studies web address was printed on the survey card to allow participants to complete the survey on a computer if that was their preferred method of participation.

Public Information Meetings

The I-20 Study was presented as traditional public meetings or "Open House" meetings at six locations along Interstate 20 on consecutive Tuesday nights from 4- 8 pm. TxDOT representatives presented options for safety enhancements, access control, and alternatives to the current frontage road design for the public to discuss with Abilene District engineers and subject matter experts. Exhibits of current conditions and possible modifications were on display for local citizens and the general public to review and make comments in a relaxed setting that encouraged dialogue and communication. It was made clear to meeting participants that no suggestions were off limits and the purpose of these meetings were to glean public input about the future of the I-20 corridor. The complete set of public surveys is available in "Appendix A" of this study. The following is a summary of the six public meetings and the comments we received at these meetings.

PRESS RELEASE

ABILENE DISTRICT
Mary Belle Turner
MaryBelle.Turner@txdot.gov
(325) 676-6817

TxDOT PUBLIC MEETINGS SCHEDULED TO BEGIN AUG. 23

Agency seeks input, comments about Interstate 20

AUGUST 18, 2016

ABILENE – TxDOT is gearing up to host a series of public meetings throughout the Abilene district to gather feedback and ideas about Interstate 20. The agency is seeking input to identify roadway improvement opportunities for the interstate by reaching out to communities and interested citizens for input and comments. These meetings are part of a district-wide safety study to explore possible safety enhancements to the I-20 corridor in the Abilene district.

Experts will be available at each meeting to discuss issues and ideas with stakeholders in the community, and all input will be considered as the agency moves forward in developing a plan that will enhance the safety of this corridor while preparing for future growth. Meetings will be presented in a come-and-go open house format, and there will be no formal presentation.

The public meetings will be held in the following communities:

Baird
Tuesday, Aug. 23, 4 – 8 p.m.
Baird Depot
100 Market St.

Clyde
Tuesday, Aug. 30, 4 – 8 p.m.
Clyde Auxiliary Building
2515 S. Access Road W.

Abilene
Tuesday, Sept. 6, 4 – 8 p.m.
TxDOT Training Center
4210 Clack St.

Sweetwater
Tuesday, Sept. 13, 4 – 8 p.m.
TSTC Seminar Room
300 Homer K. Taylor Drive

Colorado City & Loraine
Tuesday, Sept. 20, 4 – 8 p.m.
St. Ann's Church
2005 Walnut St.
Colorado City

Big Spring
Tuesday, Sept. 27, 4 – 8 p.m.
Dora Roberts Community Center
100 Whipkey Drive

Interested individuals are encouraged to attend and exchange ideas about the future of I-20. Attendees will have the opportunity to complete a survey either at the meeting or on TxDOT's website by searching for keyword "Abilene I-20," where they may also sign up for updates and review additional information.

MEDIA: For more information, contact TxDOT Abilene public information officer, Mary Belle Turner, at (325) 676-6817 or MaryBelle.Turner@txdot.gov.

###

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. TxDOT and its 12,000 employees are committed to working with others to provide safe and reliable transportation solutions for Texas by maintaining a safe system, addressing congestion, connecting Texas communities, and being a Best in Class state agency. Find out more at txdot.gov, "Like" us on Facebook and follow us on Twitter@TxDOTAbilene.

Maintain a Safe System • Address Congestion • Best-in-Class State Agency • Connect Texas Communities

An Equal Opportunity Employer

www.txdot.gov | TxDOT on Facebook | TxDOT on Twitter

Baird Public Meeting
Tuesday, August 23, 2016
4pm-8 pm

The Public Information Meeting in the City of Baird was solicited through invitation to local government, calls to businesses, and promotion through social media and traditional media. Eighteen participants came to the meeting and their primary concern was adding ramps, driveways, and frontage roads in Baird in order to bring economic development to the community. The Love's Truck Stop at US 283 was considered to be a "game changer" for businesses in the area, and similar developments are encouraged by the people that attended the meeting.

Which category best describes your interest?

Business owner along the corridor	28.57% 4
Public/school official	7.14% 1
Resident along the corridor	42.86% 6
Employed at a business along the corridor	7.14% 1
Concerned citizen	35.71% 5
Trucking industry	0.00% 0
Travel industry	0.00% 0
Total Respondents:14	

For what reasons do you use the I-20 corridor?

Commute to work	64.29% 9
Commute to school	7.14% 1

Recreation	35.71% 5
Travel	71.43% 10
Shopping/errands	57.14% 8
Freight movement	7.14% 1
Other	0.00% 0
Total Respondents: 14	

What are your concerns about I-20?

Congestion	8.33% 1
Traffic	16.67% 2
Access to businesses	58.33% 7
Interstate safety	41.67% 5
Entrance/exit ramp configuration	50.00% 6
Other	33.33% 4
Total Respondents: 12	

- Tires on the side of the road and in driving lanes; debris. Drainage on access roads.
- Exit 307 ramp too close to my business, AM Donuts.
- We would like the ramps moved back to allow room for more business development.
- West bound exit ramp at Baird to access HWY 283 needs relocation West bound entrance ramp at Shady Oaks Country Club location is difficult to see oncoming traffic East bound exit ramp at Clyde to access FM 604 has drop off concerns
- The road is deteriorating in many locations in Callahan County. In my daily travels I

know where the pot holes are and I avoid them. They have been patched but with all the traffic they are getting bad. The majority of Callahan county needs resurfaced.

- Excessive Speed. My wife and I travel I-20 from Clyde to Abilene, to and from work, daily, and often travel to Ft. Worth or Lubbock on the weekends. Although the posted speed limit is 75 mph, we are regularly passed by drivers doing well over 85, and tailgated for driving less than that which we won't do. Speed limit enforcement is badly needed. Accidents that occur are almost always fatal due to lack of reaction time that excessive speed causes. I don't care what a speed study might say.....a higher speed limit than 75 mph would be insane. Anyone with any common sense can see that most drivers will exceed the posted speed limit by 10-15 mph unless it is regularly enforced. If the speed limit on I-20 is ever raised, my wife and I will no longer travel

What type of improvements do you believe would best meet the goals of the I-20 corridor? (Goal: to make this corridor the safest and most efficient high-speed rural interstate in Texas for the movement of freight, convenience of commercial vehicles, and the wellbeing of the traveling public.)

Ramp locations	64.29% 9
Lane additions	21.43% 3
Frontage road conversions (two-way to one-way)	14.29% 2
Access control	7.14% 1
Pavement improvements	42.86% 6
Ramp configuration	50.00% 7
Other	28.57% 4
Total Respondents: 14	

- Ramps need to be longer for exiting and entering the interstate.
- Drivers fail to yield on South access road at Exit 307, when East Bound
- Improvement of ROW along access road in front of Callahan County Water Supply. Steep shoulder drop off.

- Consider moving ramp 307 back from AM Donuts to allow for better access.
- We have several sections of Access road that need pavement improvement. Also, there is poor drainage at all low water crossings. It takes weeks to dry.
- Lowering of the 75 mph speed limit in sections of this I-20 corridor.

What areas of I-20 are most troublesome to you? Why?

- Entrance ramps. All ramps, especially Cherry Lane entrance ramp.
- Exit ramp 307 configuration. Too short. Needs to be moved west about 1/2 mile.
- Congestion and safety at Intersection of I-20 North Access Road and Highway 283.
- South access road between Baird and Clyde is often covered by water!

The Baird Public Display after the meeting

The Top Concerns we heard from the Baird Public

1. No one-way frontage roads in Baird because, the two-way system is working well.
2. The US 283 Interchange needs to be improved at Love's Truck Stop due to deterioration and drainage concerns.
3. I-20 ramps need to be located in areas that will spur economic growth; consider moving Ramp 307 west to allow better access to local businesses. Ramp 307 is also too short and needs to be lengthened.

Clyde Public Meeting
Tuesday, August 30, 2016
4pm-8 pm

The Public Information Meeting in the City of Clyde was solicited through invitation to local government, calls to businesses, and promotion through social media and traditional media. The number of participants at the meeting was similar to the meeting in Baird, but their concerns were very different. For example, an overwhelming majority of the community was concerned about the possibility of converting the community's frontage roads from two-way to one-way. This led to approximately 200 additional survey responses after the public meeting, most of which included comments in support of leaving the frontage roads two-way. Citizens also voiced concerns over drainage and ramp configurations. Survey comments below represent surveys completed by attendees of the public meeting. The additional 200 responses are located in Appendix A.

Which category best describes your interest?

Business owner along the corridor	17.39% 4
Public/school official	21.74% 5
Resident along the corridor	21.74% 5
Employed at a business along the corridor	0.00% 0
Concerned citizen	69.57% 16
Trucking industry	4.35% 1
Travel industry	0.00% 0
Total Respondents: 23	

For what reasons do you use the I-20 corridor?

Commute to work	60.87% 14
Commute to school	21.74%

	5
Recreation	52.17% 12
Travel	69.57% 16
Shopping/errands	78.26% 18
Freight movement	13.04% 3
Other	13.04% 3

Total Respondents: 23

- Medical appointments
- I am a bicyclist who was seriously injured because of lack of maintenance.
- I have about 20 acres between my three properties on I-20.
- Police related activities.
- Tow truck operator

How often do you travel along I-20?

Randomly	8.70% 2
1-2 weekdays per week	17.39% 4
Every weekday	21.74% 5
Weekends only	0.00% 0
Daily	60.87% 14

Total Respondents: 23

What are your concerns about I-20?

Congestion	4.35% 1
Traffic	21.74% 5
Access to businesses	52.17% 12
Interstate safety	30.43% 7
Entrance/exit ramp configuration	43.48% 10
Other	21.74% 5
Total Respondents: 23	

Bottom of Form

- DON'T MESS WITH ENTRANCE/EXIT RAMPS. TWO WAY frontage roads are NECESSARY for smaller towns. We do not need our senior citizens forced to drive a 4- 6 mile loop to go to banks or grocery stores or gas.
- Right now it is 2 miles to Resource Care from my home. If you make the access roads one way it becomes a 10 mile circle. Ridiculous to say the least.
- Access Roads Safety and water on the roads
- Drainage
- Low lying areas that have water on them on the frontage roads
- Texting, on the cell phones, going way to fast

What type of improvements do you believe would best meet the goals of the I-20 corridor? (Goal: to make this corridor the safest and most efficient high-speed rural interstate in Texas for the movement of freight, convenience of commercial vehicles, and the wellbeing of the public.)

Ramp locations	40.91% 9
Lane additions	13.64% 3

Frontage road conversions (two-way to one-way)	13.64% 3
Access control	18.18% 4
Pavement improvements	63.64% 14
Ramp configuration	36.36% 8
Other	22.73% 5

Total Respondents: 22

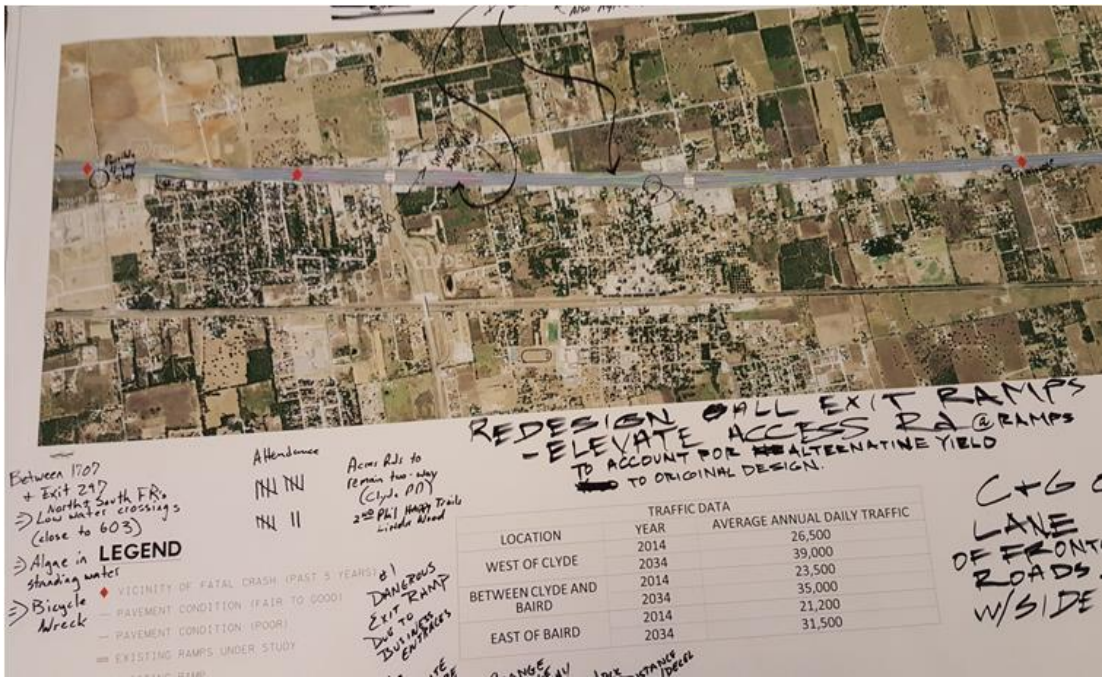
- Please leave the frontage roads two-way! One way access roads around the Clyde Texas area would not be a good idea since it would hurt most of the business in the area along the frontage roads as well as decrease the property values along the freeway.
- Striping of existing I-20 asphalt for acceleration in entrance ramps and deceleration in exit ramps. At 75 MPH and exiting with no lane to slow is a little of a challenge. Maintenance of road surfaces on exit ramps. Numerous accidents on 301 east-bound exit because of slick and rolled-up asphalt especially when wet.
- Leave the traffic pattern in Callahan County alone. Why mess with success??
- Lack of maintenance on the frontage roads. Culvert placements where water runs regularly or treatment to prevent algae growth to prevent vehicular slippage.
- Bar ditches and access to our businesses being paved for entrance and drainage. DO NOT DO 2 WAY

What areas of I-20 are most troublesome to you? Why?

- The Cherry Street exit and its proximity to the grocery store, bank, and pharmacy.
- That some counties lower the speed limit.
- Traveling on the access road, approaching an exit from I-20, and having to strain uncomfortably to look back awkwardly over my shoulder and around car parts to see if anyone is exiting into my lane. So dangerous!
- The area around Abilene like the exits to east highway 80 in Abilene and exit to loop 322 is slick when it gets wet. The one way access roads in Abilene make it harder to get to business along the interstate. Most of the time you have to drive 3 to 5 miles out of the way to get to places that used to take only two blocks or half a mile.
- There are several pot holes in the highway. If you have anything to do with the speed, I think 18 wheelers should go the 65 mph speed.
- Poor condition of roadway surfaces, numerous "patched" holes in westbound between FM604 and Brushy Creek, dodging holes is required for safe travel. Roadway lighting promptly repaired. 40-50% has been in op for at least 2 months. Another area of concern is Highway 36 transition to I-20. The dangerous curve when exiting to enter 322 loop to access I-20.

- The mess you made with the entrances and exits around Abilene.
- The one-way frontage roads in small towns are not proficient.
- Low places where water runs, particularly where the water is shallow and heat allows for the water to be a culture for the growth of algae.
- The Elmdale exit ramp in Abilene, heading towards Clyde, doesn't give enough time for the driver to truly tell whether a car is getting off.
- Service roads aren't kept up and low laying areas have water in them too long
- North frontage roads between exit 301 and 297 water typically stands and develops algae in those places
- Two way frontage yielding at ramps dangerous.
- I-20 (S. Access Rd.) and Hays Rd., four-way stop zone to reduce traffic crashes
- No space to safely work wrecks or broken down cars

The Clyde Public Display after the meeting



The Top Concerns we heard from the Clyde Public

1. No support for one-way frontage roads in Clyde during the meeting. The citizens were very outspoken that the two-way system in place worked well and virtually no one wanted to consider a one way system. More than 200 citizens voiced this opinion.
2. I-20 ramps through Clyde need to be redesigned and relocated from FM 604 to County Road 119 / Union Hill Road. Elimination of ramps at County Road 113/Cherry Lane needs to be considered.
3. The drainage problems on the Frontage Roads need to be addressed along with the maintenance of exit ramps. There have been accidents on 301 east-bound exit because of slick and rolled-up asphalt especially when wet, due to drainage problems in low lying areas.

Abilene Public Meeting
Tuesday, September 6, 2016
4pm-8 pm

The Abilene public meeting was publicized in the same manner as the previous public meetings in Baird and Clyde and was held at the TxDOT training center on the Abilene District Headquarters campus. Media participation was greater at this meeting, likely due Abilene's size compared to the previous communities and the fact that the media outlets didn't have to travel to cover the meeting. Community organizations such as the Abilene Chamber of Commerce and the City of Abilene, as well as local media outlets helped publicize the meeting via social media posts and news stories. Twenty four people attended this meeting to share their feedback about the I-20 corridor. A wall-size print out of the section of interstate that runs through Abilene was available for review and comment. Survey comments below represent surveys completed on the day of the public meeting.

Which category best describes your interest?

Business owner along the corridor	6.67% 1
Public/school official	6.67% 1
Resident along the corridor	13.33% 2
Employed at a business along the corridor	13.33% 2
Concerned citizen	66.67% 10
Trucking industry	0.00% 0
Travel industry	0.00% 0
Total Respondents: 15	

For what reasons do you use the I-20 corridor?

Commute to work	42.86% 6
Commute to school	0.00% 0
Recreation	28.57% 4
Travel	50.00% 7
Shopping/errands	71.43% 10
Freight movement	0.00% 0
Other	0.00% 0
Total Respondents: 14	

- I represent the Chamber of Commerce and the businesses along I-20/351
- My husband and I travel HWY 20 daily. It's terrible to see the consistent and tragic accidents that happen daily.

How often do you travel along I-20?

Randomly	20.00% 3
1-2 weekdays per week	40.00% 6
Every weekday	13.33% 2
Weekends only	0.00% 0
Daily	40.00% 6
Total Respondents: 15	

What are your concerns about I-20?

Congestion	20.00% 3
Traffic	26.67% 4
Access to businesses	33.33% 5
Interstate safety	33.33% 5
Entrance/exit ramp configuration	73.33% 11
Other	20.00% 3
Total Respondents: 15	

- Condition of Road
- Westbound I-20 exit for 351 is far from 351, it is very dimly lit and there is not enough signage indicating existing businesses. Business owners are concerned that travelers & people not familiar with Abilene are missing the exit and are unsure about what is available to them because of these reasons. We want to partner with TxDOT for a solution.
- On/off ramps between FM 600 and Hwy 277. At 75 mph, they are dangerous.
- Need an interchange at Loop 322
- Road quality is below par. Grooves and tracks in the road that will throw you into the ditch or other lane if you are not prepared to catch your car. Bad grading with too much slope in places…
- It's just too fast, too many, too congested and to dangerous!

What type of improvements do you believe would best meet the goals of the I-20 corridor? (Goal: to make this corridor the safest and most efficient high-speed rural interstate in Texas for the movement of freight, convenience of commercial vehicles, and the wellbeing of the traveling public.)

Ramp locations	66.67% 10
Lane additions	40.00% 6
Frontage road conversions (two-way to one-way)	26.67% 4
Access control	20.00% 3
Pavement improvements	46.67% 7
Ramp configuration	53.33% 8
Other	6.67% 1

Total Respondents: 15

- I think the ramps need to be completely reworked but the quickest and cheapest remedy would be to lower the speed to 65 mph.
- One way frontage road is a safety need from Abilene all the way to Buck Creek Road.
- Ramps are now being placed so that there is extreme traffic on access roads causing extreme difficulty for travelers to exit businesses safely.

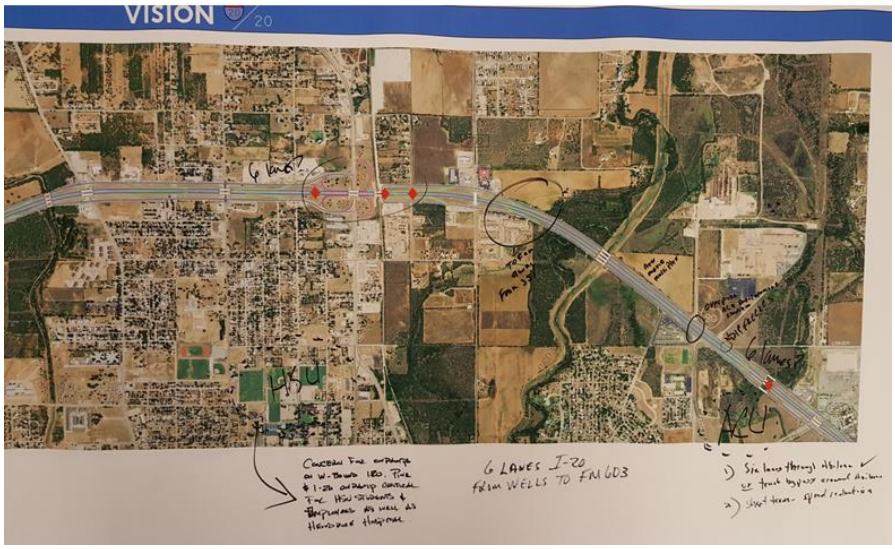
What areas of I-20 are most troublesome to you? Why?

- The two-way road and entrance ramp onto I-20 from Abilene.
- West bound from Clyde to Abilene. East bound from Abilene to Baird. Pavement in bad shape, lots of grooves.
- 2 way frontage roads—head on collisions
- Exit ramps for access to Hwy 351, in both directions
- West bound: on ramp from FM 600 immediately clashes with traffic exiting for Grape and Pine. The exiting traffic is immediately faced with a fork which U-turns to Pine or continues west to Grape. The on-ramp west of Old Anson crosses traffic wanting to exit to north 277. Traveling east , traffic moving from 277 onto I20 is forced quickly into a 75 mph lane with an off ramp ahead. Still moving east,

between Grape and Pine, there is an on-ramp that not only requires the traffic moving in opposite directions to merge into one lane but then, in just a few hundred feet, they are forced into the 75 mph lanes. I have turned in written complaints.

- Two way frontage roads east of Abilene to Buck Creek need to be one way.
- I-20 westbound exit to 277 south
- Wasting money screwing with the roads when the problem is drivers, many of whom shouldn't have licenses. The major problems being driving too slow, following too close and having no idea how to enter or exit the highway.
- Sweetwater to Abilene, Cisco to Eastland, pavement and Ranger hill speed limits way before and way after the hill. Also Parker county speed limits way before Weatherford.
- Between Abilene and Merkel!
- The ramps are too far apart near 351 exit and on ramp. Why should you drive a half mile to get on and off the exit ramp?
- Specifically the I-20 /Hwy 351 intersection

The Abilene Public Displays after the meeting



The Top Concerns we heard from the Abilene Public

1. There was much support for widening I-20 to six lanes through the City of Abilene from Business 20 to west of the US 83 Interchange and the elimination of traffic weaving problems and other safety benefits were the primary reasons for the request.
2. There was much support for upgrading the existing ramps throughout the City of Abilene. Some interchanges such as US 83D need to be completely redesigned. Intersections between frontage roads and city streets (such as Old Anson Road) are confusing and need safety improvements.
3. There was support for one-way frontage roads in the City of Abilene, and several citizens commented that the existing one-way system was working well. Several citizens commented that the I-20 frontage roads east of Abilene to Buck Creek need to be converted from two-way to one-way.

Sweetwater Public Meeting
Tuesday, Sept. 13, 2016
4 p.m.-8 p.m.

The Sweetwater public meeting was held at Texas State Technical College. This meeting was very well attended, with 44 residents or otherwise interested parties coming out to share their input. The meeting was publicized in the same manner as previous meetings, with the Chamber of Commerce and local economic development corporation being especially active in sharing information about the upcoming meeting. Additionally, the Sweetwater Economic Development Corporation and the City of Sweetwater each provided TxDOT with a resolution outlining their support of this study. The following responses reflect surveys completed on the day of the public meeting.

Which category best describes your interest?

Business owner along the corridor	15.00% 3
Public/school official	15.00% 3
Resident along the corridor	40.00% 8
Employed at a business along the corridor	10.00% 2
Concerned citizen	60.00% 12
Trucking industry	5.00% 1
Travel industry	5.00% 1
Total Respondents: 20	

For what reasons do you use the I-20 corridor?

Commute to work	25.00% 5
Commute to school	10.00% 2
Recreation	35.00% 7
Travel	70.00% 14
Shopping/errands	60.00% 12
Freight movement	10.00% 2
Other	10.00% 2
Total Respondents: 20	

How often do you travel along I-20?

Randomly	10.00% 2
1-2 weekdays per week	25.00% 5
Every weekday	10.00% 2
Weekends only	0.00% 0
Daily	55.00% 11
Total Respondents: 20	

What are your concerns about I-20?

Congestion	75.00% 15
Traffic	40.00% 8
Access to businesses	30.00% 6
Interstate safety	45.00% 9
Entrance/exit ramp configuration	75.00% 15
Other	15.00% 3
Total Respondents: 20	

- Traffic flow at I-20 and HWY 70. Dangerous exit ramp at Wal-Mart.
- SPEED
- The I-20/70 intersection is a nightmare. Traffic congestion, backups, trucks cannot get through the intersection. The exit in front of Walmart needs to be closed. The entrances must be lengthened as it is near impossible to reach adequate speed to enter the traffic flow. Exits need to be evaluated to ensure better access to local businesses - particularly if you take the access roads to one way. Entrances and exits MUST be reevaluated for safety.
- Intersection at 70 & I 20 is so dangerous. No turning signals, trucks and cars running red lights to beat the oncoming traffic. Need turning signals so badly.
- The speed and congestion of the traffic and distracted drivers.
- Traffic signals at SH 70 and I-20 need to be reconfigured to match the Ave. C and SH 70 signals.
- Making sure we keep access road two way
- For our business easy on easy off of I-20 is great for unfamiliar people in our area, safety and ramp options are needed

What type of improvements do you believe would best meet the goals of the I-20 corridor? (Goal: to make this corridor the safest and most efficient high-speed rural interstate in Texas for the movement of freight, convenience of commercial vehicles, and the wellbeing of the traveling public.)

Ramp locations	50.00% 10
Lane additions	30.00% 6
Frontage road conversions (two-way to one-way)	15.00% 3
Access control	50.00% 10
Pavement improvements	25.00% 5
Ramp configuration	45.00% 9
Other	25.00% 5

Total Respondents: 20

- A turn signal at the overpass intersection of I-20-Lamar Street (S 70th)
- Hwy 84 entry onto I-20 HWY36 ONTO I-2WO
- Re-timing traffic signals.
- Lower speed limits, put yield signs back on entry ramps, enforce speed limits, on new entry ramps do not put entry-exit ramps combined.
- Keep two way
- Condition of entrance and exit ramps

What areas of I-20 are most troublesome to you? Why?

- East Bound Exit 244: during high traffic times, this exit becomes extremely congested onto the highway; the ramp is too short; Exit 236 ramps (East & West) are too short, merging with traffic is difficult so I opt to use Exit 238A (west bound) to get back to Roscoe and the Hwy 84 ramp to leave Roscoe East Bound.
- Intersection at I20 Lamar St Sweetwater Tx Truck traffic at high speeds
- Turning lane on Lamar & I-20
- Lamar St. (St Hwy 70S) and I20. Needs a left turn light on N.and S. Georgia.

- Keeping two way traffic on access roads. Flow of traffic at I-20 and HWY 70
- I-20 and HGWY 70 roads aren't designed for trucks and high traffic
- I-20 and 70. Exits and Entrances at Sweetwater
- I-20 at 84! Coming on I-20 off 84. Getting off the ramps at 70 and 20!
- Highway 70 I-20 Intersection I-20 & 84 INTERCHANGE
- Taylor to Nolan County we need to improve the condition of the pavement and add another lane.
- In front of Walmart exit ramp. also the light at Hwy 70 and I20
- Entrance ramps from the left need to be longer, especially at US 84 and I-20. Also at BUS I-20 and I-20. Traffic signals at SH 70 and I-20 need to be re-timed.
- Area near Merkel
- Us 84 and 20 split.
- BETWEEN MILE MARKER 250 TO 230
- Ramps, width of streets easy flow of traffic
- Alabama street exit and entrance ramp condition in Sweetwater

Additional comments

- The backup of traffic at the referenced intersection on holidays, weekends, college students traveling on holidays or end of school is very congested and dangerous as well as citizens using road daily
- Identification exit signs are needed at FM 1856 east of Sweetwater. Needs to identify Lake Sweetwater exit. East bound traffic needs signage to direct sand trucks to BNSF loading area so that trucks do not come in from I-20 and HWY 70 intersection
- Very dangerous intersections
- The access roads must be one way for safety. I'm a mom concerned for safety.
- Please help us. Also clean up I-20 on the highway such as tires and so forth.

This resolution was presented at the Sweetwater Public Information Meeting.

Sweetwater Economic Development

The sweetest place in Texas for business.

RESOLUTION NO. 2016-01

A RESOLUTION OF THE SWEETWATER ENTERPRISE FOR ECONOMIC DEVELOPMENT (SEED) OF THE CITY OF SWEETWATER, TEXAS, SUPPORTING THE TEXAS DEPARTMENT OF TRANSPORTATION PROCESS FOR CONDUCTING A PUBLIC MEETING ON SEPTEMBER 13, 2016, IN SWEETWATER AND IDENTIFYING ROADWAY IMPROVEMENT OPPORTUNITIES FOR INTERSTATE 20; AND, PROVIDING AN EFFECTIVE DATE.

WHEREAS, Interstate 20 was designated in 1959 as part of the Interstate Highway System; and

WHEREAS, the Texas Department of Transportation (TxDOT) seeks input from communities and interested citizens along the I-20 corridor; and

WHEREAS, the SEED of Sweetwater supports the TxDOT process to receive comments from all stakeholders impacted by I-20; and

WHEREAS, the SEED of the City of Sweetwater has an interest in providing input to TxDOT to assist in planning for improved mobility and safety along the I-20 corridor through Sweetwater,

NOW, THEREFORE, BE IT RESOLVED BY SEED OF THE CITY OF SWEETWATER, TEXAS, THAT:

SECTION 1. SEED hereby authorizes, approves and supports the TxDOT process for conducting the public meeting on September 13, 2016, in Sweetwater, Texas, to develop a plan that will enhance the safety of the I-20 corridor while preparing for future growth.

SECTION 2. That, should TxDOT consider changing the access roads to one way to enhance safety and traffic flow, that it be done only if TxDOT re-establishes turnaround lanes at overpasses.

SECTION 3. That TxDOT relocate the current I-20 West bound exit 244 at Wal-Mart back to the east to address safety and business access concerns. That TxDOT relocate the current I-20 East bound exit 244 at Ranch House back to the west to address safety and business access concerns.

SECTION 4. That TxDOT increase business signage once ramps are adjusted.

SECTION 5. That TxDOT evaluate the intersection of I-20 and US Highway 70, with the goal of taking necessary traffic engineering measures to move vehicles through the intersection more quickly and safely.

SECTION 6. That the provisions of this Resolution supersede any and all other previously adopted Resolutions in conflict herewith concerning the subject matter hereof.

SECTION 7. That this Resolution shall take effect immediately from and after its passage.

DULY PASSED AND APPROVED by the Board of Directors for SEED of the City of Sweetwater, Texas, this 12th day of September, 2016.

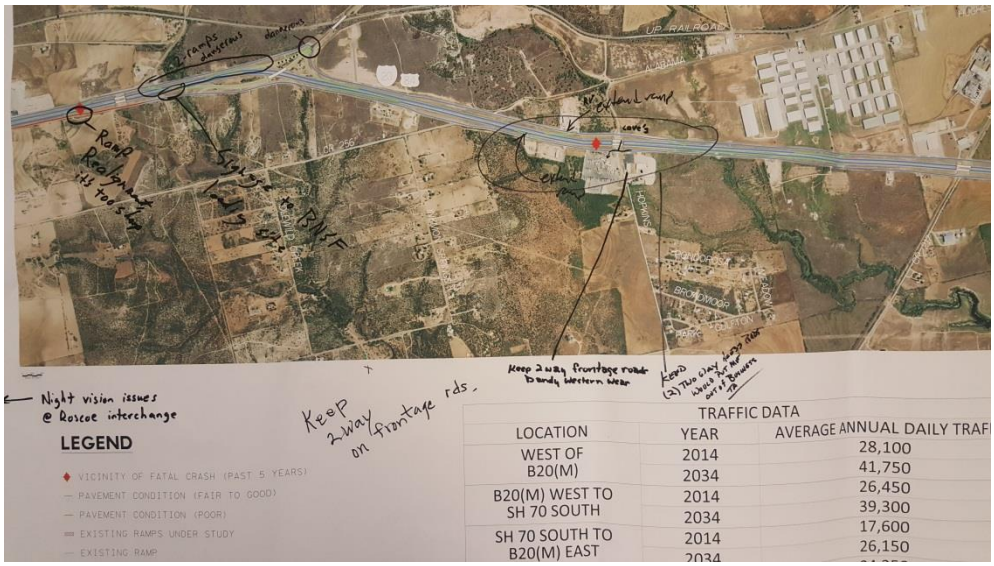
APPROVED:

Art Maberry (SEED Chairman)

ATTEST:

Larissa Place (Asst. Marketing/Admin Dir. SEED)

The Sweetwater Displays after the meeting



The Top Concerns we heard from the Sweetwater Public

1. The intersection of I-20 frontage roads (both east and west bound) and SH 70 was the top concern of the public. SH 70 is a major north-south corridor and many vehicles take I-20 west to Lubbock on the weekend. This causes congestion and backups through both frontage road intersections. Ramp entrances need to be lengthened at all locations and ramp exit locations need to be reevaluated.
2. Much support for interstate ramp improvements, especially lengthening entrance and exit ramps in the city limits.
3. Little support for one-way frontage roads in the city of Sweetwater, especially near the SH 70 intersections. Business owners were very outspoken that the two-way system was doing fine and that one-way conversion was unwarranted.

Colorado City Public Meeting
Tuesday, September 20, 2016
4pm-8 pm

The Colorado City meeting was publicized to Abilene-area media as well as local media, in addition to stakeholder letters and community organizations such as the chamber of commerce. A total of 17 people attended the meeting to share their comments about the I-20 corridor. Although this was a lower number of attendees than previous meetings, it was a good representation of the small communities of Colorado City and Loraine.

Which category best describes your interest?

Business owner along the corridor	0.00% 0
Public/school official	16.67% 2
Resident along the corridor	33.33% 4
Employed at a business along the corridor	0.00% 0
Concerned citizen	41.67% 5
Trucking industry	8.33% 1
Travel industry	0.00% 0

Total Respondents: 12

For what reasons do you use the I-20 corridor?

Commute to work	8.33% 1
Commute to school	8.33% 1
Recreation	25.00% 3
Travel	66.67% 8
Shopping/errands	41.67% 5
Freight movement	16.67% 2
Other	16.67%

	2

Total Respondents: 12

- Mostly to Metroplex
- Traveling to El Paso from Dallas; visit family.
- My son goes to college in Abilene so we often are seen on the interstate.
- Assist with traffic control with Texas DPS.
- Travel many times weekly to watch my grandkids.

How often do you travel along I-20?

Randomly	41.67% 5
1-2 weekdays per week	25.00% 3
Every weekday	0.00% 0
Weekends only	8.33% 1
Daily	33.33% 4

Total Respondents: 12

What are your concerns about I-20?

Congestion	16.67% 2
Traffic	50.00% 6
Access to businesses	0.00% 0
Interstate safety	33.33% 4
Entrance/exit ramp configuration	33.33%

	4
Other	25.00% 3

Total Respondents: 12

- On-ramp east bound off 84 on to I-20 (ramp enters on the left (faster traffic and over right shoulder glance for oncoming traffic)
- Rosco interchange 84 into I 20 Ramp
- Some ramp entrances are too close to cross street intersections.
- Exit ramp 213 eastbound. Tall weeds and can't see oncoming vehicles.
- Debris on the interstate is horrible. I saw a mattress that stayed on the interstate for at least two months. The same thing for dead animals, and tires.
- Speed for the traffic volume between Roscoe and Abilene. Needs to be six lane (3 each direction) between Roscoe and Abilene.
- Low water crossings being flooded every time it rains.
- The Nolan county sector is extremely rough. Safety concern.

What type of improvements do you believe would best meet the goals of the I-20 corridor? (Goal: to make this corridor the safest and most efficient high-speed rural interstate in Texas for the movement of freight, convenience of commercial vehicles, and the wellbeing of the traveling public.)

Ramp locations	33.33% 4
Lane additions	25.00% 3
Frontage road conversions (two-way to one-way)	8.33% 1
Access control	8.33% 1
Pavement improvements	41.67% 5
Ramp configuration	16.67% 2
Other	41.67% 5

Total Respondents: 12

- Rosco Interchange 84 East to I 20 High Speed Traffic Lanes
- Two-way frontage roads seem like a hazardous situation.
- Improved engineering.
- Keep medians mowed.
- Have someone run the interstate daily to pick up debris. A toll free number to call to report debris.
- Center medians are too narrow for this level of volume and speed of vehicles. Therefore the cable barrier system needs to be well maintained. Many times the cables are down for months following a vehicle crash. Guardrail and cable repairs need to be improved.
- Improve drainage so that the low water crossings do not flood every single time a drop of rain falls from the sky!

What areas of I-20 are most troublesome to you? Why?

- There are no service roads around any of the railroad tracks. In the event of an accident, traffic has to just sit, or be diverted onto dirt roads.
- The traffic between Sweetwater and Abilene is often very congested.
- There is an entrance onto eastbound I-20 near Sonic Drive-In in Colorado City that is just below the crest of a hill. Traffic on the access road can't see oncoming traffic to yield until they are about to enter the ramp.
- Ranger Hill (limited lanes no alternate route following accidents or bad weather.
- Rosco Interchange 84 East Blind into HS inside lane
- The loops around some of the cities; entrances and exits to access the business roads are abrupt
- Exit 226 A, westbound. Exit 213 eastbound. Blind exits, can't see oncoming traffic.
- Medians that need mowing
- Mitchell co. to Taylor County.
- I-20 from the 238mm (Roscoe) to Abilene, about the 279mm.
- Low water crossings
- Additional Comments
- I do not want the Rest Area between Sweetwater and Abilene enlarged or moved any closer to my house than it already is. (I live just south of the rest area)
- I would like to be informed if it is ever determined that the Rest Area between Sweetwater and Abilene is to be enlarged. I own the house just South of that Rest Area and definitely don't want the Rest Area enlarged as long as it is in the same location. (I don't want this rest area any closer to my house than it already is.)
- Appreciate the prompt repairs to the road surfaces damaged by excessive oil field traffic.
- Pavement quality is certainly lacking in Nolan County. You can tell when you enter back into the county from either Mitchell or Taylor counties, just by the rough condition of I-20 through Nolan County.

The Colorado City Displays after the meeting

The Top Concerns we heard from the Colorado City Public

1. Public support for the redesign of the I-20/US 84 Interchange with the southbound US 84 ramps to I-20 east to be relocated to the right side of I-20.
2. I-20 pavement conditions are poor and maintenance along the interstate needs to be better. Medians need to be mowed and debris collected.
3. The interstate entrance and exit ramps need to be relocated or improved, especially Ramp 213 eastbound.

Big Spring Public Meeting
Tuesday, September 27, 2016
4-8 pm

The Big Spring public meeting was advertised through traditional media, social media and local organizations such as the chamber of commerce and local economic development corporation. The meeting attendance was fewer than expected, however the feedback provided was valuable. Survey responses below represent surveys completed on the day of the meeting.

Which category best describes your interest?

Business owner along the corridor	0.00% 0
Public/school official	14.29% 1
Resident along the corridor	28.57%

	2
Employed at a business along the corridor	28.57% 2
Concerned citizen	42.86% 3
Trucking industry	0.00% 0
Travel industry	0.00% 0

Total Respondents: 7

For what reasons do you use the I-20 corridor?

Commute to work	42.86% 3
Commute to school	14.29% 1
Recreation	42.86% 3
Travel	85.71% 6
Shopping/errands	14.29% 1
Freight movement	28.57% 2
Other	14.29% 1

Total Respondents: 7

- State hospital, Lamesa, Lubbock

How often do you travel along I-20?

Randomly	42.86% 3
1-2 weekdays per week	28.57% 2
Every weekday	14.29% 1
Weekends only	0.00% 0
Daily	28.57% 2

Total Respondents: 7

What are your concerns about I-20?

Congestion	16.67% 1
Traffic	66.67% 4
Access to businesses	0.00% 0
Interstate safety	50.00% 3
Entrance/exit ramp configuration	83.33% 5
Other	0.00% 0

Total Respondents: 6

- Overall- TxDOT does superb job

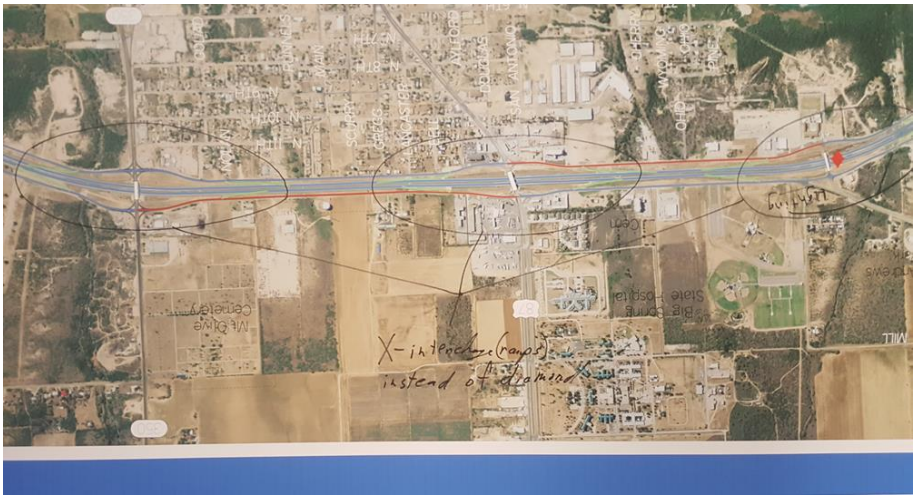
What type of improvements do you believe would best meet the goals of the I-20 corridor? (Goal: to make this corridor the safest and most efficient high-speed rural interstate in Texas for the movement of freight, convenience of commercial vehicles, and the wellbeing of the traveling public.)

Ramp locations	14.29% 1
Lane additions	28.57% 2
Frontage road conversions (two-way to one-way)	42.86% 3
Access control	14.29% 1
Pavement improvements	42.86% 3
Ramp configuration	42.86% 3
Other	0.00% 0

What areas of I-20 are most troublesome to you? Why?

- Exit 179 the off lane too narrow
- Bridge at truck stop-90 degree truck turns
- On and off ramp close by 3rd and 4th st, don't always expect traffic or what direction as roadways cross the ramps.
- Haul trucks, 18-wheelers, etc.; too many of them.
- I drive to the east side of Big Spring from the Midland East BI-20 exit. The ramps at Refinery Road (181B) are scary! If you're on the access road (either side or headed either direction), you CANNOT see what might be coming off the interstate in a normal car. Additionally the overpass at Refinery Road continually has the guardrails torn up by tanker-trucks and other semis carrying materials or equipment or vessels to the Refinery.
- Entering and exiting I-20 with 2 way access roads, bridge over FM 821 West bound collects and hold water in left lane even in a light rain

The Big Spring Display after the meeting



The Top Concerns we heard from the Big Spring Public

1. General support for one-way frontage roads in Big Spring, especially in the city limits.
2. Drainage concerns on the frontage road.
3. Provide better lighting, signing and marking along I-20 for motorists.

VISION 20/20

CHAPTER THREE

Analysis of I-20 Data

How We Will Use This Study

The I-20 Safety Study comprises of two primary components: I-20 data generated from the existing conditions such as roadway geometry, pavement analysis, truck percentages, traffic counts, crash data, and extensive public participation to determine which safety improvements would receive community support. Both components are equally vital to the success of this study and will be equally weighted during design. This document is a reference guide for engineers to use as individual segments of I-20 are improved and this report provides a foundation on which the project team will base schematic designs. Information provided does not replace the need for further re-examination of these components by the designer during the environmental process. Individual projects will vary by benefits, construction costs, categorical funding, and engineering judgement, and scheduling will be accelerated or delayed due to resource availability. As the construction work program progresses over the next decade, the schematic described in Chapter 5 will become reality. This study will determine which portions of I-20 need major redesign and which can be slightly adjusted for minor geometric revisions, and the Abilene District will prioritize safety improvements through a variety of projects until the mission statement is realized. I-20 data described above as component 1 was researched or produced by the Abilene District. Most of the researched data is in this Chapter's "Focus on Freight" section. The data that was produced by the district is composed of major appendices which will be referenced by designers when planning future projects:

Appendix A—Public Participation Results. This section contains the exact responses and comments from almost 600 citizens that completed the I-20 Safety Study. Since the data was taken across a 160 mile corridor, the responses were divided by county for the project team to review and each community had distinct options about what improvements are needed and which are most important.

Appendix B—Superelevation Study. This section evaluates eastbound and westbound horizontal curves, existing crossfall, and 6 percent/8 percent superelevation rates. Gathered data can be used to determine if the roadway is adequate for the functional class and design speed. Preventative Maintenance projects may require milling the existing roadway, then overlaying the roadway to achieve proper superelevation transition, or projects could require overbuilding at a proper transition rate, then overlaying the project.

Appendix C—I-20 Structures and Ramps. This section examines I-20 bridges and entrance/exit ramps for the following criteria: location, NBI #, CSJ, highway crossing, Average Daily Traffic, vertical clearance, lane width, shoulder width, ramp mile marker, ramp length, and whether ramps intersect frontage roads at one-way or two-way traffic conditions. This data can be analyzed during project design along with accident data and input from District Maintenance. I-20 ramps will be improved, relocated, or lengthened to enhance safety for the traveling public.

Appendix D—Bridge Reports. This is a reference guide for I-20 bridge maintenance across the 160 mile Abilene District and includes general reports on bridge superstructure, bridge substructure, bridge deck, and nonstandard bridge rails. The design team will examine the actual BMIP reports in detail during project development.

Preventative Maintenance (PM) projects are very common in the Abilene District due to high truck traffic on the interstate, heavy energy sector truck loads, extreme weather conditions, frequent flooding and water ponding in low-lying areas, and roadway settlement due to the compressive soils of West Texas. Designers will use Appendix B to check the existing I-20 superelevation rates on projects when replacing sections of pavement on maintenance projects. The geometric changes might be minor, but the combination of new pavement and surface treatments will create safer interstate conditions. In the superelevation detail provided, the roadway is milled to a specified cross fall depending on speed design, max superelevation rate, and degree of horizontal curve. After the roadway is milled, hot mix asphalt (HMA) pavement overlay is added to the roadway for strength, smoothness, skid resistance and durability. Interstate ramps and direct connections are based on design speed, lane width, acceleration (or deceleration) length, and distance between ramps. The Abilene District will consider ramp improvements on upcoming I-20 projects using Appendix C, and then use Appendix A to consider the conversion of two-way frontage roads to one-way. Designers will determine which ramps will be improved, and ramp improvements may be delivered on a separate project coordinated with other improvements to the corridor.

CSJ 0006-03-132 Nolan County (January 2017 Let Date) provides a good example of how the I-20 study will be used to check geometric conditions and make design decisions. The designer will use Appendix B to examine the eight existing horizontal curves on the project. Curve 1 westbound in Sweetwater has an average crossfall of 4.10% and maximum crossfall of 5.76 percent. American Association of State Highway and Transportation Officials (AASHTO) guidelines state that cross slope requirements for 75 mph speed design, radius 2971 feet, are 7.0 percent for e-max 8 percent, and 5.8 percent for e-max 6 percent. The designer notes that the existing maximum crossfall of 5.76 percent is very close to e-max 6 percent and that cross slope does not need adjustment. Curve 1 eastbound has a maximum crossfall of 5.16 percent and a design rate of 5.60 percent for e-max of 6 percent. The roadway cross slope can remain since the existing roadway is only approximately one-half percent less than the e-max. The designer will continue to review the other seven horizontal curves and decide if milling is necessary. The designer will review Appendix C ramps and structures to make decisions on what (it any) major structures need to be improved and how this can best be accomplished. On CSJ 0006-03-132 Nolan County, the designer notes that the exit ramps at mile marker 256 are two of the shortest in Nolan County. The mile marker 256 WB exit ramp is just before the Stink Creek Road exit and is 520 feet in length (Appendix C, page 115). The EB exit ramp at mile marker 256 is 675 feet in length (Appendix C, page 116). The frontage roads for both ramps have two-way traffic and the study indicates that the public does not support one-way conversion. There are highly active rest stops eastbound and westbound in Trent

and truckers frequently spend the night parked on the access road. The next rest area going either direction is approximately 40 miles, eastbound to mile marker 296 in Abilene and westbound to mile marker 229 in Loraine. The designer will review this data, along with updated information along the corridor and decide if ramps should be improved, closed, or remain in their current location and condition. The designer has options to consider such, as ramp improvement under a current or separate project, and whether to close or relocate ramps. Appendix C will be used during planning and design to investigate the condition of I-20 bridges to make project decisions. The following are examples of Appendix C use: CSJ 0006-03-132 Nolan County, the designer reviews the Appendix C and notes one bridge on the project has been deemed "Deficient" and this is the SH 70/Business 20 Connector Bridge (Appendix C, page 128). This bridge was built in 1961 and has a vertical clearance of 16' 5" and carries approximately 10,000 ADT. The designer will determine if this bridge has been recommended for replacement to the Bridge Division, and if so check to see if a project programmed that would require coordination with the designer's project.

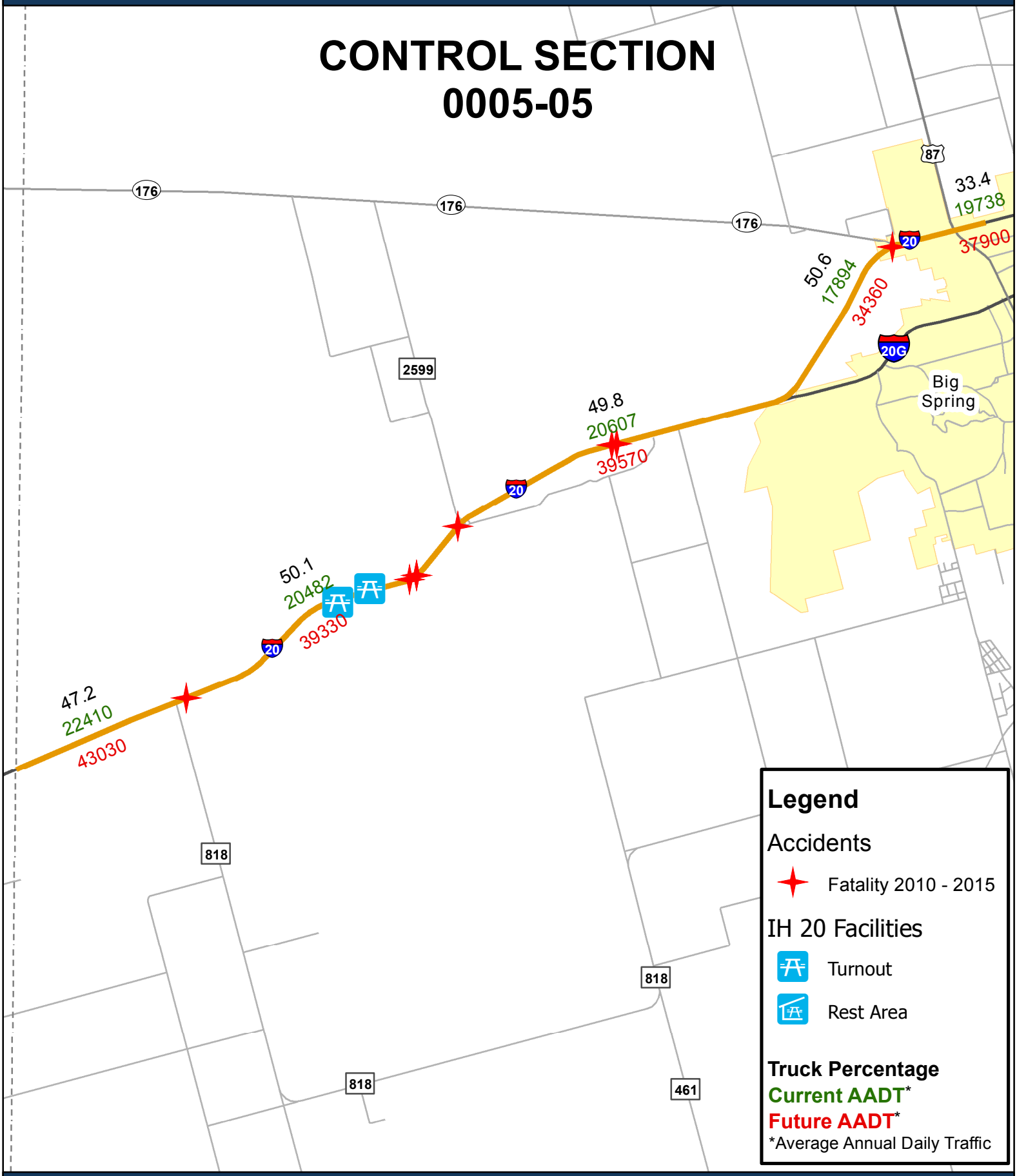
Present and forecasted traffic volumes are a vital factor in many aspects of transportation planning, design, and analysis used in roadway designs, traffic operation designs, and assessing highway level of service. The assessment of current and future traffic volumes is a key part of this study along with crash data, and fatalities. The next section will examine the available data for these categories by control section. Crash record reports will show crashes in which one or more deaths occurred, incapacitating crashes in which individuals required medical transportation, and non-incapacitating crashes which resulted in personal injuries that did not require medical transportation. It should be noted that some control sections with high ADT have a greater amount of crashes, but this is not always the case.

District Traffic Map

TxDOT Abilene District

I-20 2016 TRAFFIC DATA

CONTROL SECTION 0005-05



0 1 2 Miles

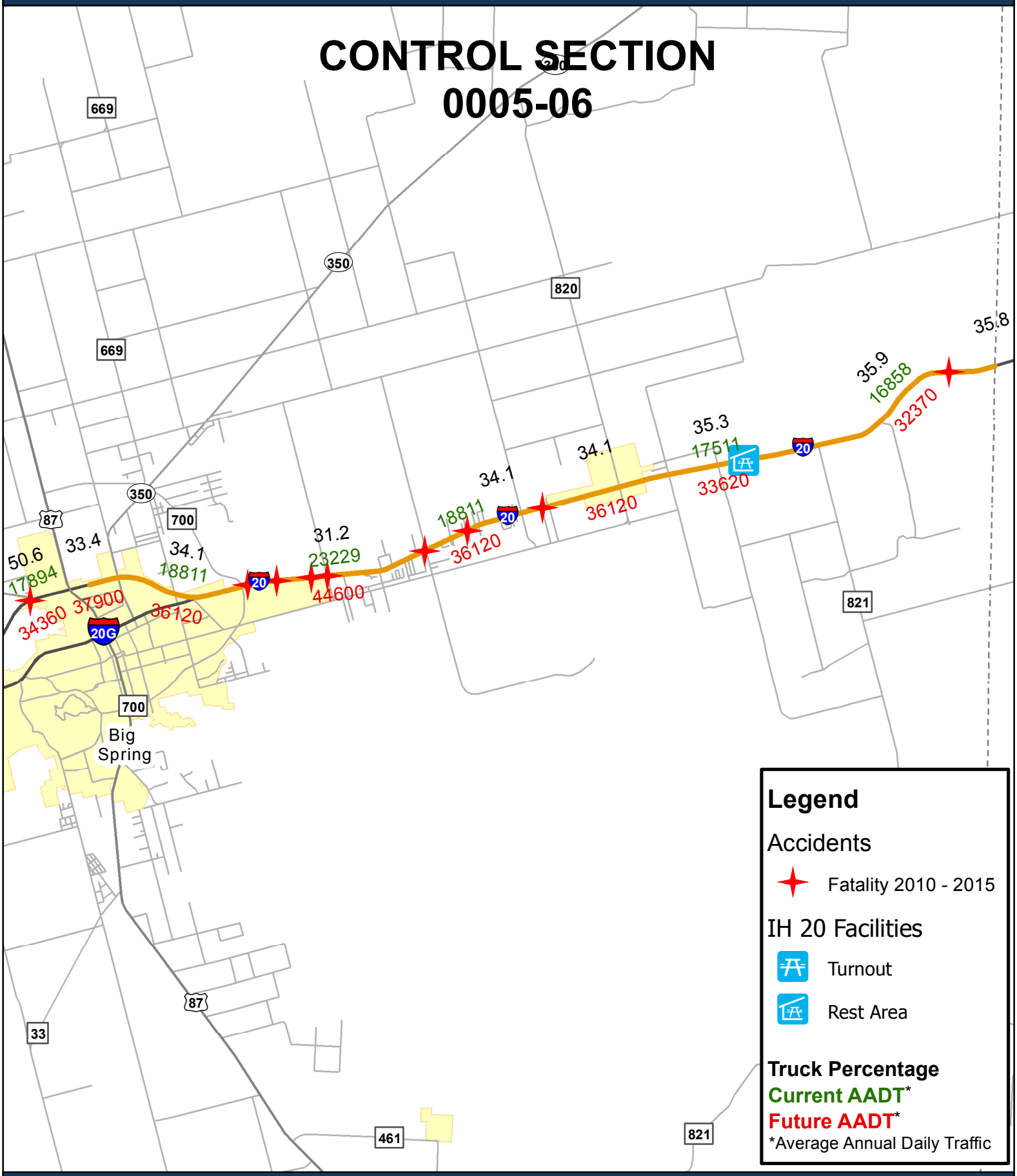
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
September 28, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 2016 TRAFFIC DATA

CONTROL SECTION 0005-06



0 1.5 3 Miles

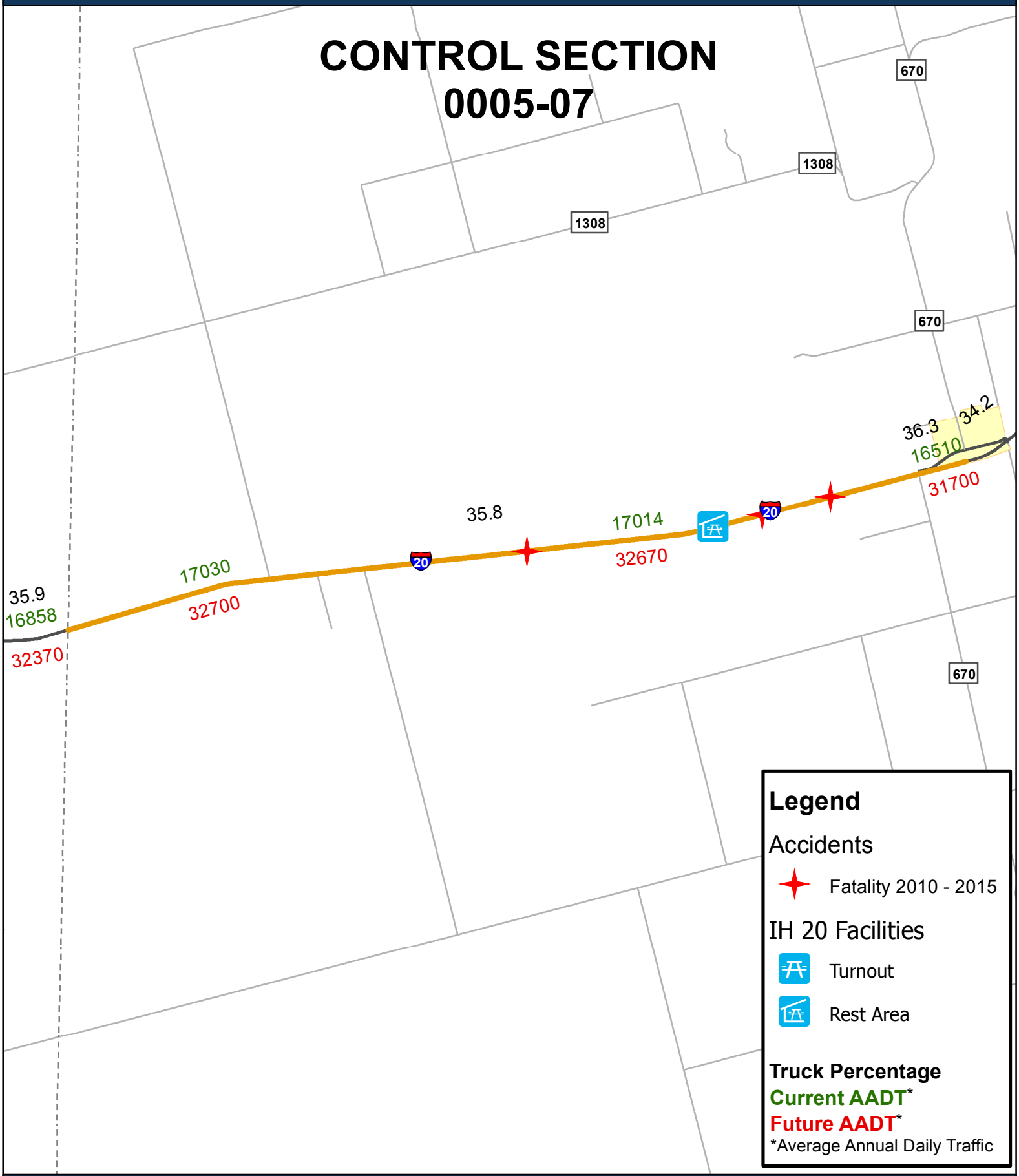
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
September 28, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 2016 TRAFFIC DATA

CONTROL SECTION 0005-07



0 0.9 1.8 Miles

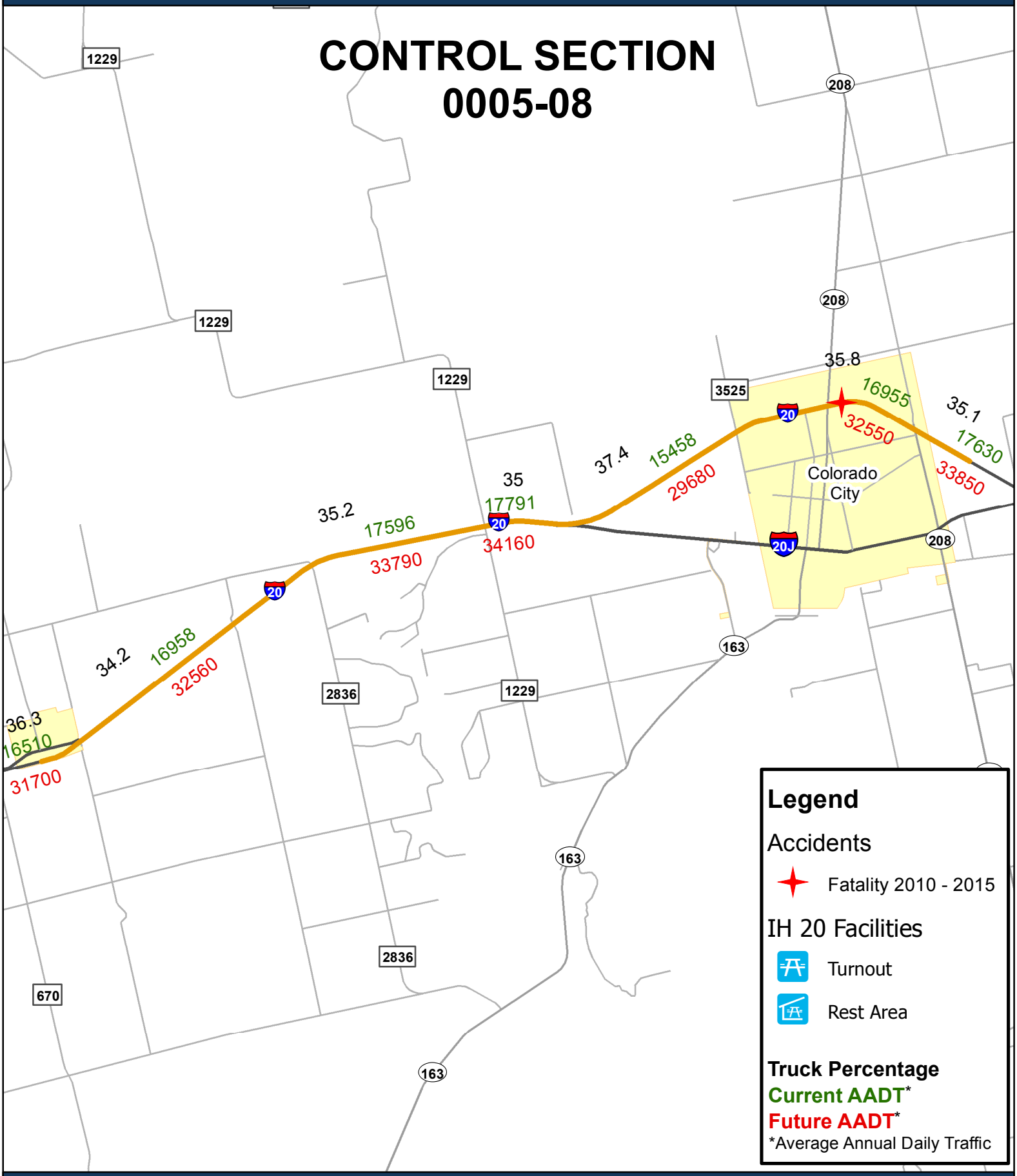
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
September 28, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 2016 TRAFFIC DATA

CONTROL SECTION 0005-08



0 0.95 1.9 Miles

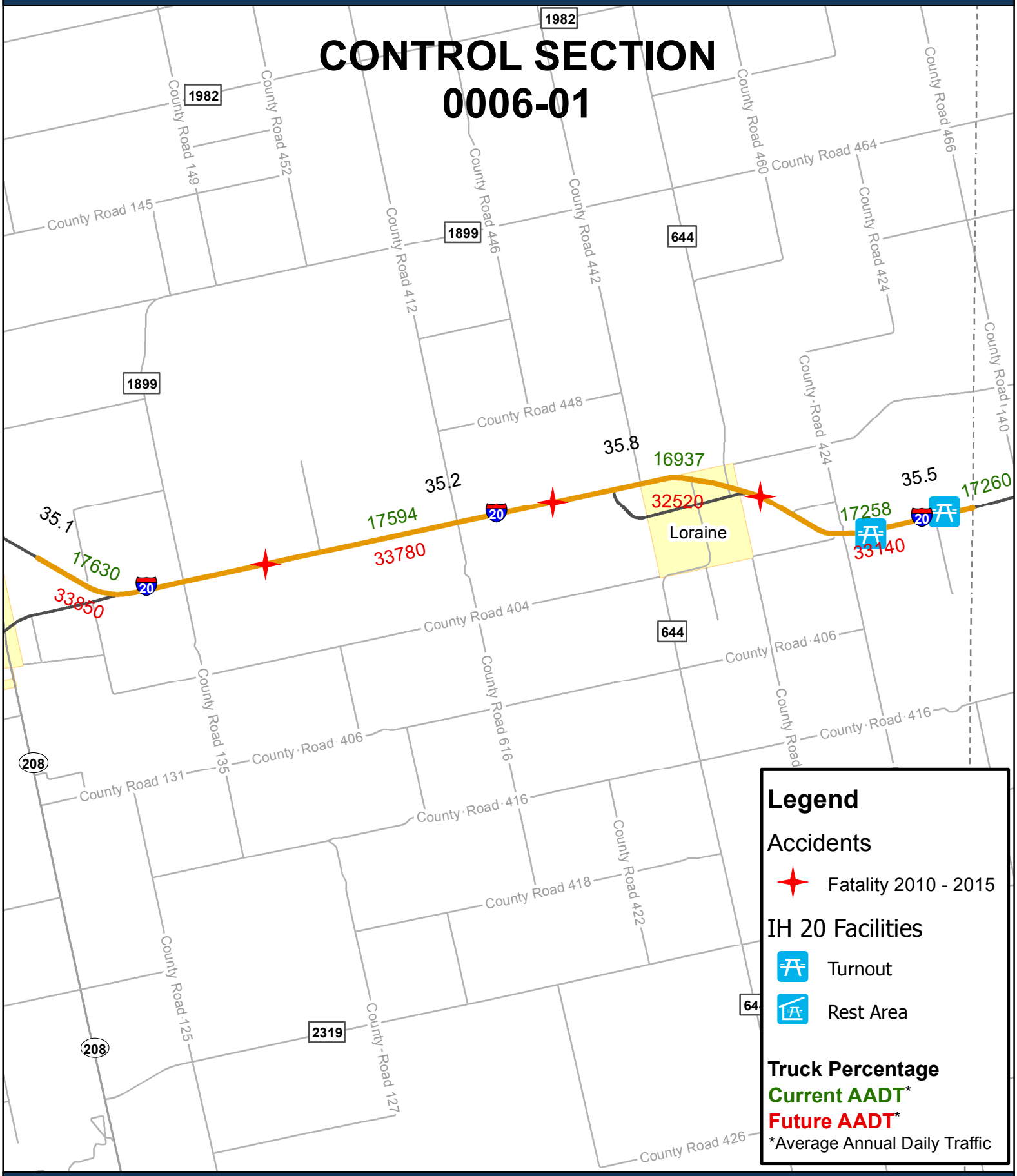
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
September 28, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 2016 TRAFFIC DATA

CONTROL SECTION 0006-01



Legend

Accidents

Fatality 2010 - 2015

IH 20 Facilities

Turnout

Rest Area

Truck Percentage

Current AADT*

Future AADT*

*Average Annual Daily Traffic

0 0.9 1.8 Miles

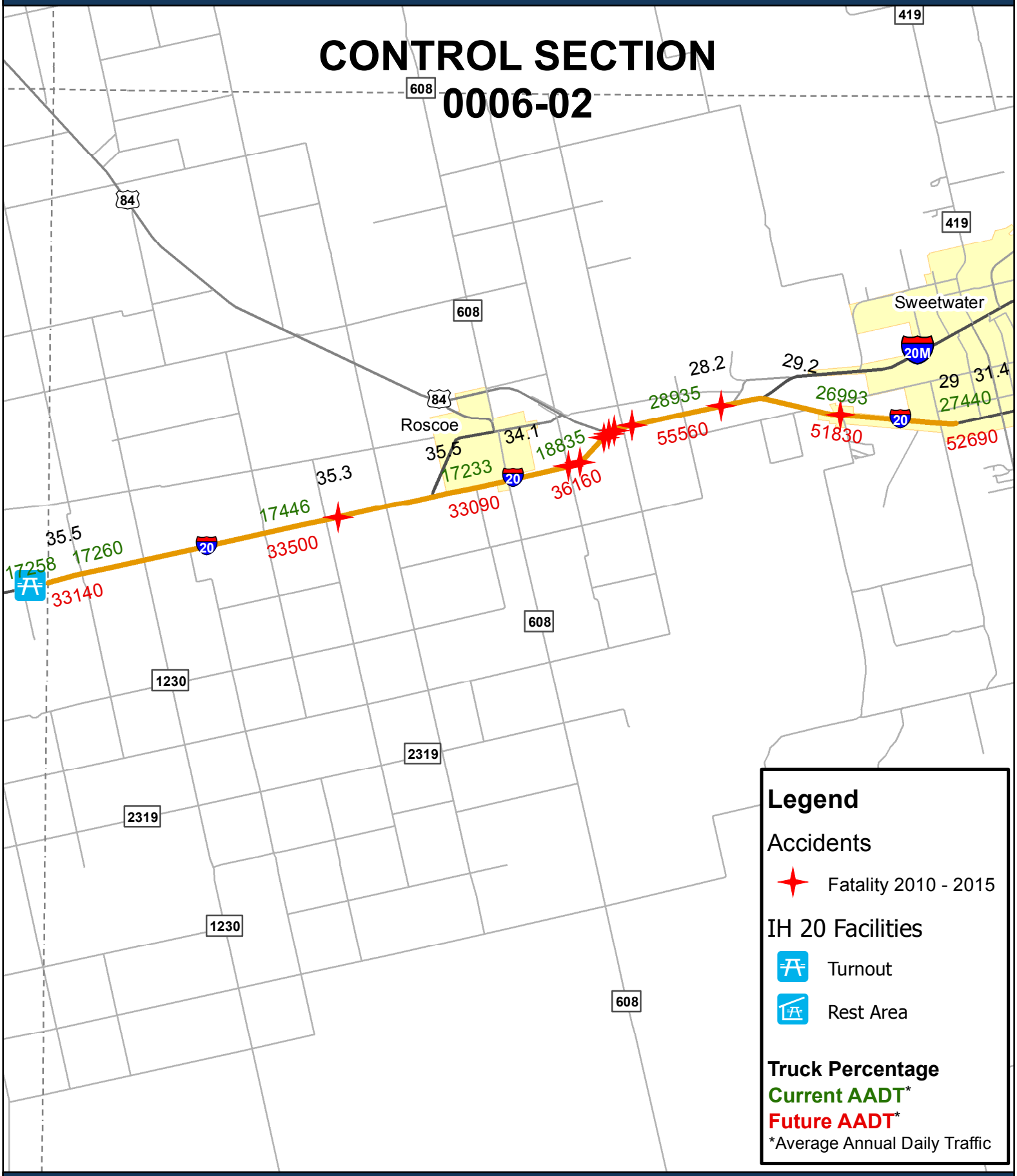
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
September 28, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 2016 TRAFFIC DATA

CONTROL SECTION 0006-02



0 1 2 Miles

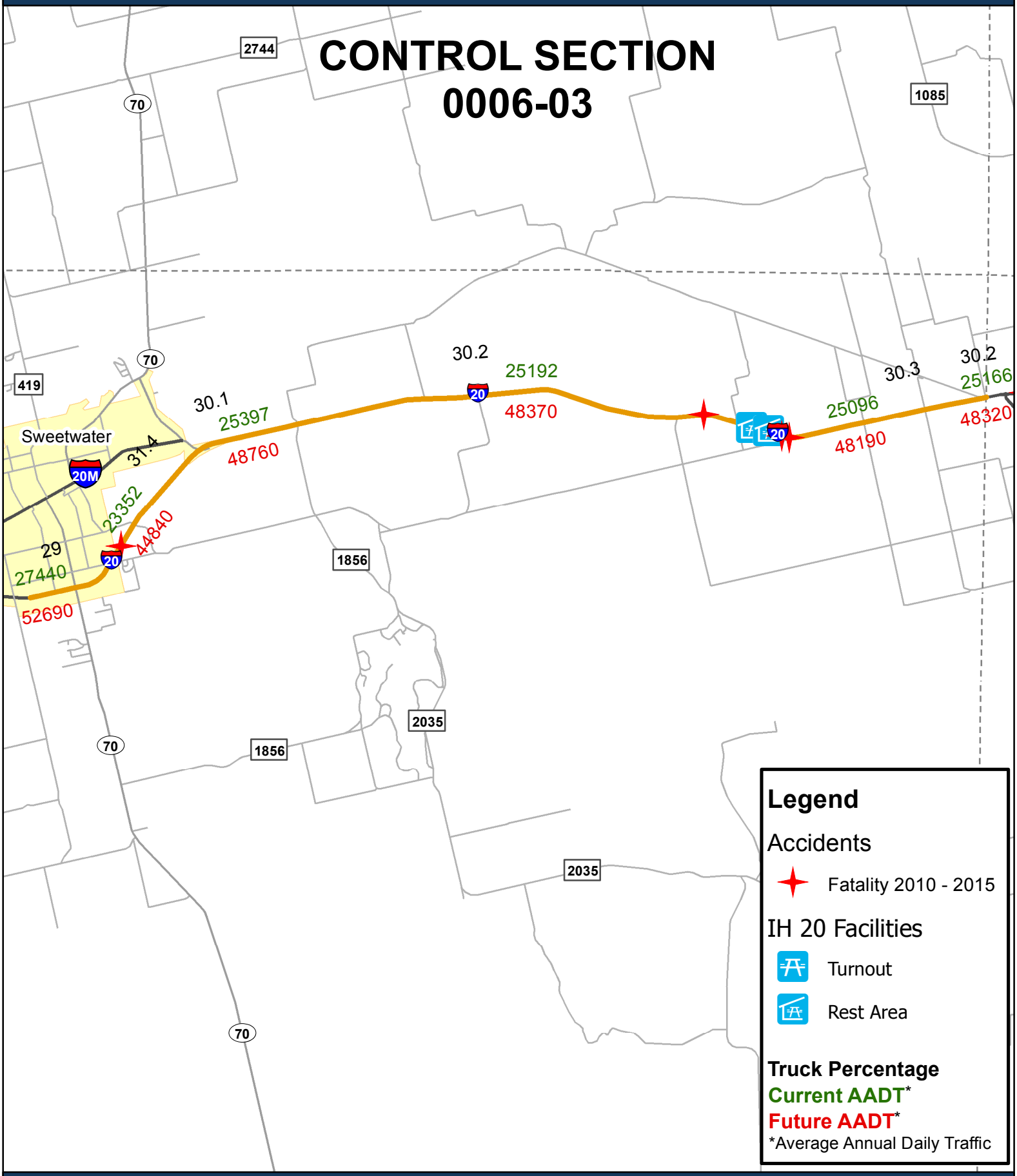
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
September 28, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

Texas Department of Transportation

TxDOT Abilene District

I-20 2016 TRAFFIC DATA



0 1 2 Miles

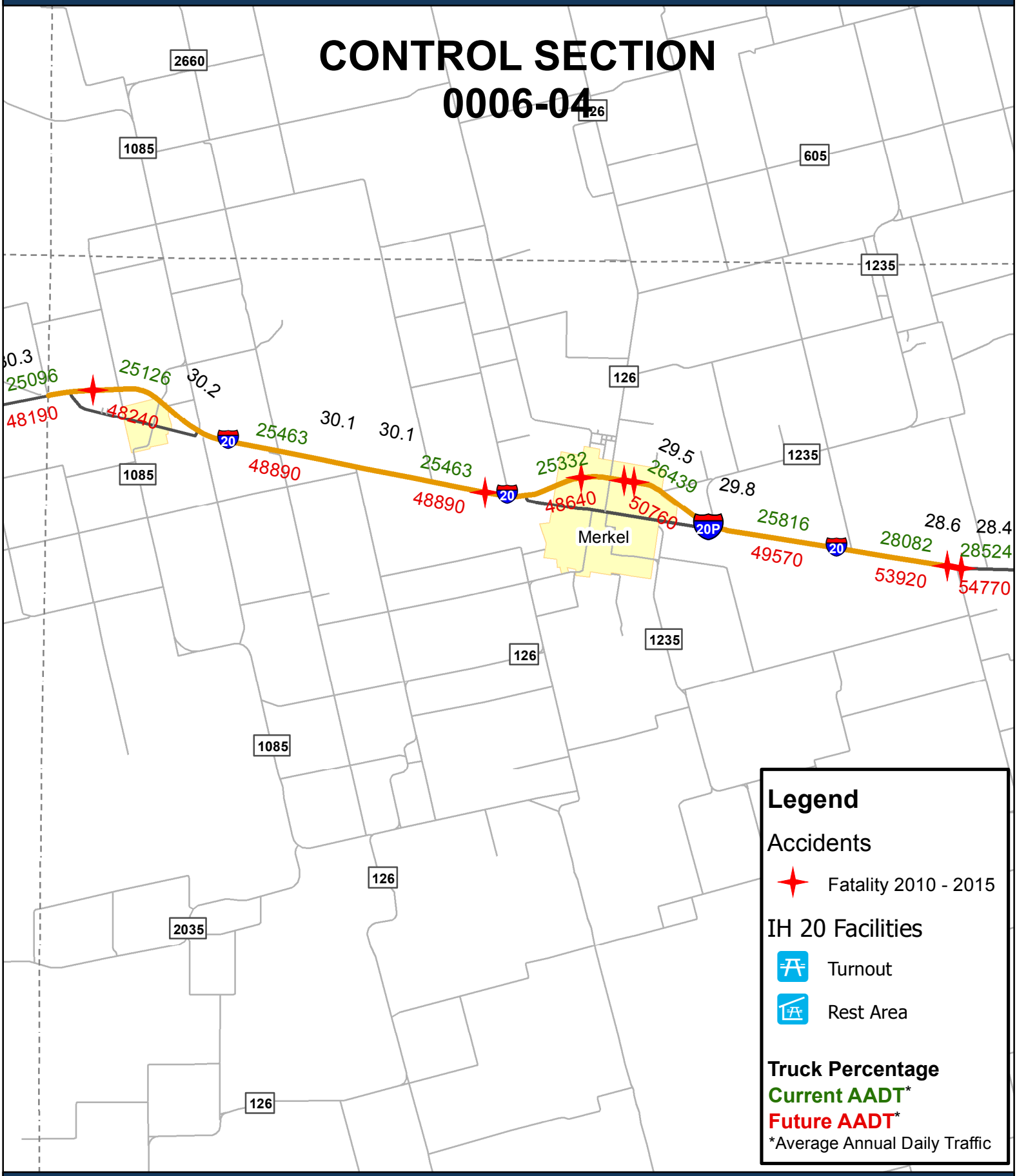
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
September 28, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 2016 TRAFFIC DATA

CONTROL SECTION 0006-04



0 1 2 Miles

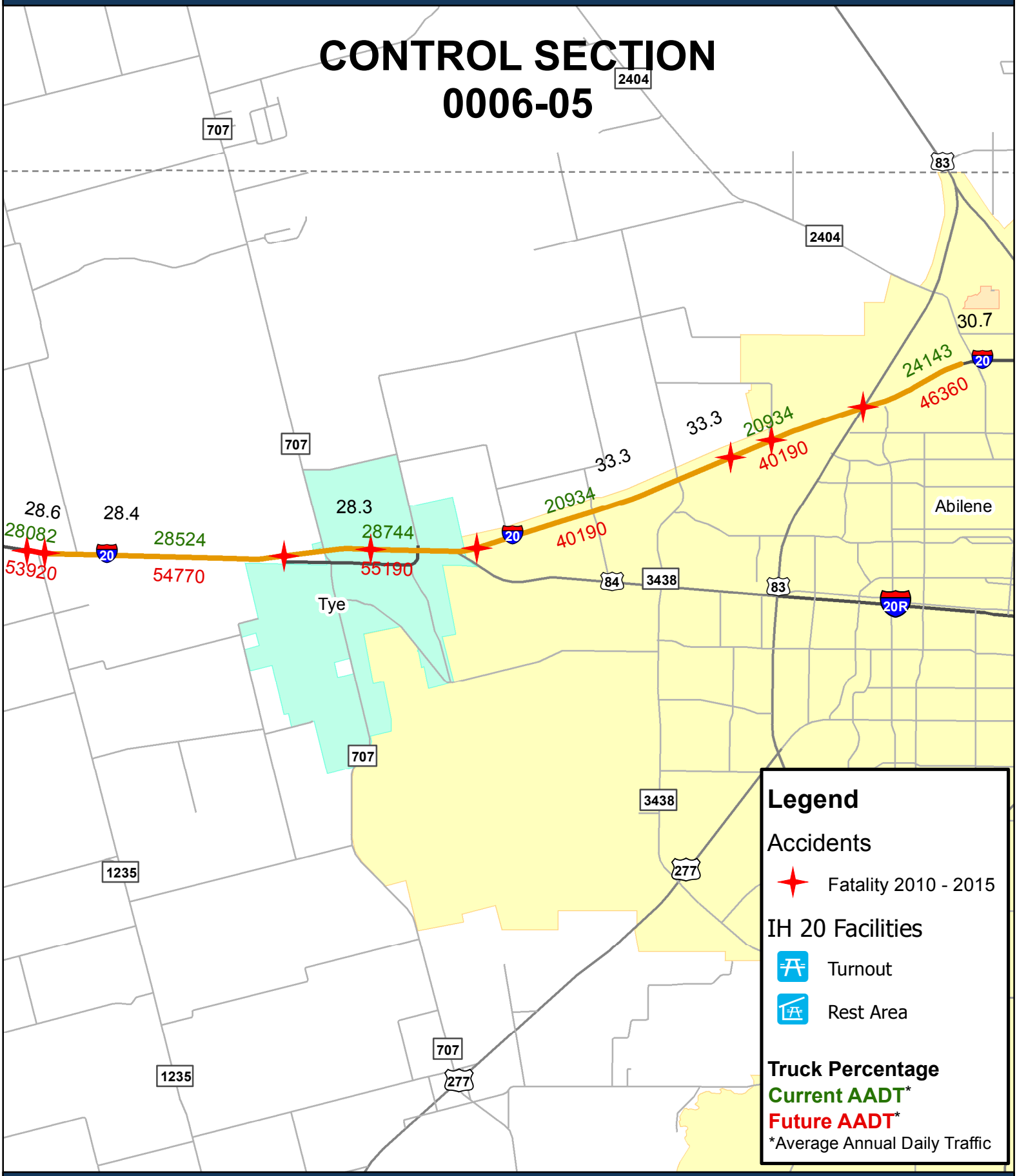
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
September 28, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 2016 TRAFFIC DATA

CONTROL SECTION 0006-05



0 0.95 1.9 Miles

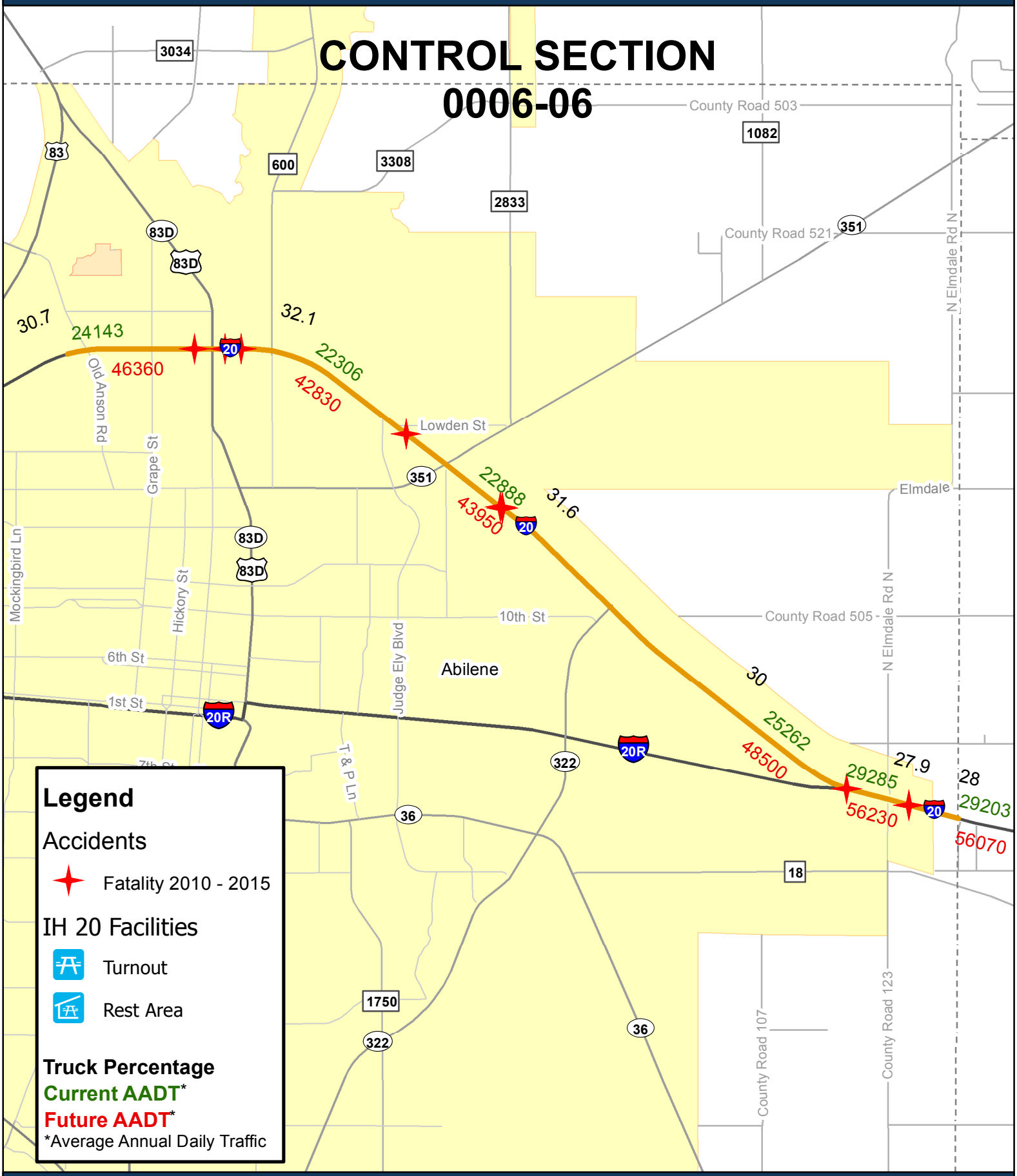
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
September 28, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 2016 TRAFFIC DATA

CONTROL SECTION 0006-06



0 0.65 1.3 Miles

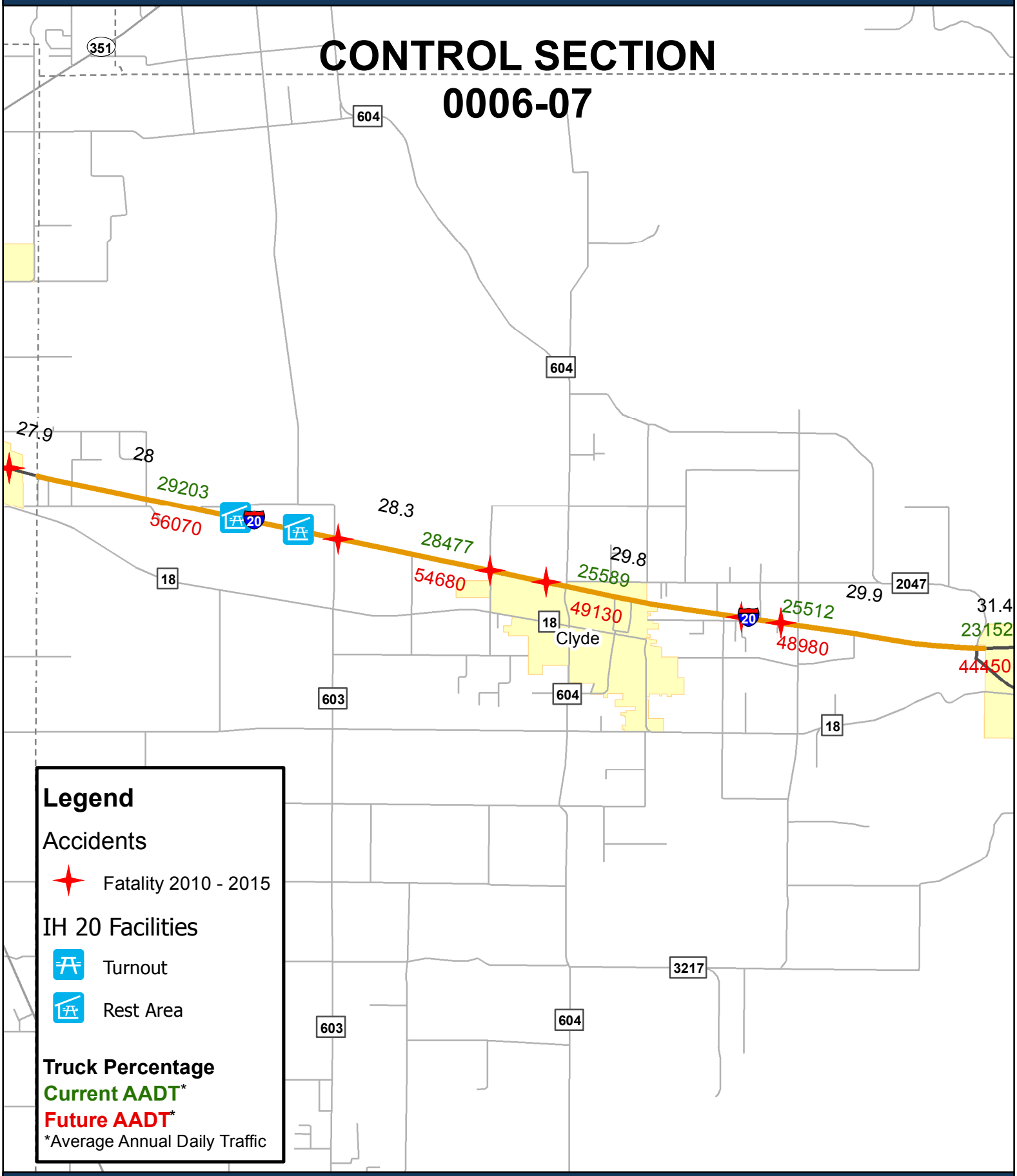
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
September 28, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

Texas Department of Transportation

TxDOT Abilene District

I-20 2016 TRAFFIC DATA



0 1 2 Miles

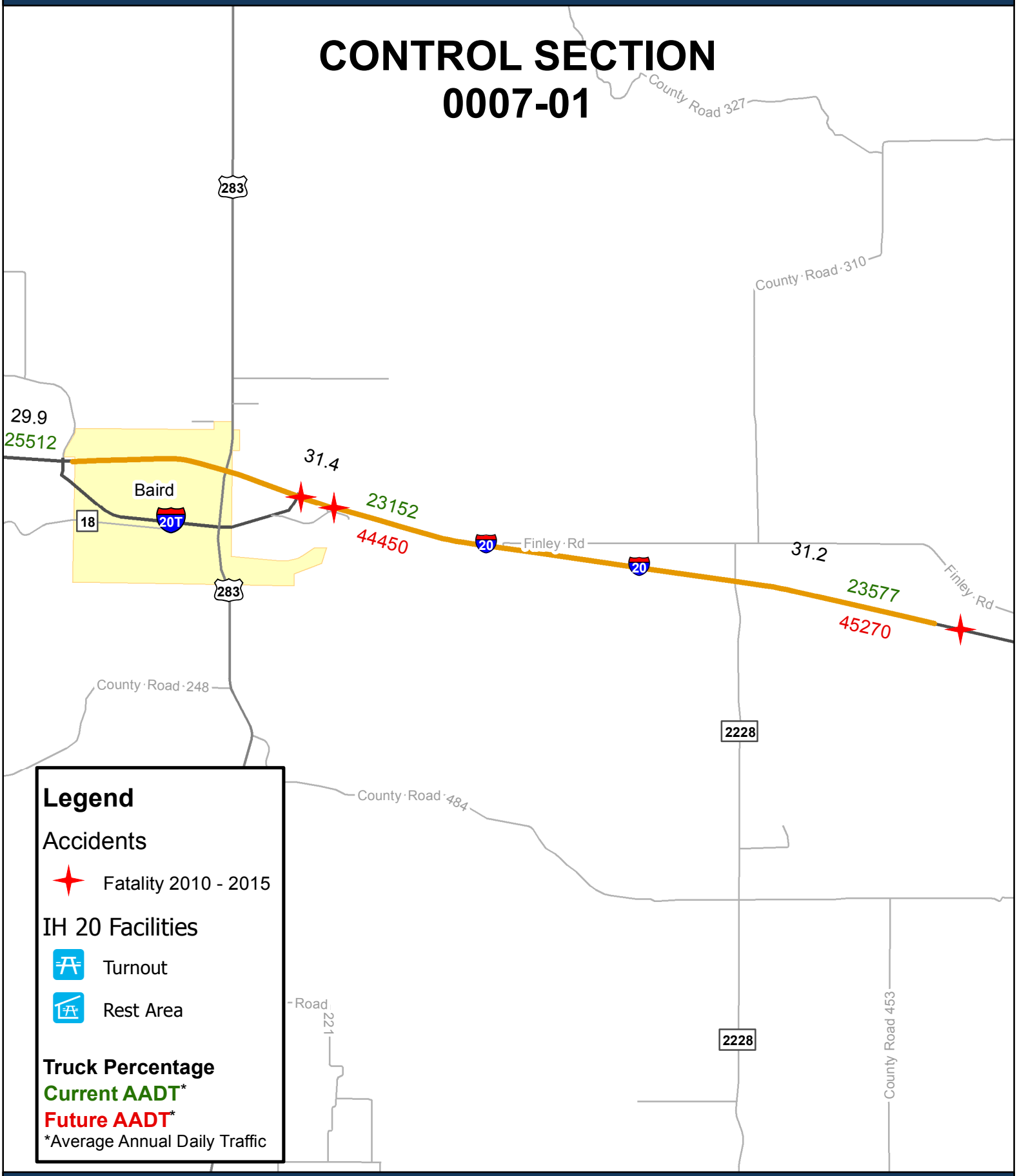
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
September 28, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 2016 TRAFFIC DATA

CONTROL SECTION 0007-01



0 0.85 1.7 Miles

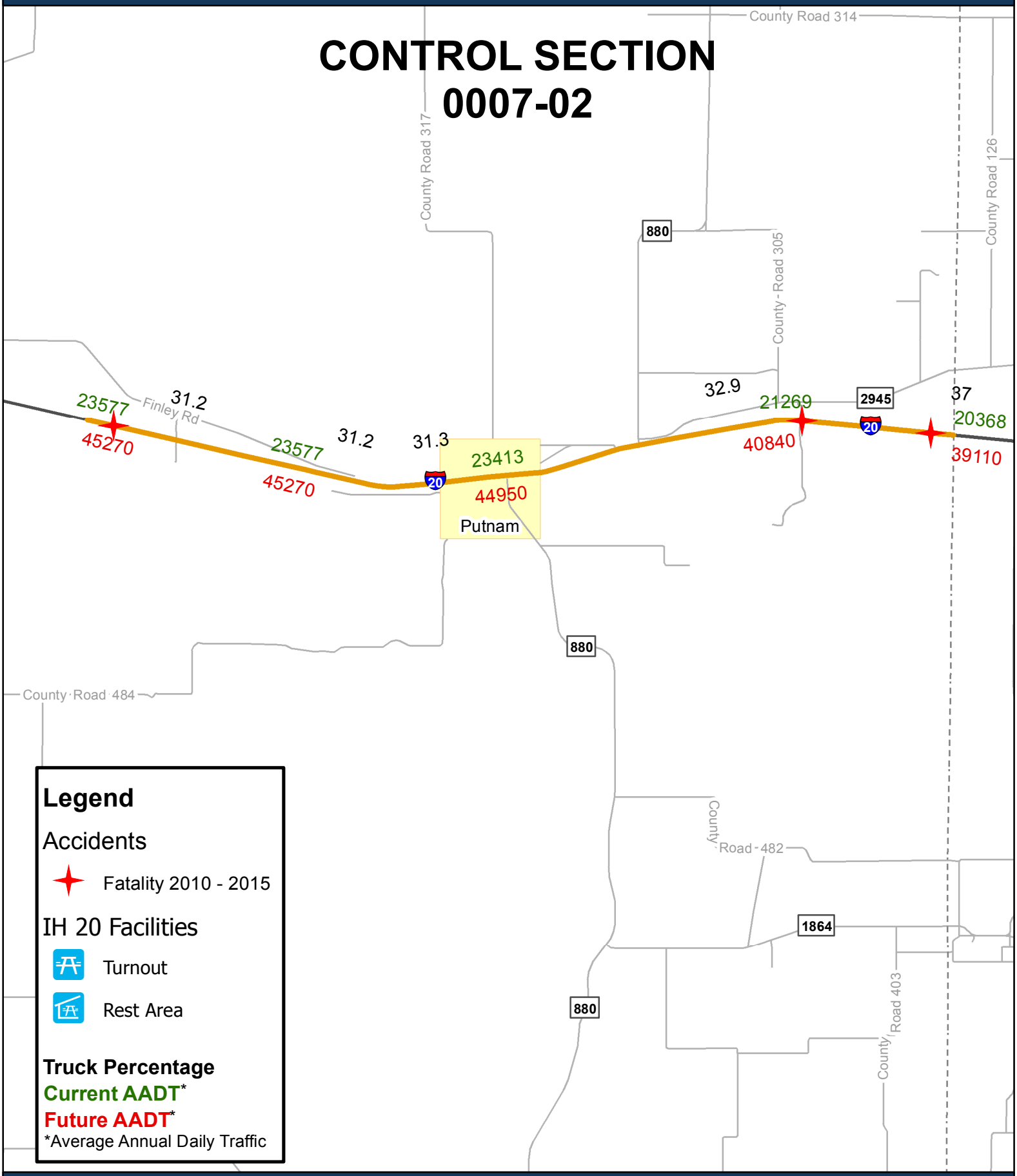
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
September 28, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 2016 TRAFFIC DATA

CONTROL SECTION 0007-02



0 0.85 1.7 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
September 28, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

PRESENT AND FORECASTED AADT

Present and forecasted traffic volumes are a vital factor in many aspects of transportation planning, design, and analysis. They are used in roadway designs, traffic operation designs, and assessing the level of service of highways. Consequently, the assessment of current and future traffic volumes is a key part of this study. Traffic data from TxDOT's Statewide Planning Map was utilized to generate the following figures. Figure 1a illustrates the latest AADT (Annual Average Daily Traffic) from the west to east end of the district (read left to right). In a similar manner, Figure 1b shows forecasted AADT using a growth rate of approximately two percent. Additionally, Figure 2 shows the latest truck percentages by control section and county.

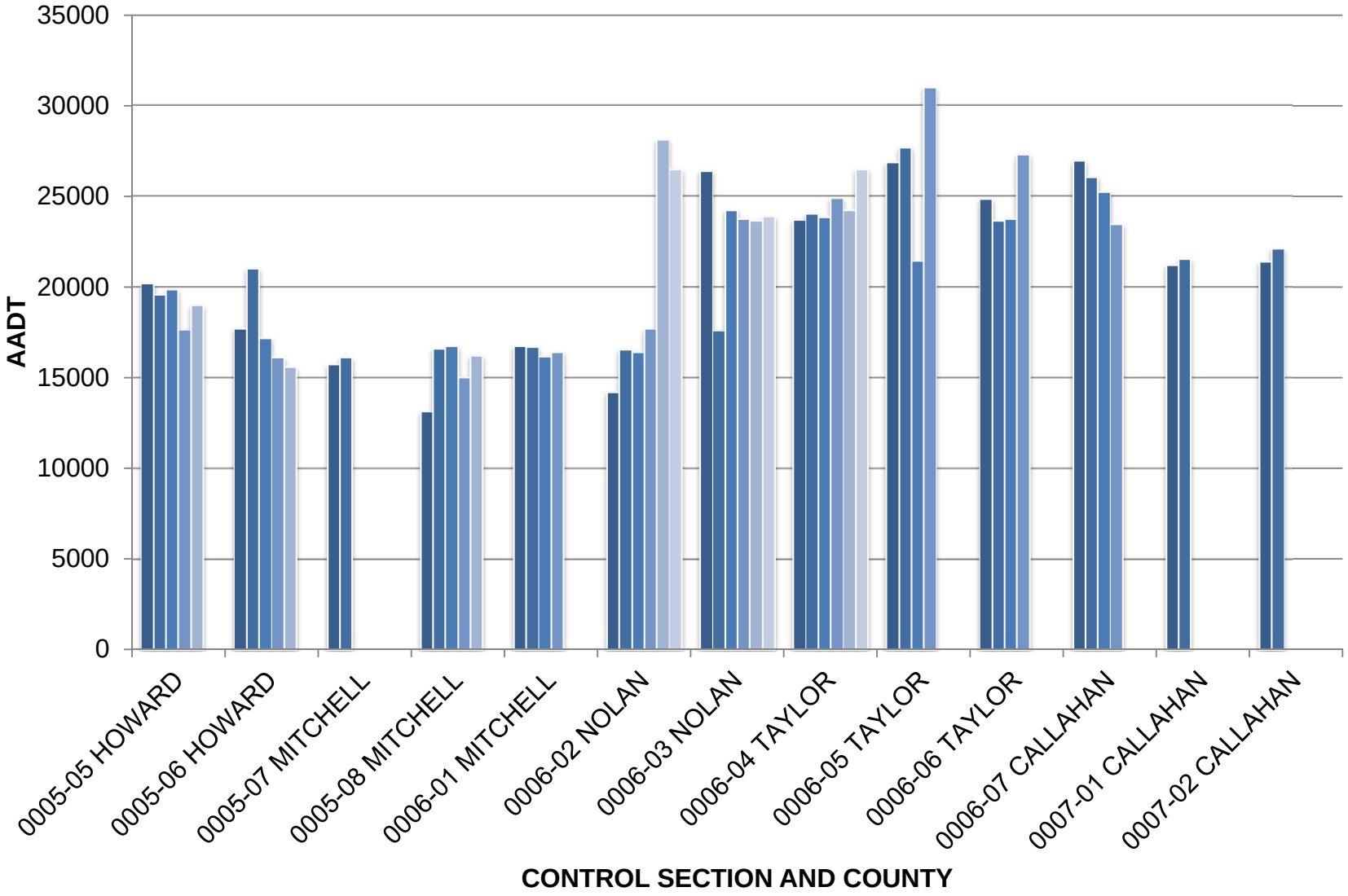


Figure 1a – 2014 AADT from West to East end of IH 20 within the Abilene District

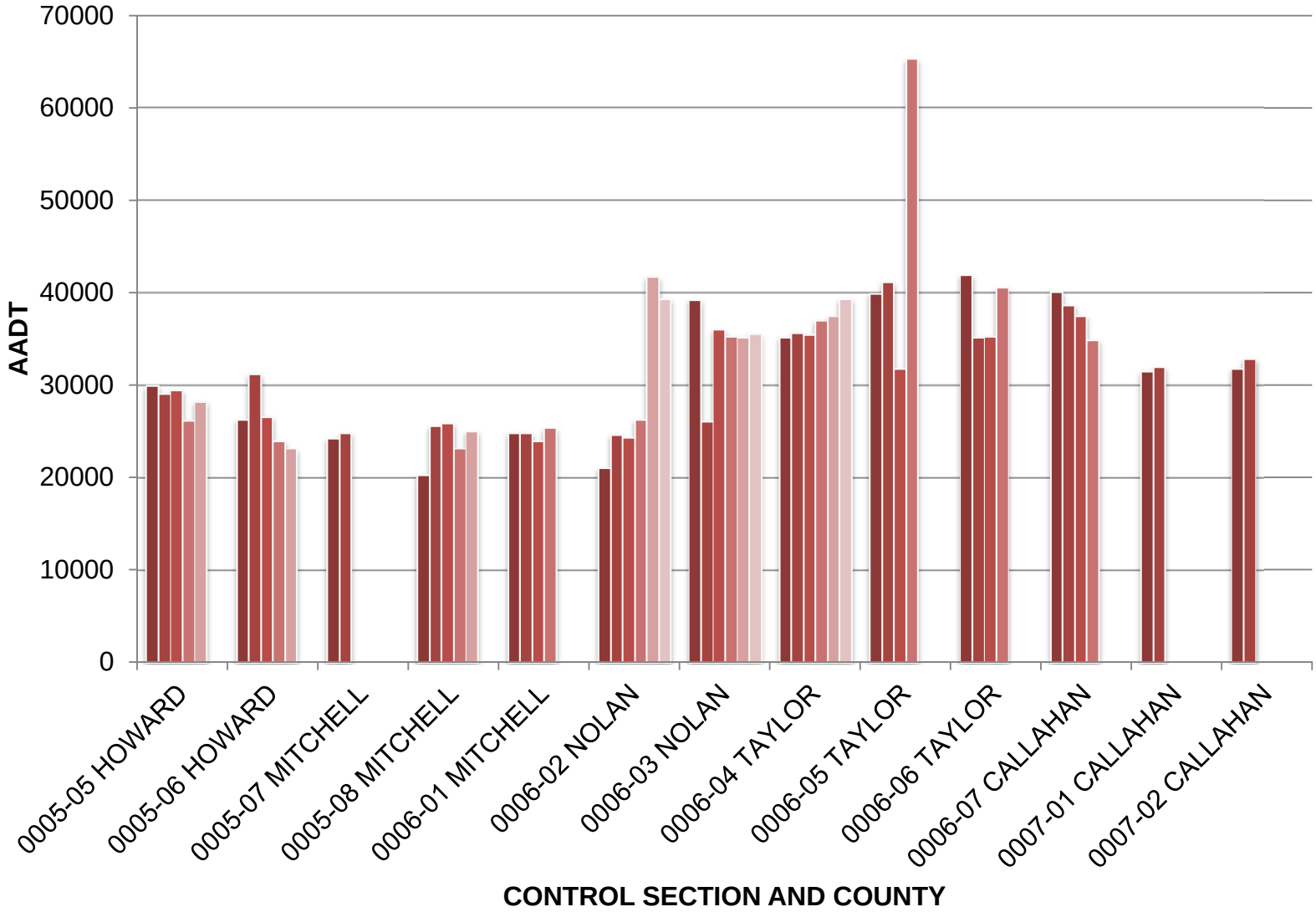


Figure 1b –Forecasted 2034 AADT from West to East end of IH 20 within the Abilene District

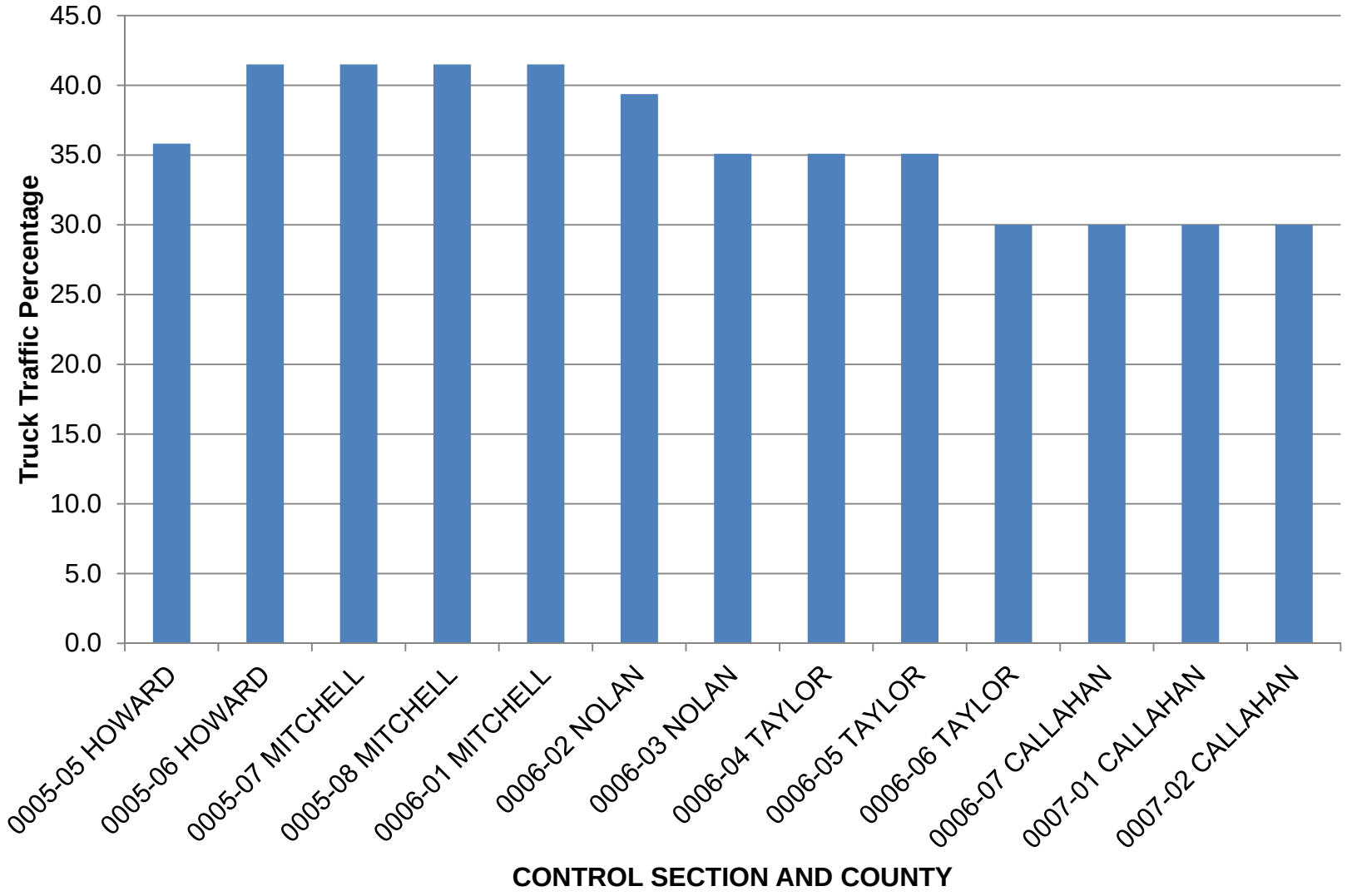


Figure 2 – 2014 Truck Percentages from West to East end of IH 20 within the Abilene District

CRASH HISTORY

The following (Figures 3 and 4) were generated using data from TxDOT's Crash Records Information System. Figure 3 shows total KAB reportable crashes from 2010 thru 2015 year to date (August 22, 2015). The term KAB represents the corresponding crash types K for fatality, A for incapacitating, and B for non-incapacitating. Fatal crashes are those in which one more deaths occur as a result of the crash. Incapacitating crashes involve one or more individuals requiring medical transportation due sustained injuries. Non-incapacitating crashes result in personal injuries that do not require medical transportation. Figure 4 shows individual totals for each type of crash within a given control section.

Furthermore, figure 5 illustrates KAB crashes on a year by year basis per control section and county from 2010-2014. Figure 6 shows 2014 AADT plotted against the total KAB crashes for each individual control section and county. The graph illustrates that some control sections with higher AADT have greater amounts of crashes than those with lower AADT. However, some control sections with higher AADT have similar amounts of crashes to those with lower AADT.

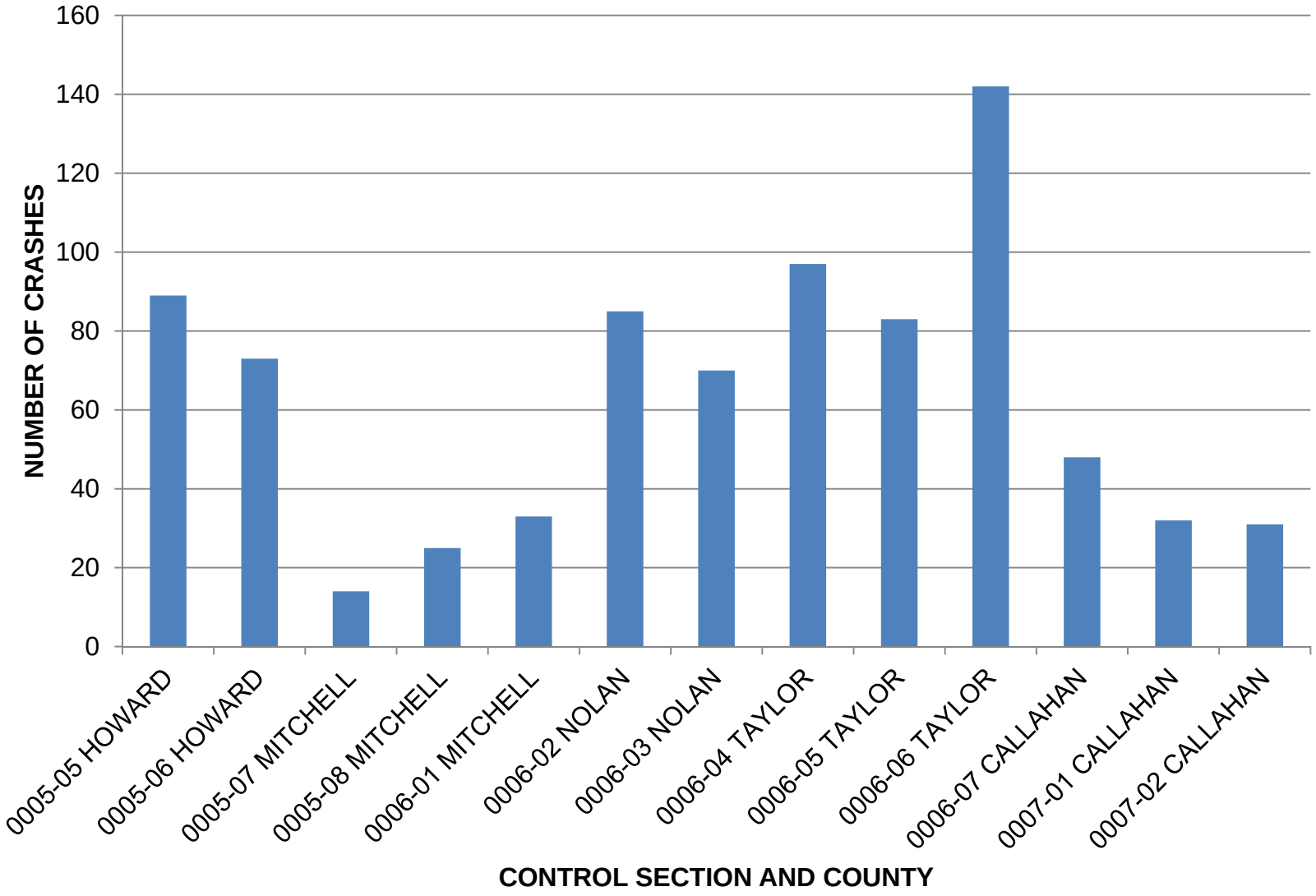


Figure 3 –Total KAB Crashes on IH 20 in the Abilene District from 2010-2015 Year to Date

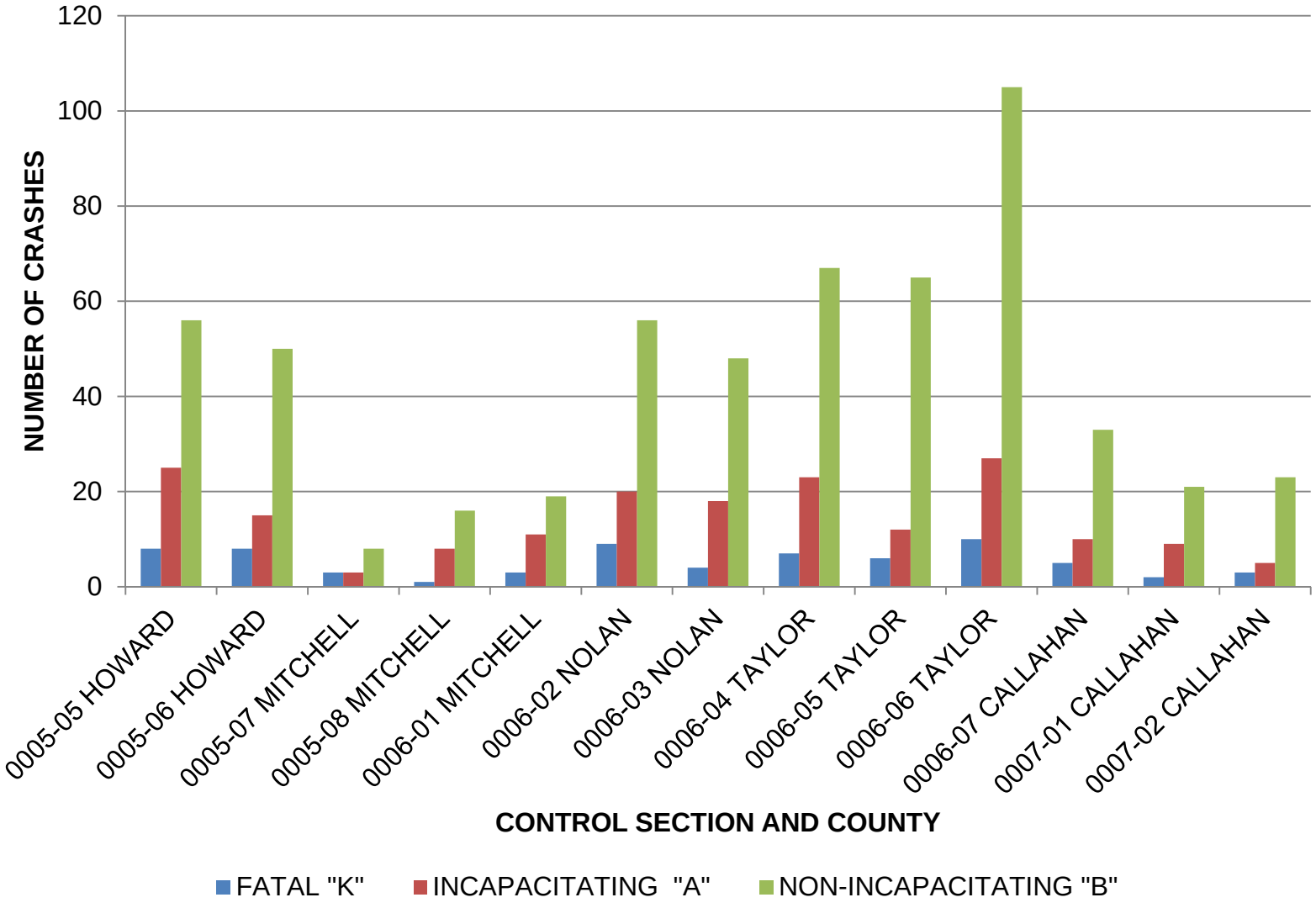


Figure 4 – KAB Crashes on IH 20 in the Abilene District from 2010 - 2015 Year to Date

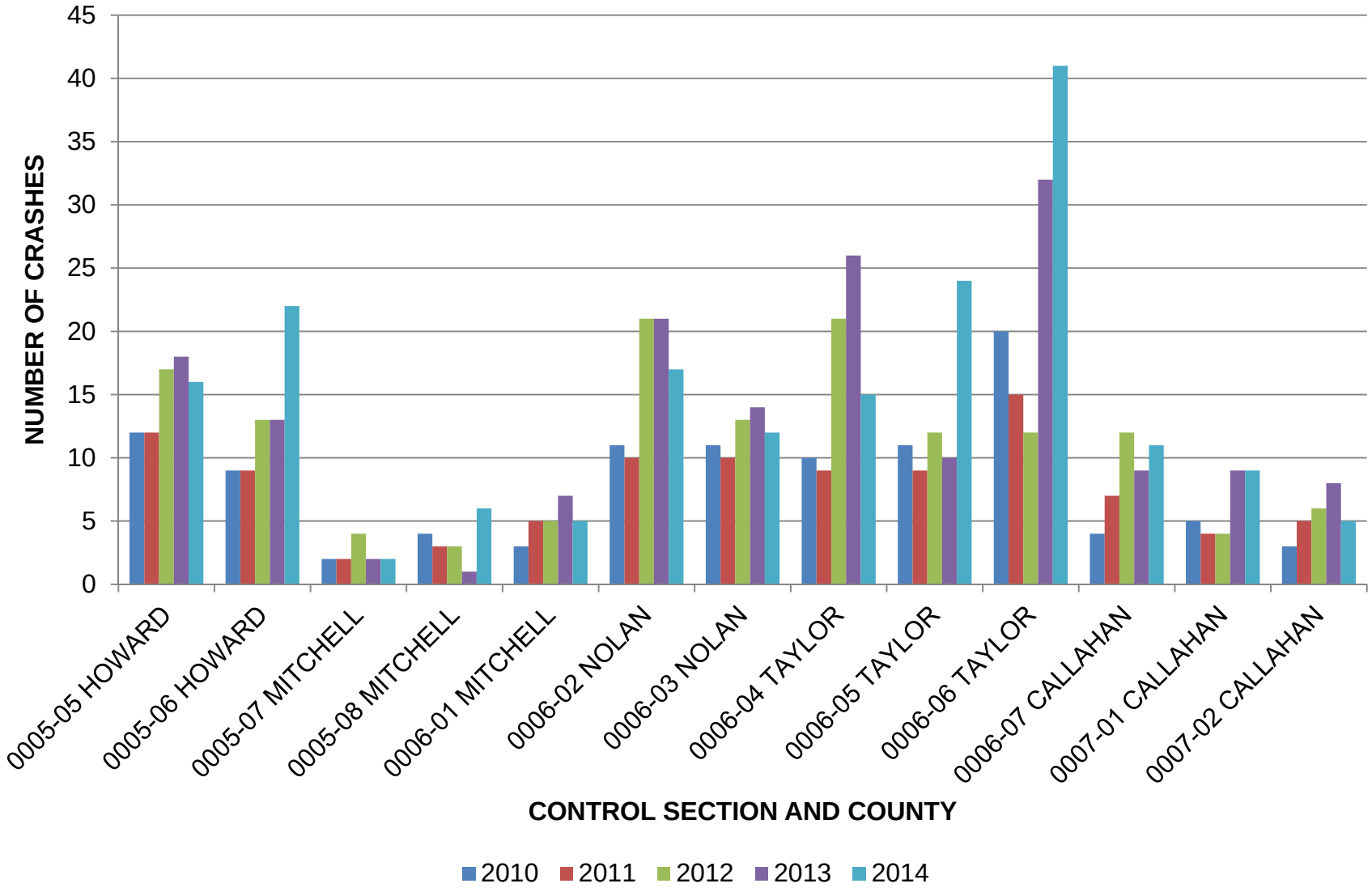


Figure 5 – Yearly KAB Crashes on IH 20 in the Abilene District from 2010 - 2014

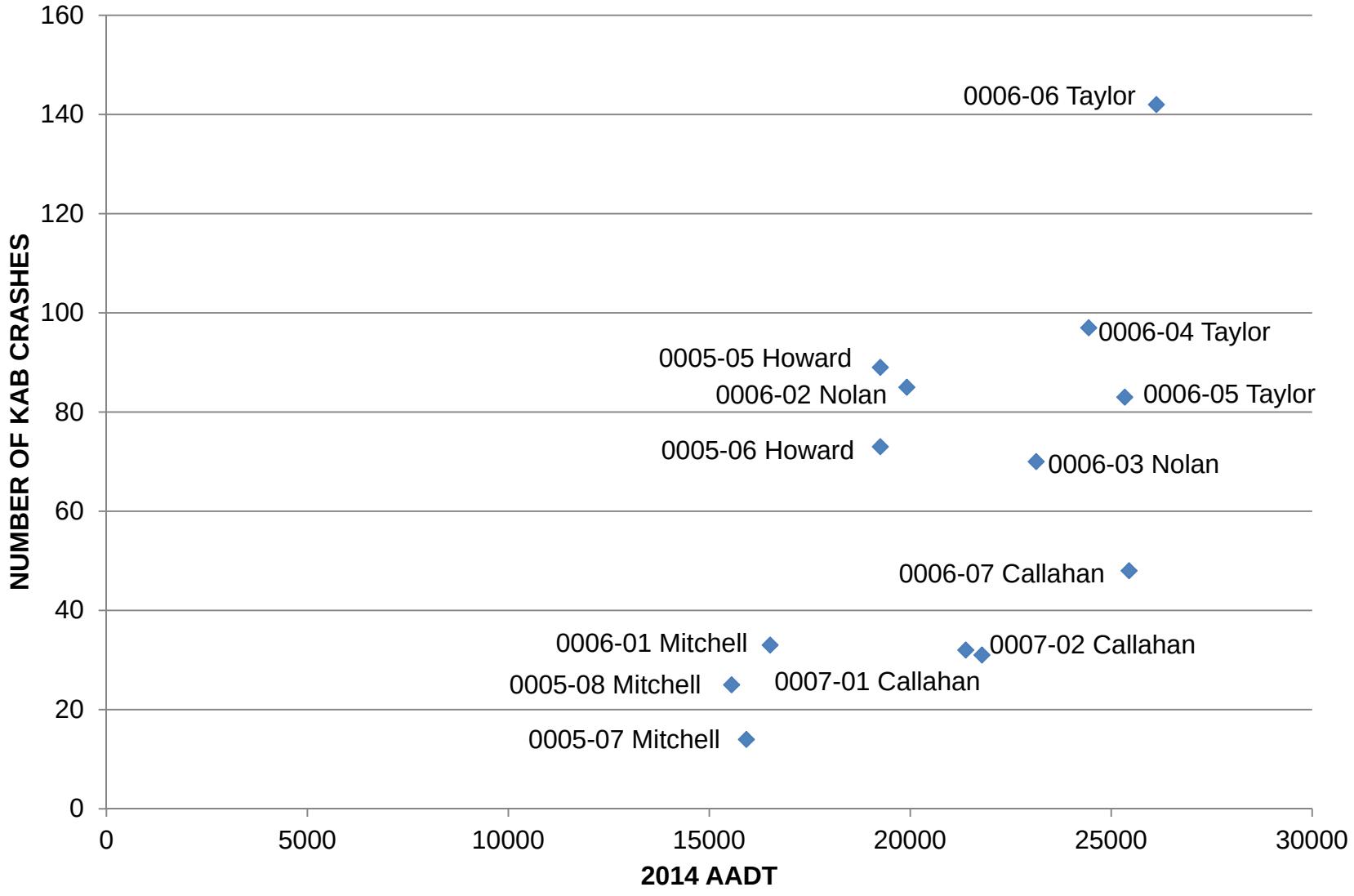


Figure 6 – KAB Crashes vs AADT on IH 20 in the Abilene District from 2010-2015 Year to Date

Figures 7 and **8** were generated using data from TxDOT's Crash Records Information System. Both figures contain reportable motor vehicle traffic crashes on entrance and exit ramps from 2010 thru 2015 year to date (August 20, 2015). Figure 6 shows a comparison based on light condition. This figure indicates that the following control sections have crashes on ramps with no safety lighting: 0006-01 in Mitchell, all control sections in Howard, Nolan, and Taylor Counties. Figure 7 compares surface condition and shows that control sections 0006-05, 0006-06, and 0006-03 have the most significant amount of wet condition crashes. All other control sections have 0-2 crashes in wet conditions.

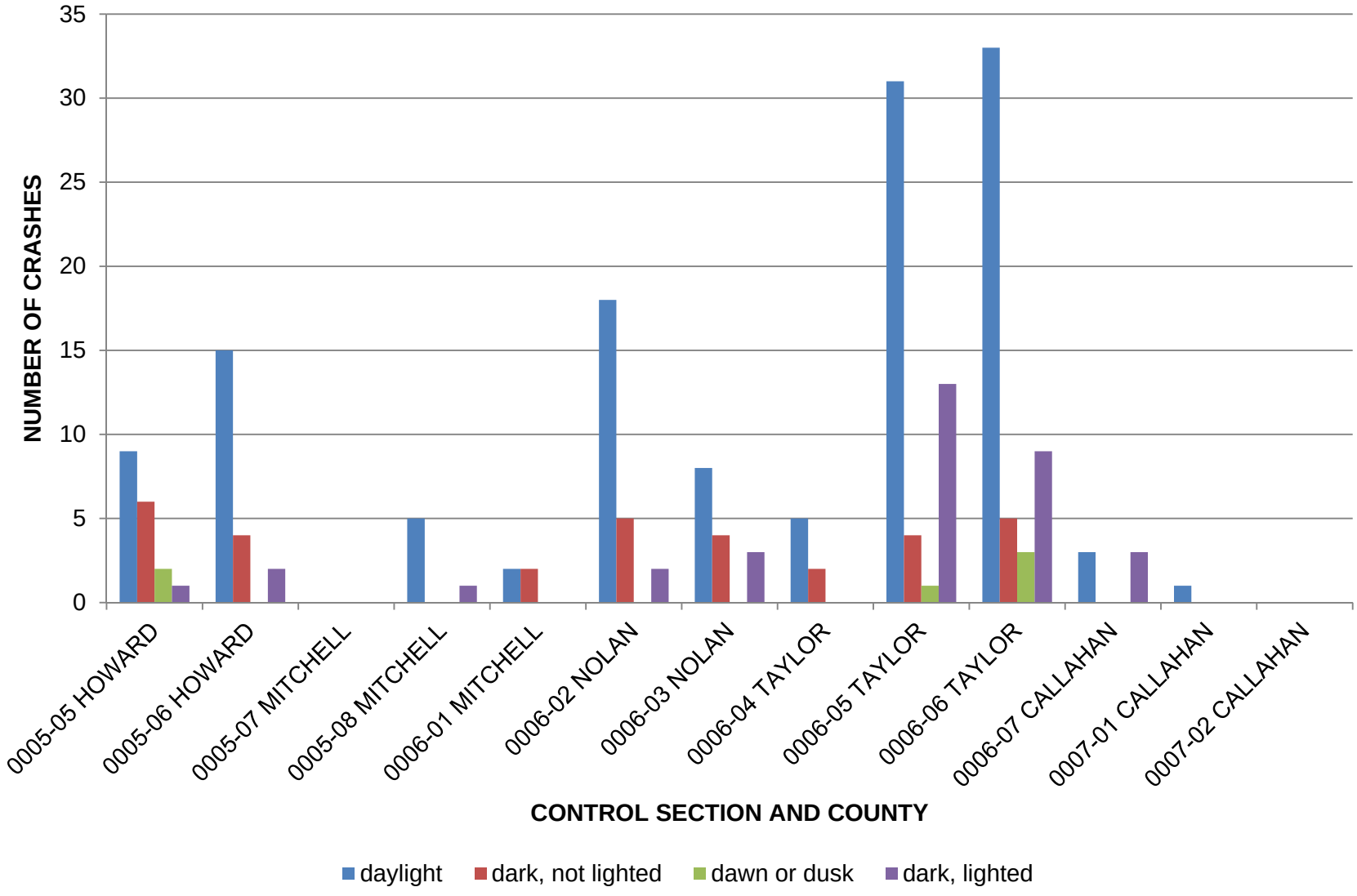


Figure 7 –Crashes on IH 20 Ramps in the Abilene District from 2010-2015 Year to Date by Light Condition

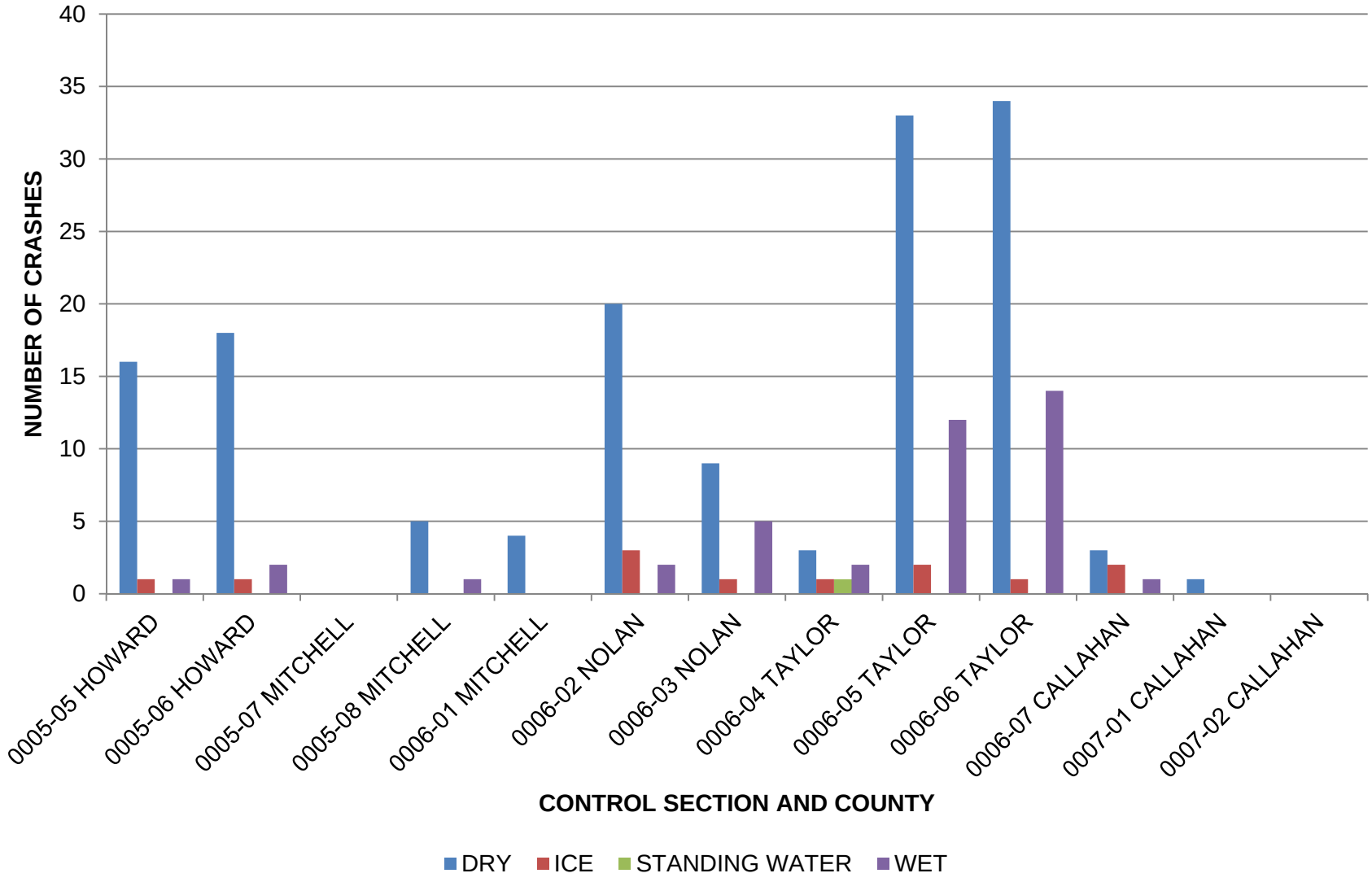
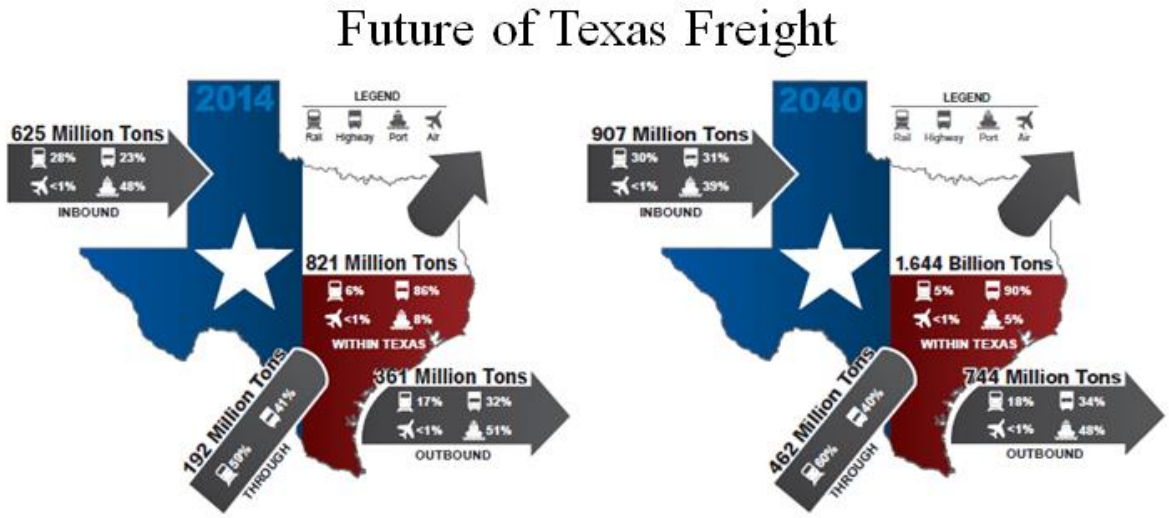


Figure 8 –Crashes on IH 20 Ramps in the Abilene District from 2010-2015 Year to Date by Surface Condition

Freight Data

The United States quite possibly has both the best transportation network and the largest economy in the world. The connection between these two statements relies on the nearly 50,000 mile interstate highway system which provides for safe and efficient movement of freight along with jobs, goods and services, and economic development. In Texas, freight transportation is even more important due to a number of factors. The state has a rapidly growing population which means high demand for goods and services. The Bureau of Economic Analysis reports that Texas has the second largest economy in the U.S., 14th largest economy in the world, and the state's annual Gross Domestic Product (GDP) is nearly $1.5 trillion. Texas businesses impacted by freight movement represent more than 40 percent of the economy. The Texas Freight Mobility Plan reports that most trade with Mexico crosses at the Texas border and more than half of those goods have a final destination in another state. Freight movement is stimulated by three of the five largest entry ports from Mexico and three of the largest water ports in the U.S. (Houston, Beaumont, and Corpus Christi). The majority of shipments received at water ports will be reshipped along the interstate using freight trucks. According to the Texas Freight Mobility Plan, in 2014, 625 million tons of goods were imported into Texas, 361 million tons were exported, 192 million tons passed through, and 821 million tons of goods were shipped within Texas. The same report estimates that by 2040 all Texas freight shipping will dramatically increase. Not only will shipping increase but the percent of freight shipped by trucks will also increase. In 2014, 23 percent of imports to Texas were transported by freight trucks, and this number is projected to increase to 31 percent by 2040. Truck usage for freight movement is apparent in Texas in both increased daily truck trips and vehicle miles traveled. Texas roadways carry more than 600,000 daily truck trips and this number is projected to increase to more than one million trips by 2040. Texas roadways provide for 50 million heavy truck vehicle miles per year and 1 billion tons of truck tonnage; both vehicle miles and tonnage are expected to double in Texas by 2040. These increases will have an adverse effect on the efficient movement of freight through the southern U.S. and will deteriorate the state's interstate system. Currently more than 20 percent of the state's interstate centerline miles are considered deficient; by 2040 that number is expected to grow to 45 percent. The Texas interstate system must be maintained in order to preserve its position as the primary freight movement corridor for North America. Investment in I-20 is critical to the growth and well-being of the state and national economies.

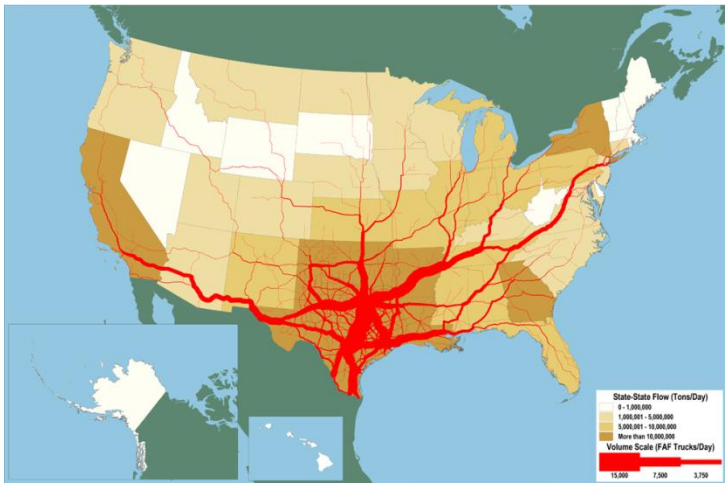


Resource: Texas Freight Mobility Plan, January 25, 2016

The Abilene District faces a number of freight system challenges and constraints along I-20. More than one third of traffic along the 160 interstate miles through the Abilene District is considered to be freight trucks, with Mitchell County having the district's highest freight truck percentage at 40 percent followed by Howard County at more than 38 percent. There are few alternate routes to I-20 in the Abilene District and most of them limit freight movement. Federal and state design standards have lagged behind changes in the freight industry. Inadequate truck parking locations, lack of understanding of commercial vehicle operations, and inadequate funding have contributed to the deterioration of the interstate system. TxDOT understands the significance of I-20 for both freight movement and personal use, but lack of available funding has limited the ability to make improvements. With that in mind, the agency decided to examine I-20 truck traffic, truck speed, and types of trucks and document findings and other observations. The following pages are the Abilene District's I-20 freight corridor findings which were observed by our personnel in the field, these findings will be used when designing I-20 projects over the next decade.

Major Flows by Trucks to, From, and Within Texas

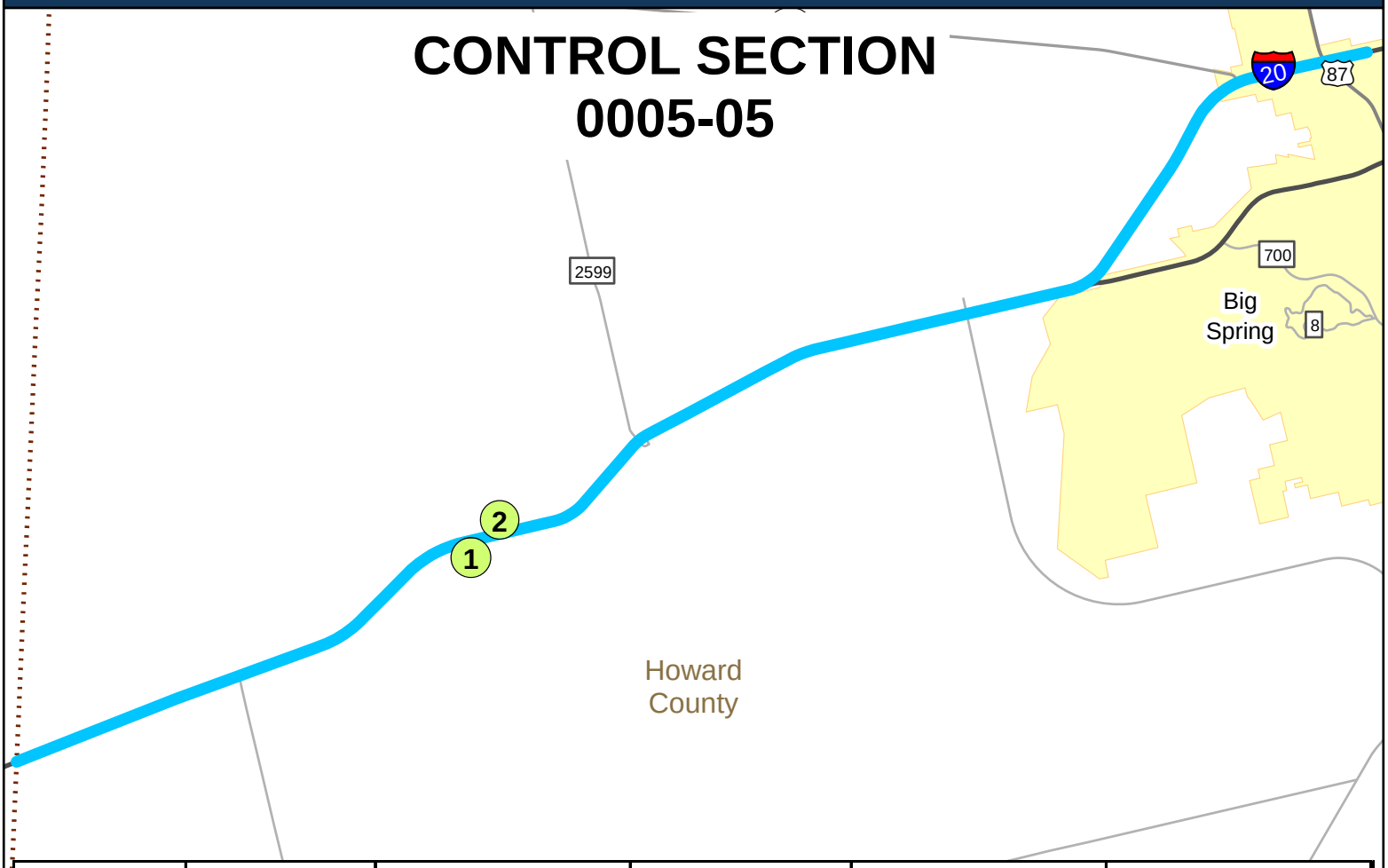
Source: U.S. Department of Transportation, FHWA, Office of Freight Management



TxDOT Abilene District

I-20 FREIGHT DATA

CONTROL SECTION 0005-05



LOCATION	COUNTY	LATITUDE	LONGITUDE	AVG MPH	LANES
1	HOWARD	32.1955556	-101.6233333	67.1	EB
2	HOWARD	32.19777778	-101.6186111	67.5	WB

SPEED PERCENTAGE (MPH)

LOCATION	UNDER 50	50-59	60-65	66-70	OVER 70
1	0%	5%	35%	36%	25%
2	0%	4%	38%	29%	30%

FREIGHT TYPE PERCENTAGE

LOCATION	VAN BOX	CARGO TANKER	FLAT BED	GRAIN / GRAVEL	DOUBLE TRAILER
1	46%	16%	31%	3%	4%
2	45%	19%	22%	6%	8%

Table Data represents Freight movement based on daytime 1 hour random survey.

VAN BOX CARGO TANKER FLAT BED GRAIN / GRAVEL DOUBLE TRAILER

0 0.85 1.7 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 12, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

CONTROL SECTION 0005-07

LOCATION	COUNTY	LATITUDE	LONGITUDE	AVG MPH	LANES
3	MITCHELL	32.34805556	-101.0388889	68.7	EB
4	MITCHELL	32.34805556	-101.0388889	68	WB

SPEED PERCENTAGE (MPH)

LOCATION	UNDER 50	50-59	60-65	66-70	OVER 70
3	0%	3%	30%	28%	38%
4	0%	6%	18%	46%	30%

FREIGHT TYPE PERCENTAGE

LOCATION	VAN BOX	CARGO TANKER	FLAT BED	GRAIN / GRAVEL	DOUBLE TRAILER
3	53%	15%	23%	7%	2%
4	57%	10%	19%	8%	6%

Table Data represents Freight movement based on daytime 1 hour random survey.

VAN BOX CARGO TANKER FLAT BED GRAIN / GRAVEL DOUBLE TRAILER

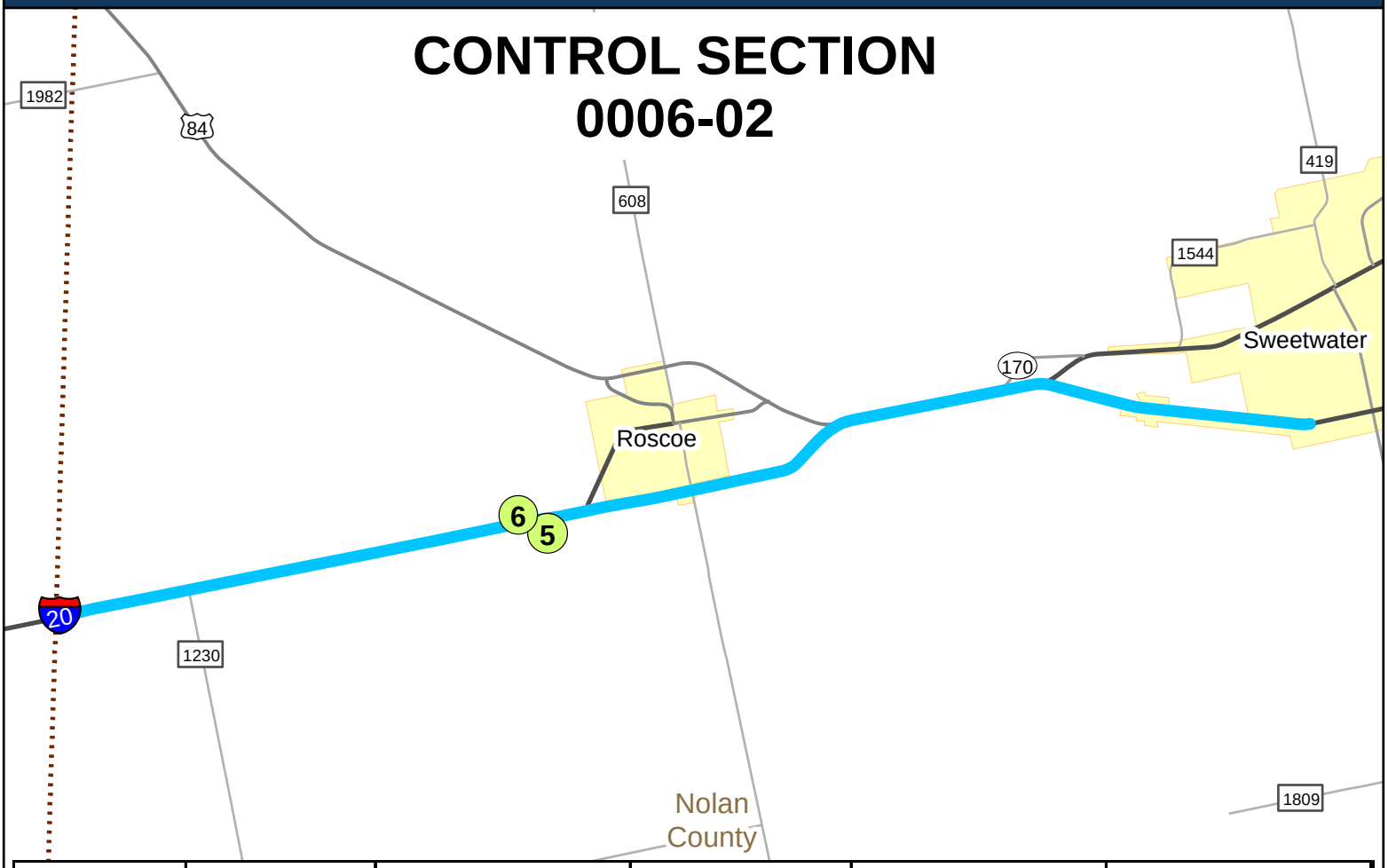
0 0.7 1.4 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 12, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 FREIGHT DATA



LOCATION	COUNTY	LATITUDE	LONGITUDE	AVG MPH	LANES
5	NOLAN	32.427725	-100.565684	67.1	EB
6	NOLAN	32.428767	-100.568263	66.5	WB

SPEED PERCENTAGE (MPH)

LOCATION	UNDER 50	50-59	60-65	66-70	OVER 70
5	0%	5%	32%	39%	25%
6	0%	4%	42%	39%	16%

FREIGHT TYPE PERCENTAGE

LOCATION	VAN BOX	CARGO TANKER	FLAT BED	GRAIN / GRAVEL	DOUBLE TRAILER
5	54%	12%	28%	2%	5%
6	59%	8%	21%	3%	8%

Table Data represents Freight movement based on daytime 1 hour random survey.

VAN BOX CARGO TANKER FLAT BED GRAIN / GRAVEL DOUBLE TRAILER

0 1 2 Miles

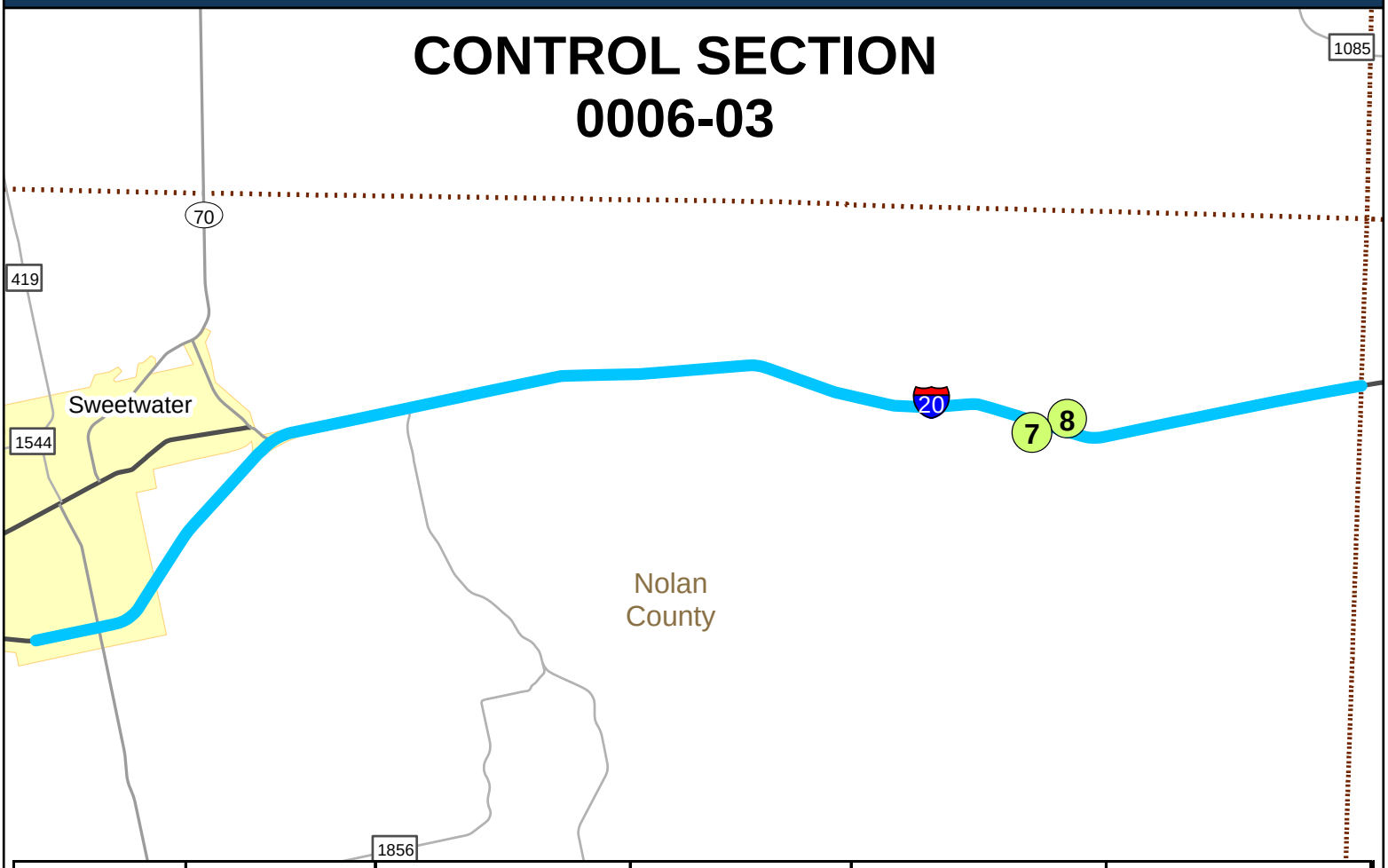
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 12, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 FREIGHT DATA

CONTROL SECTION 0006-03



LOCATION	COUNTY	LATITUDE	LONGITUDE	AVG MPH	LANES
7	NOLAN	32.487231	-100.211362	67.3	EB
8	NOLAN	32.486641	-100.207136	67.5	WB

SPEED PERCENTAGE (MPH)

LOCATION	UNDER 50	50-59	60-65	66-70	OVER 70
7	1%	7%	30%	32%	30%
8	0%	5%	29%	38%	27%

FREIGHT TYPE PERCENTAGE

LOCATION	VAN BOX	CARGO TANKER	FLAT BED	GRAIN / GRAVEL	DOUBLE TRAILER
7	52%	11%	31%	2%	4%
8	62%	11%	19%	2%	6%

Table Data represents Freight movement based on daytime 1 hour random survey.

VAN BOX | CARGO TANKER | FLAT BED | GRAIN / GRAVEL | DOUBLE TRAILER

0 1 2 Miles

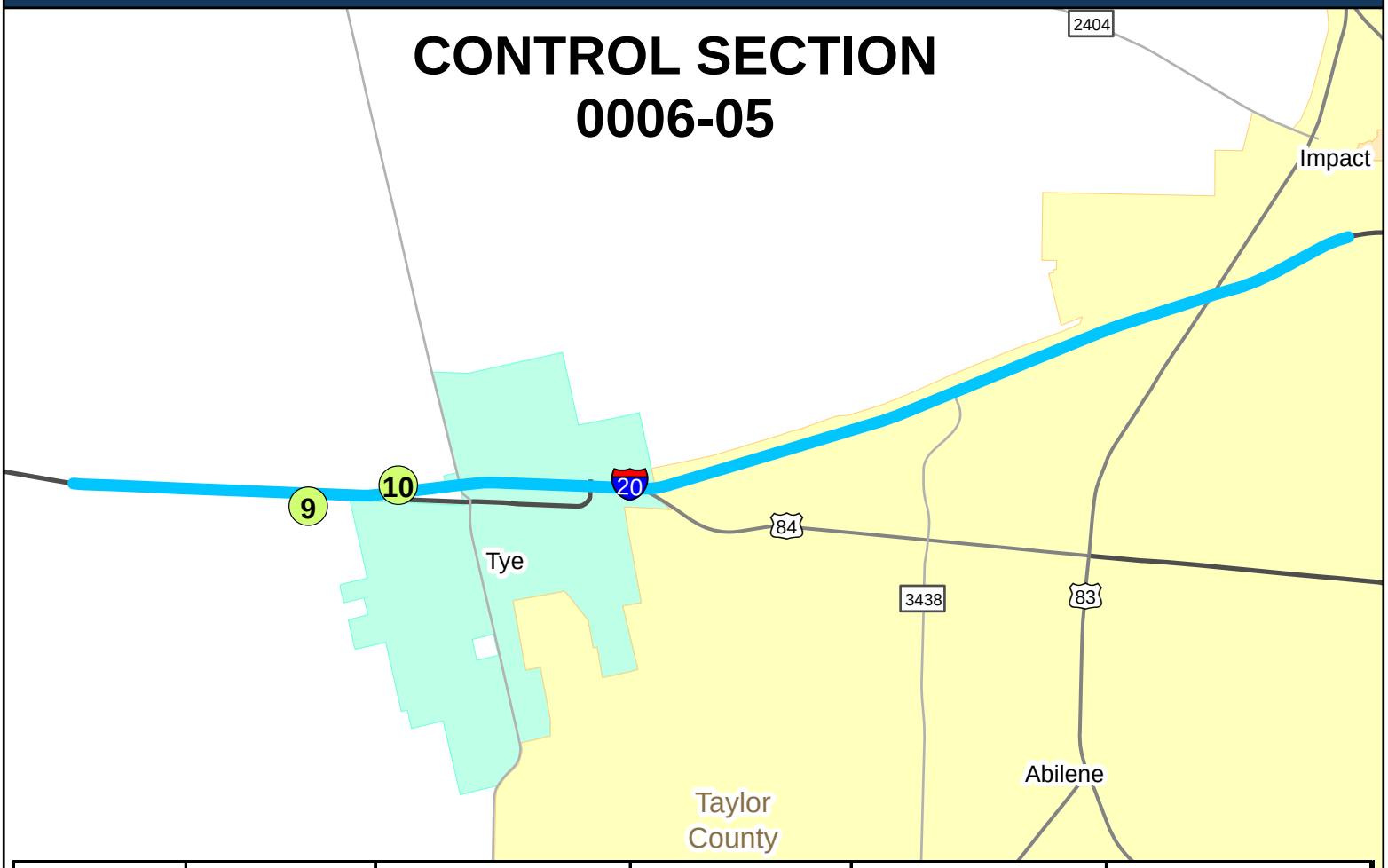
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 12, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 FREIGHT DATA

CONTROL SECTION 0006-05



LOCATION	COUNTY	LATITUDE	LONGITUDE	AVG MPH	LANES
9	TAYLOR	32.458145	-99.893667	68.2	EB
10	TAYLOR	32.459341	-99.881075	66.6	WB

SPEED PERCENTAGE (MPH)

LOCATION	UNDER 50	50-59	60-65	66-70	OVER 70
9	0%	1%	26%	46%	27%
10	1%	3%	33%	45%	18%

FREIGHT TYPE PERCENTAGE

LOCATION	VAN BOX	CARGO TANKER	FLAT BED	GRAIN / GRAVEL	DOUBLE TRAILER
9	52%	9%	32%	1%	6%
10	62%	9%	21%	2%	6%

Table Data represents Freight movement based on daytime 1 hour random survey.

VAN BOX CARGO TANKER FLAT BED GRAIN / GRAVEL DOUBLE TRAILER

0 0.75 1.5 Miles

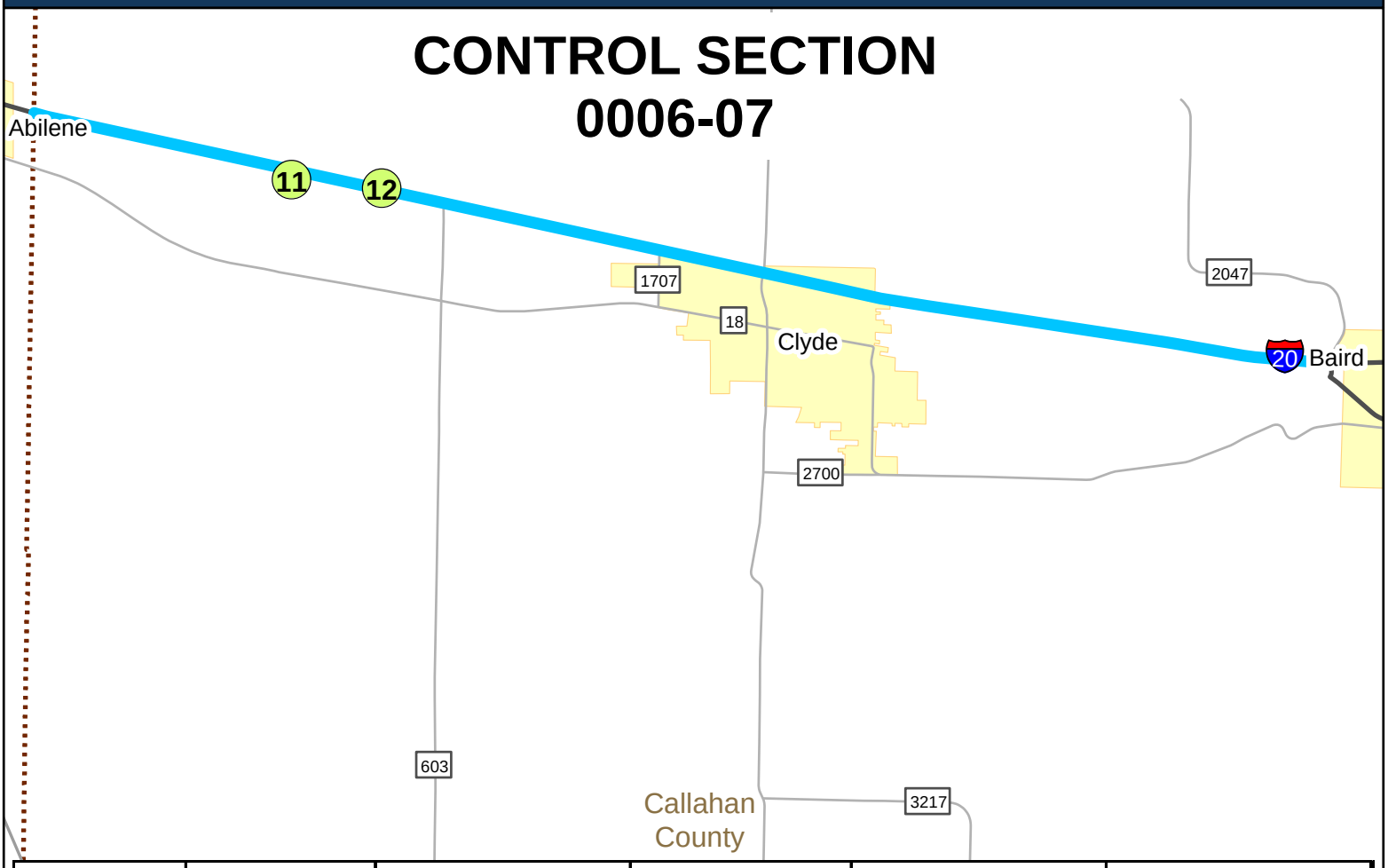
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 12, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 FREIGHT DATA

CONTROL SECTION 0006-07



LOCATION	COUNTY	LATITUDE	LONGITUDE	AVG MPH	LANES
11	CALLAHAN	32.428758	-99.586445	67.5	EB
12	CALLAHAN	32.42749	-99.571958	64.6	WB

SPEED PERCENTAGE (MPH)

LOCATION	UNDER 50	50-59	60-65	66-70	OVER 70
11	0%	1%	38%	35%	27%
12	1%	16%	41%	27%	15%

FREIGHT TYPE PERCENTAGE

LOCATION	VAN BOX	CARGO TANKER	FLAT BED	GRAIN / GRAVEL	DOUBLE TRAILER
11	64%	8%	22%	1%	5%
12	60%	11%	26%	1%	3%

Table Data represents Freight movement based on daytime 1 hour random survey.

VAN BOX CARGO TANKER FLAT BED GRAIN / GRAVEL DOUBLE TRAILER

0 0.9 1.8 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 12, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 FREIGHT DATA

CONTROL SECTION 0007-02

LOCATION	COUNTY	LATITUDE	LONGITUDE	AVG MPH	LANES
13	CALLAHAN	32.378313	-99.1526	67.7	EB
14	CALLAHAN	32.378033	-99.161106	66.8	WB

SPEED PERCENTAGE (MPH)

LOCATION	UNDER 50	50-59	60-65	66-70	OVER 70
13	0%	1%	34%	40%	25%
14	0%	1%	41%	39%	20%

FREIGHT TYPE PERCENTAGE

LOCATION	VAN BOX	CARGO TANKER	FLAT BED	GRAIN / GRAVEL	DOUBLE TRAILER
13	59%	12%	20%	1%	8%
14	64%	8%	21%	1%	6%

Table Data represents Freight movement based on daytime 1 hour random survey.

VAN BOX CARGO TANKER FLAT BED GRAIN / GRAVEL DOUBLE TRAILER

0 0.65 1.3 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 12, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

VISION 20/20

CHAPTER FOUR

Interstate Preservation

The Abilene District acknowledges that Federal funding will be limited for preserving the interstate system such as the I-20 corridor through West Texas. Therefore, the district will budget available resources for interstate preservation and use public participation to educate citizens and local governments on the need for system preservation. The fundamental element of interstate conservation is preventive maintenance which on interstate projects can consists of pavement overlays, bridge repairs, guardrail replacement, joint seal upgrades, and other operations. Most of these projects have minimal environmental impacts, and therefore require a "Categorical Exclusion" environmental document. This means the actions of the project do not have a significant effect on the environment, and an environmental assessment is not required.

Projects considered to be I-20 preventive maintenance include:

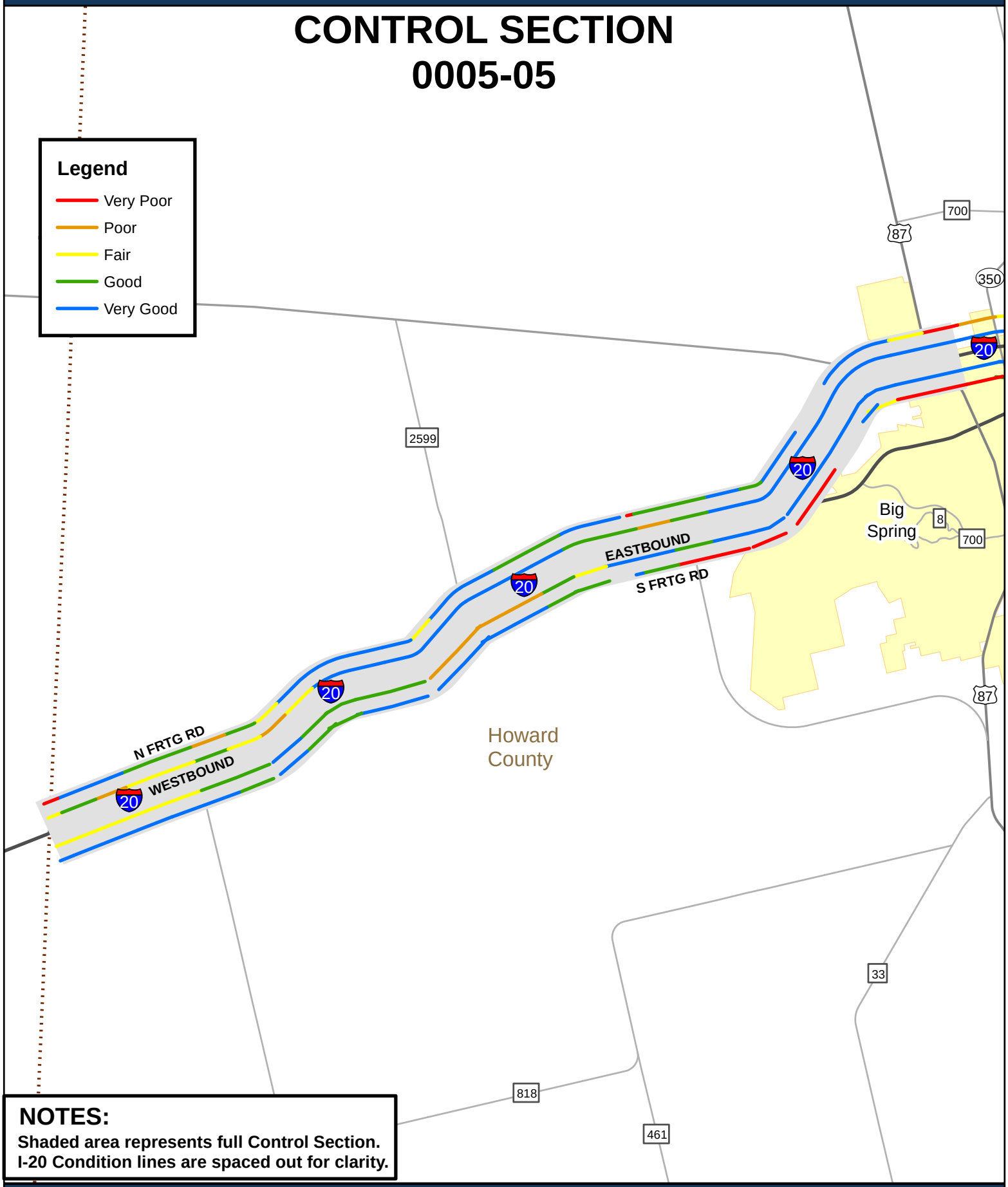
- Replacement of pavement including milling and overlays
- Prevention of water into pavement such as seal coats and crack seals
- Prevention of bridge deterioration such as cleaning, painting, and deck repair
- Anything that would extend the life of I-20.

These preventive maintenance work items are not intended to be all inclusive but are rather a limited list of examples. The Abilene District will program projects to extend the service life of I-20 through a variety of projects and the Project Team will examine existing pavement conditions, drainage maps, and bridge maintenance conditions on a regular basis.

The following maps represent the interstate condition at the time of this study. The maps created are for Pavement Conditions, Drainage Maps, Environmental Maps, and Bridge Conditions by each control section in the district. The Project Team will do a more in depth examination of these conditions on a project by project basis.

TxDOT Planning I-20 PAVEMENT CONDITIONS 2016

CONTROL SECTION 0005-05



NOTES:
Shaded area represents full Control Section.
I-20 Condition lines are spaced out for clarity.

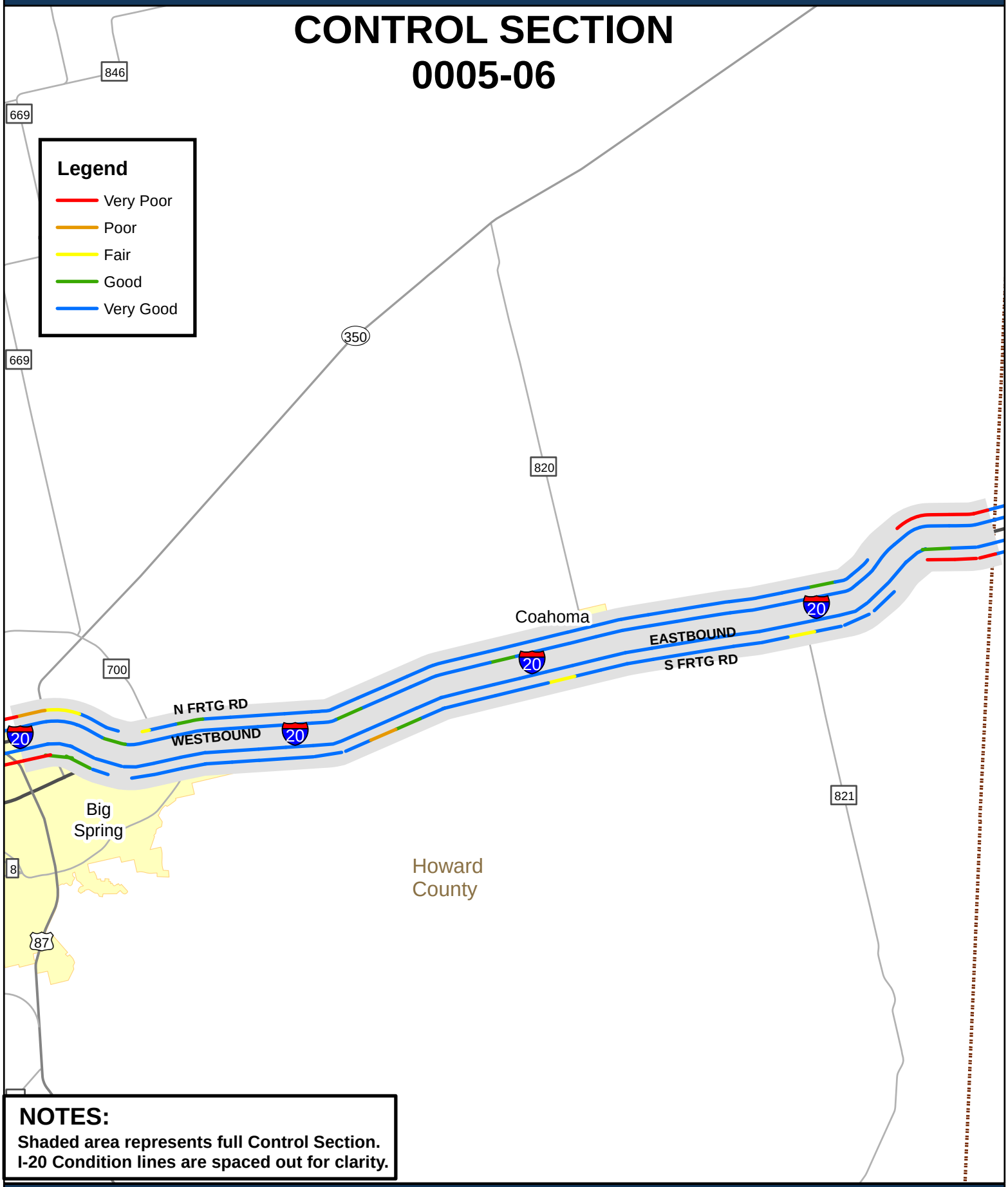
0 0.95 1.9 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
May 12, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Planning I-20 PAVEMENT CONDITIONS 2016

CONTROL SECTION 0005-06



NOTES:

Shaded area represents full Control Section.
I-20 Condition lines are spaced out for clarity.

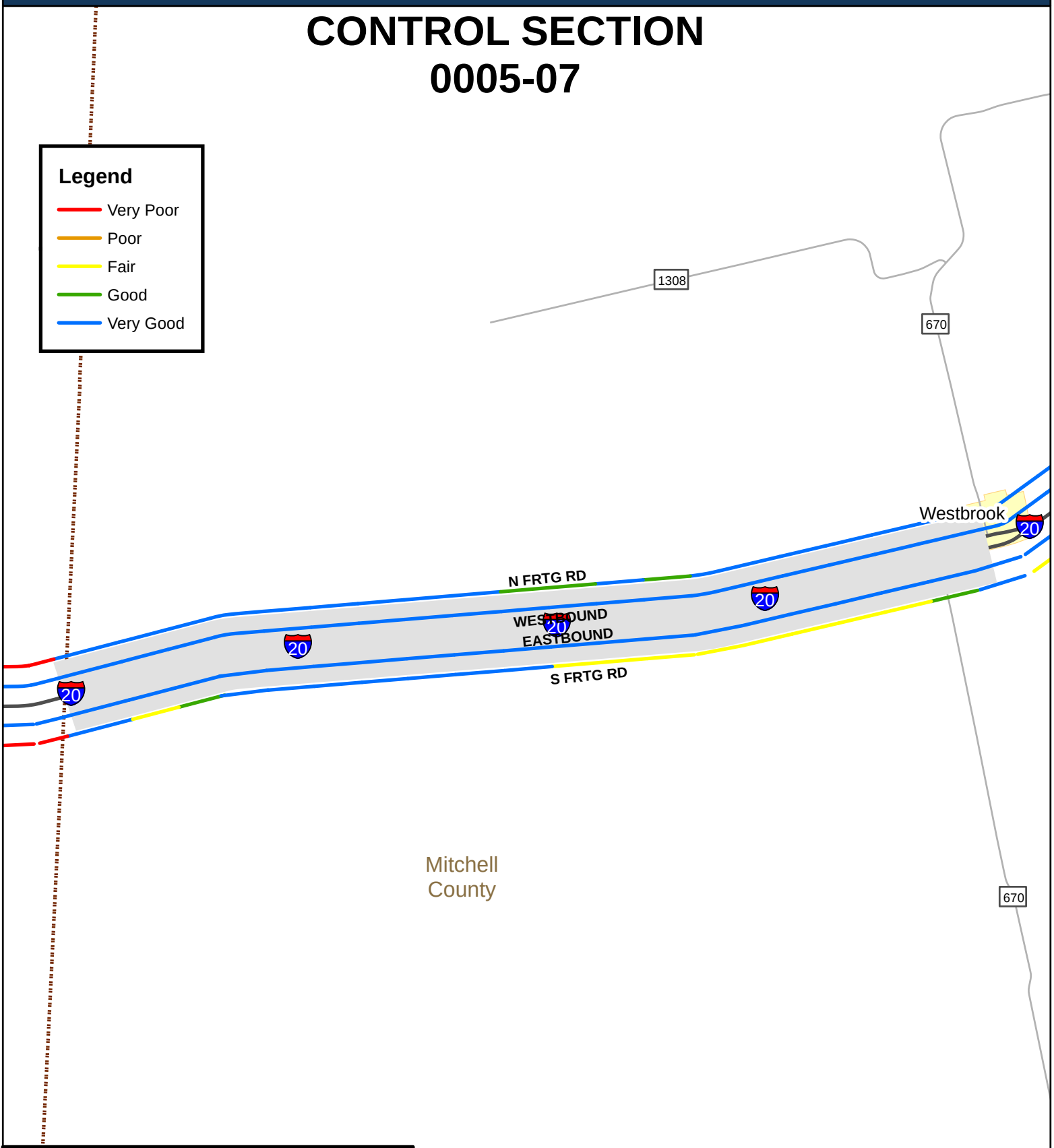
0 1 2 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
May 12, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Planning I-20 PAVEMENT CONDITIONS 2016

CONTROL SECTION 0005-07



NOTES:

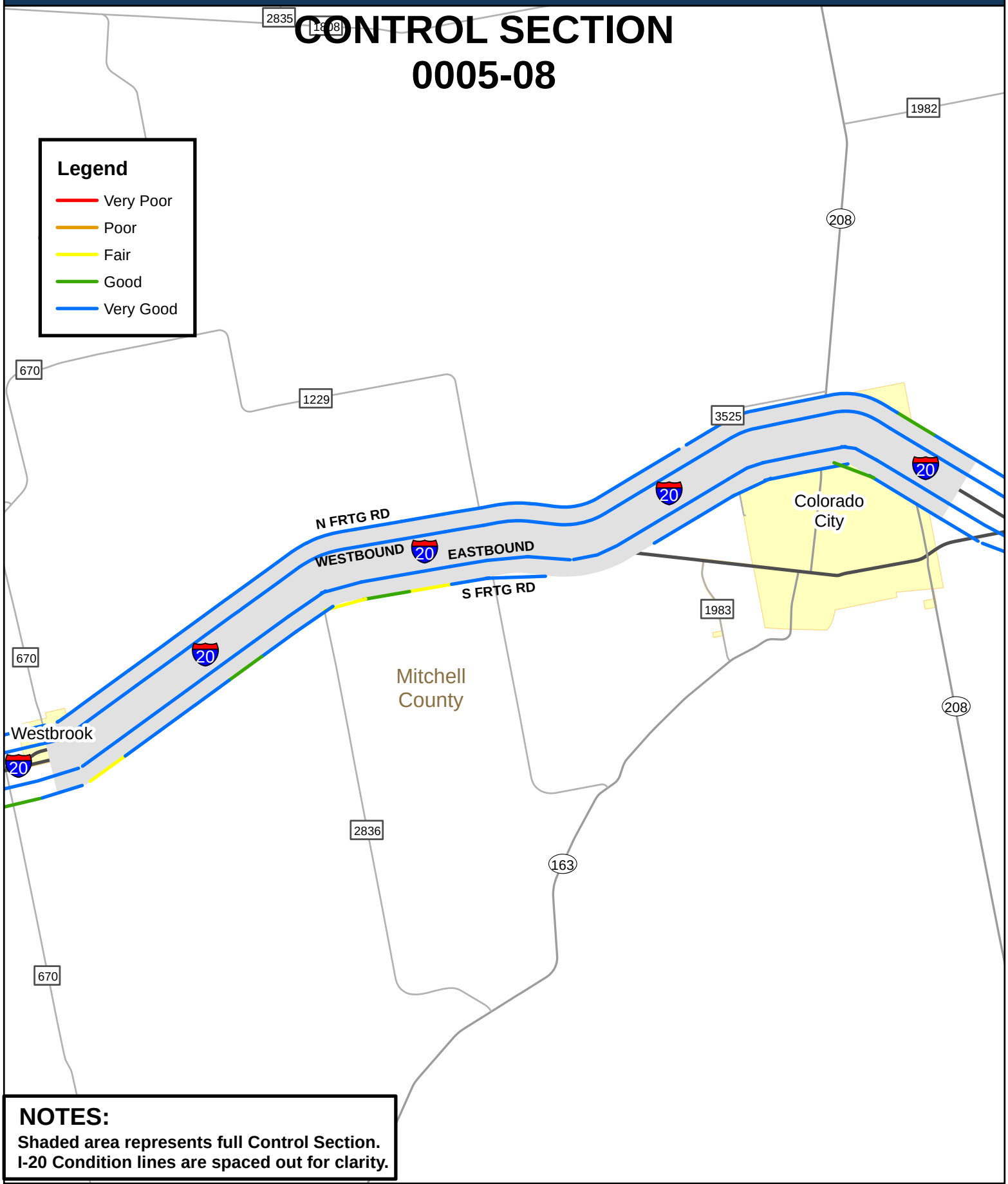
Shaded area represents full Control Section.
I-20 Condition lines are spaced out for clarity.

0 0.75 1.5 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
May 12, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Planning I-20 PAVEMENT CONDITIONS 2016



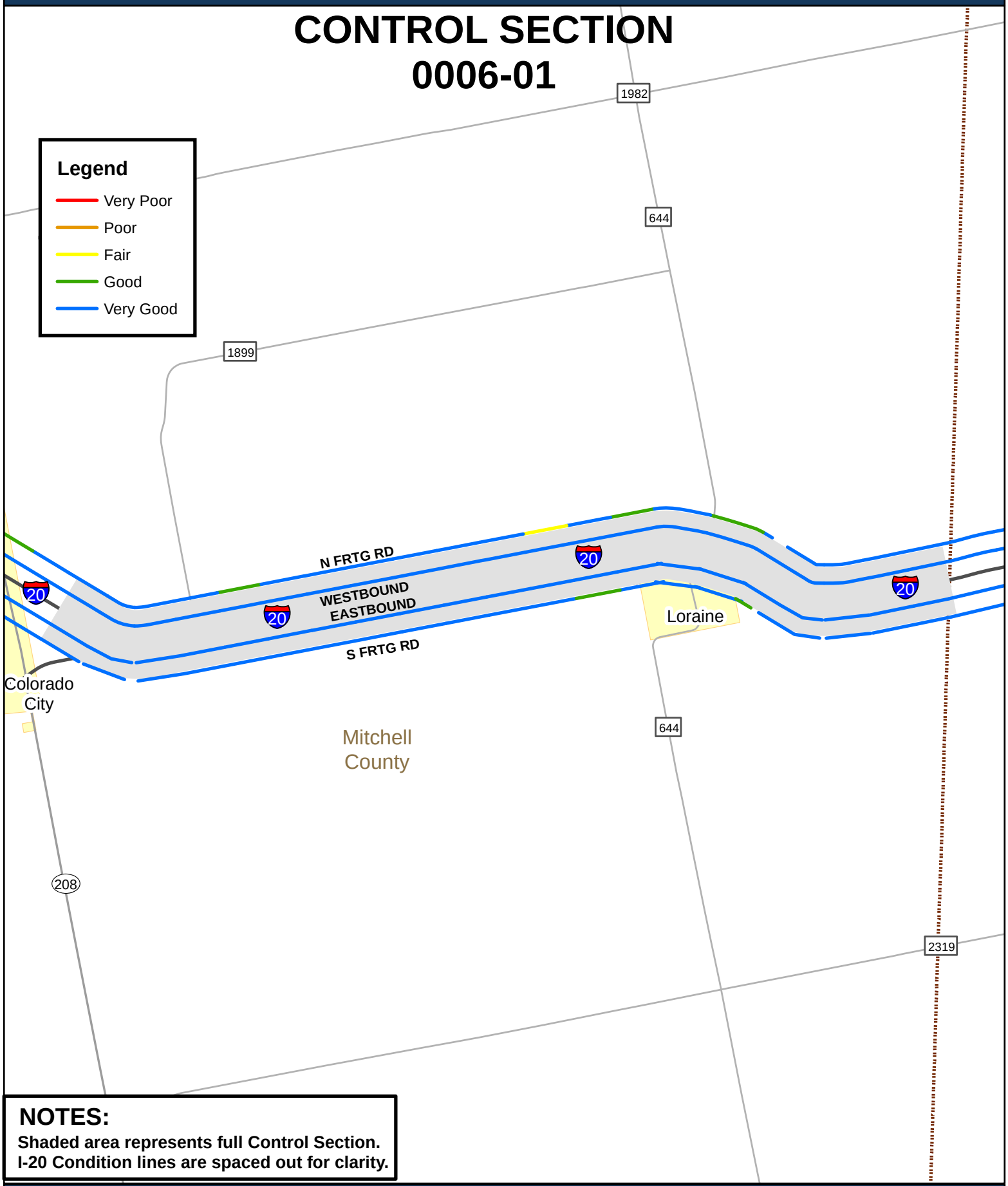
0 0.8 1.6 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
May 12, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Planning I-20 PAVEMENT CONDITIONS 2016

CONTROL SECTION 0006-01



NOTES:

Shaded area represents full Control Section.
I-20 Condition lines are spaced out for clarity.

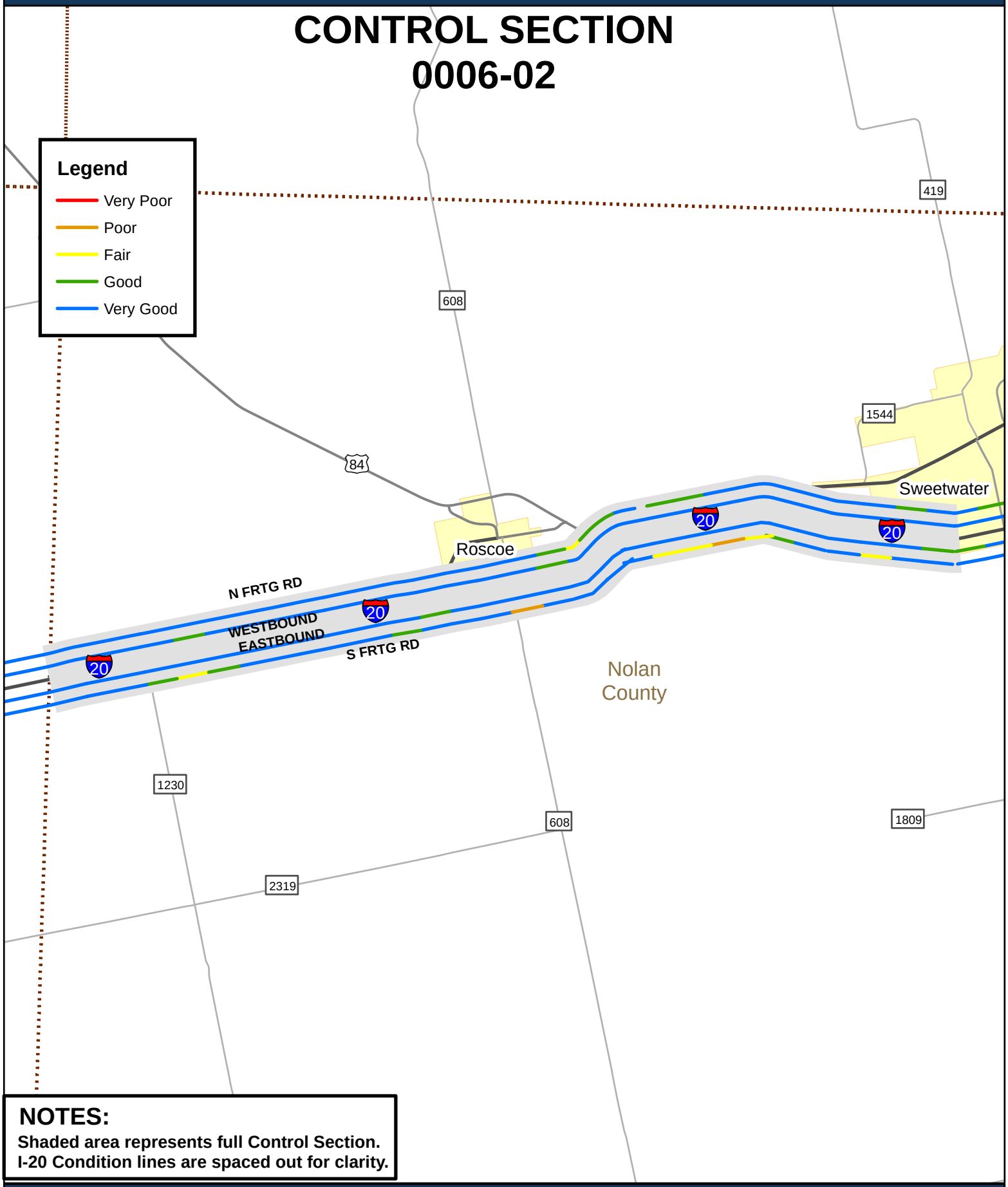
0 0.75 1.5 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
May 12, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Planning I-20 PAVEMENT CONDITIONS 2016

CONTROL SECTION 0006-02



NOTES:

Shaded area represents full Control Section.
I-20 Condition lines are spaced out for clarity.

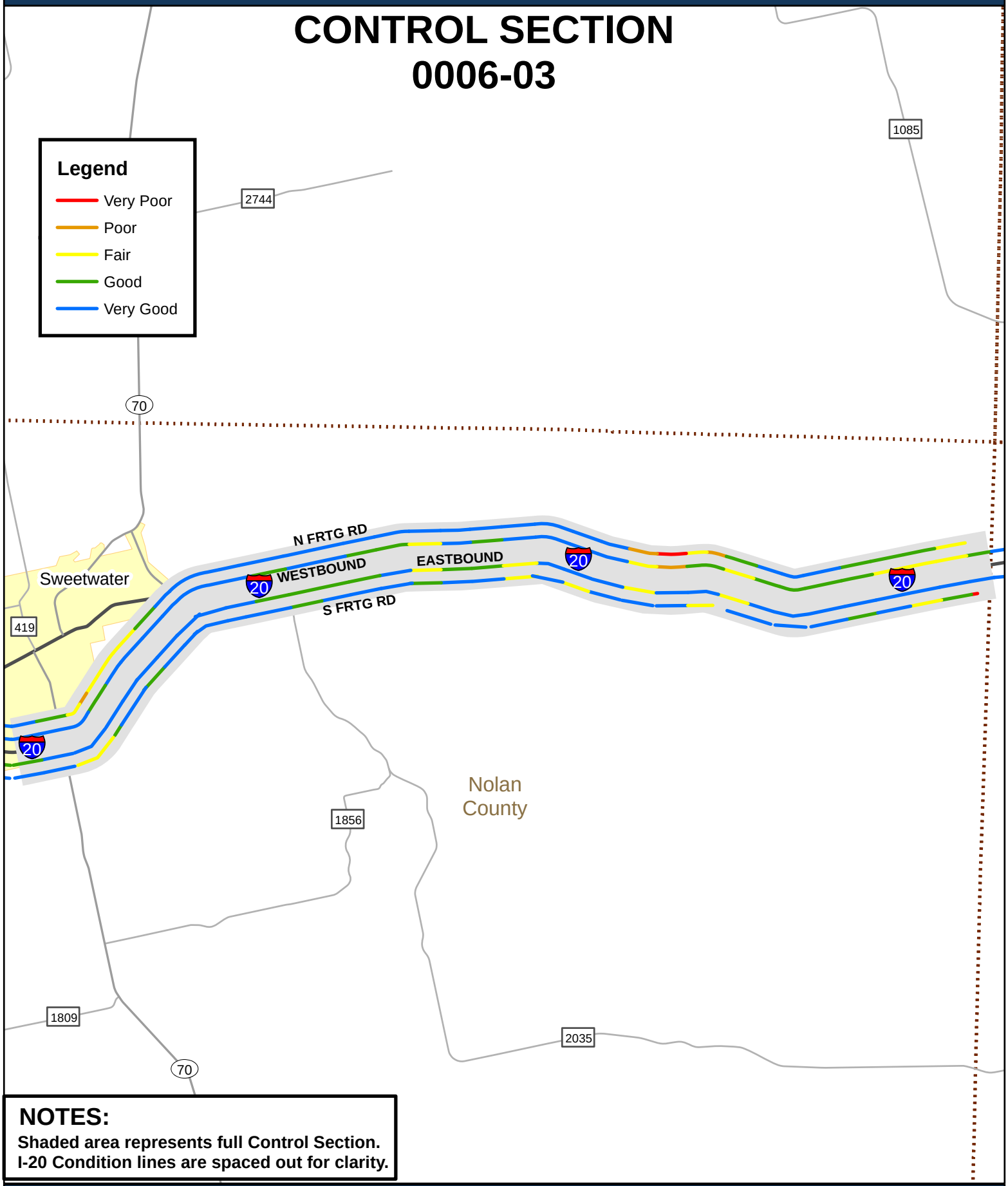
0 1 2 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
May 12, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Planning I-20 PAVEMENT CONDITIONS 2016

CONTROL SECTION 0006-03



NOTES:

Shaded area represents full Control Section.
I-20 Condition lines are spaced out for clarity.

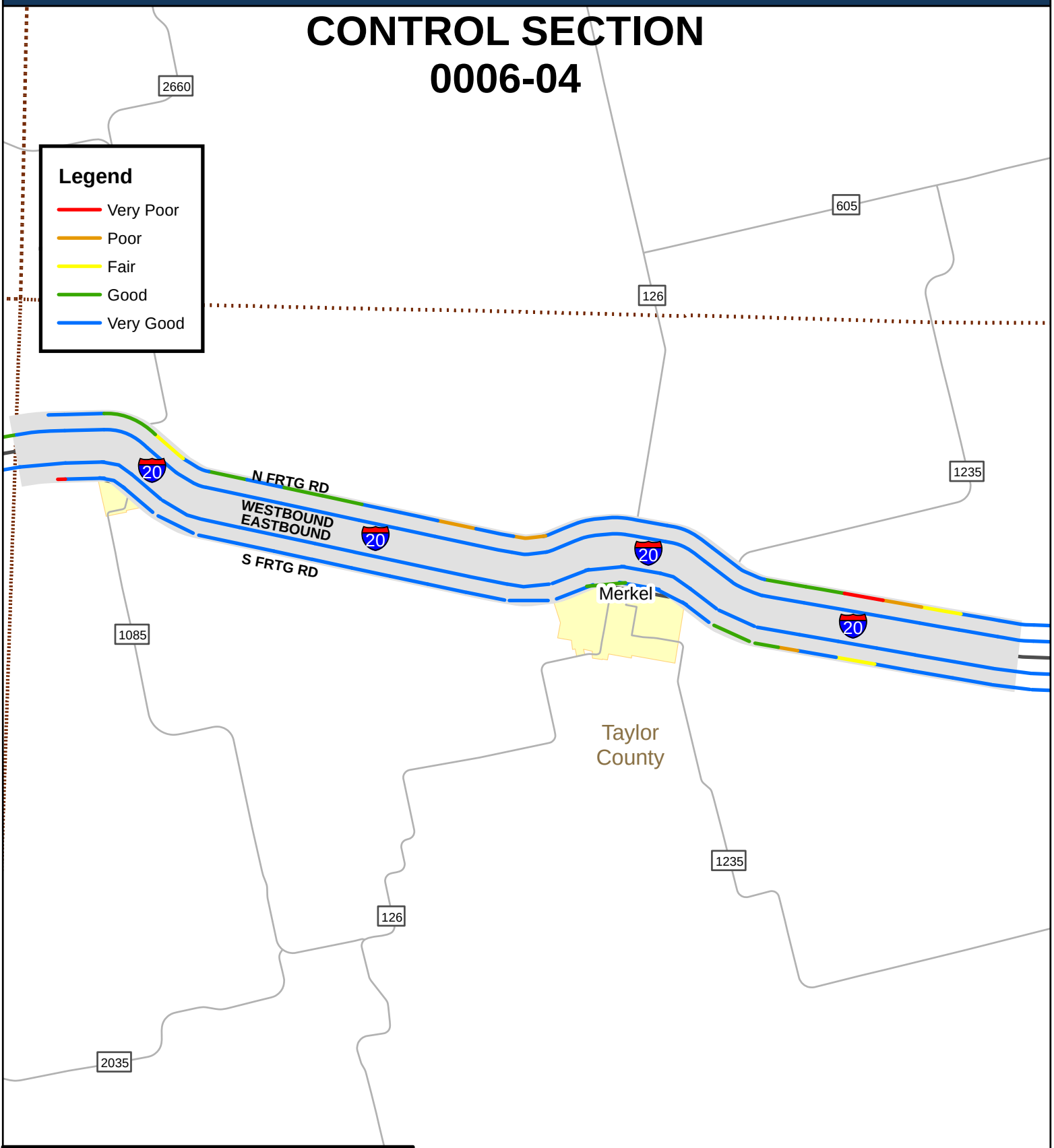
0 1 2 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
May 12, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Planning I-20 PAVEMENT CONDITIONS 2016

CONTROL SECTION 0006-04



NOTES:

Shaded area represents full Control Section.
I-20 Condition lines are spaced out for clarity.

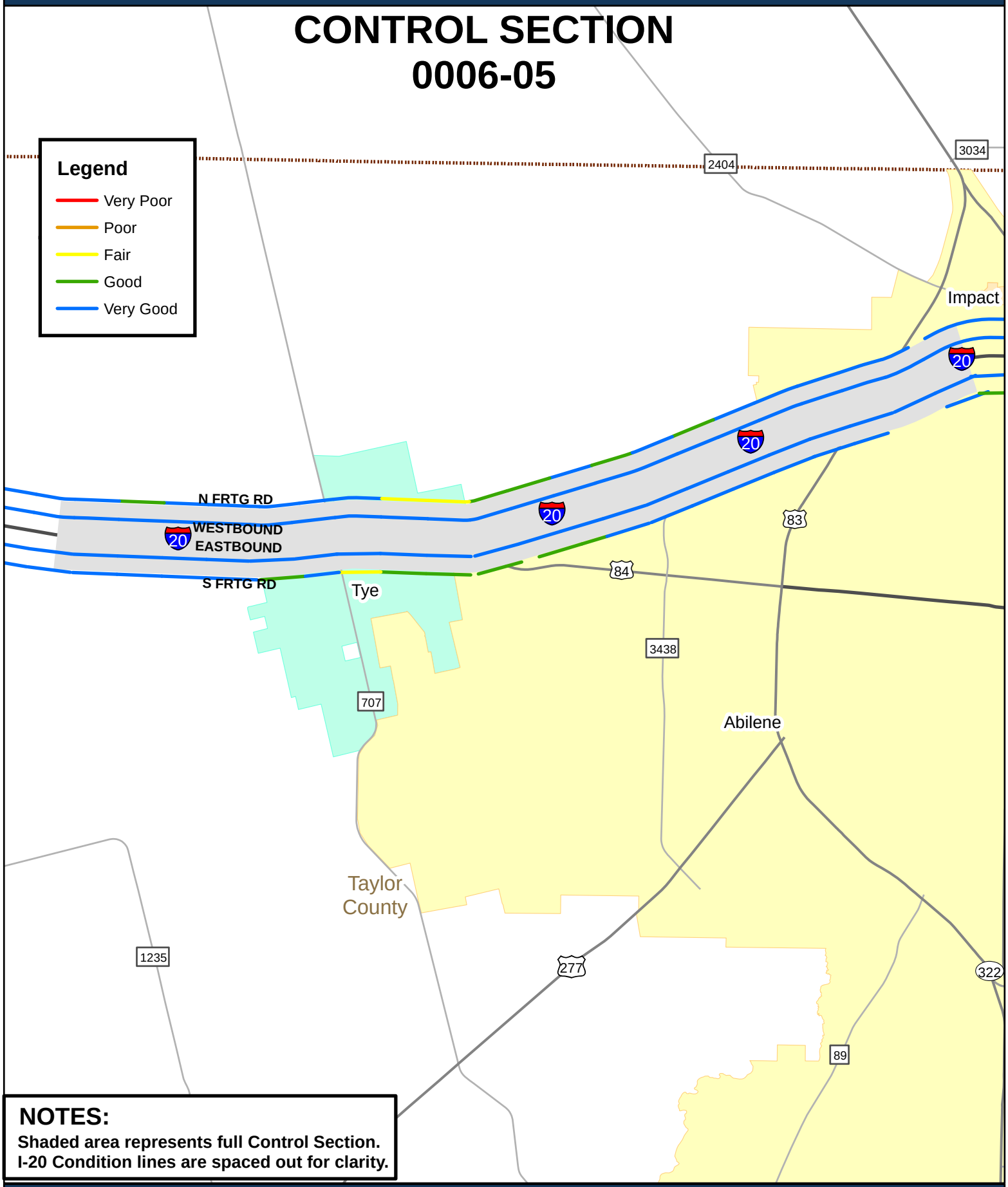
0 0.9 1.8 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
May 12, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Planning I-20 PAVEMENT CONDITIONS 2016

CONTROL SECTION 0006-05



NOTES:
Shaded area represents full Control Section.
I-20 Condition lines are spaced out for clarity.

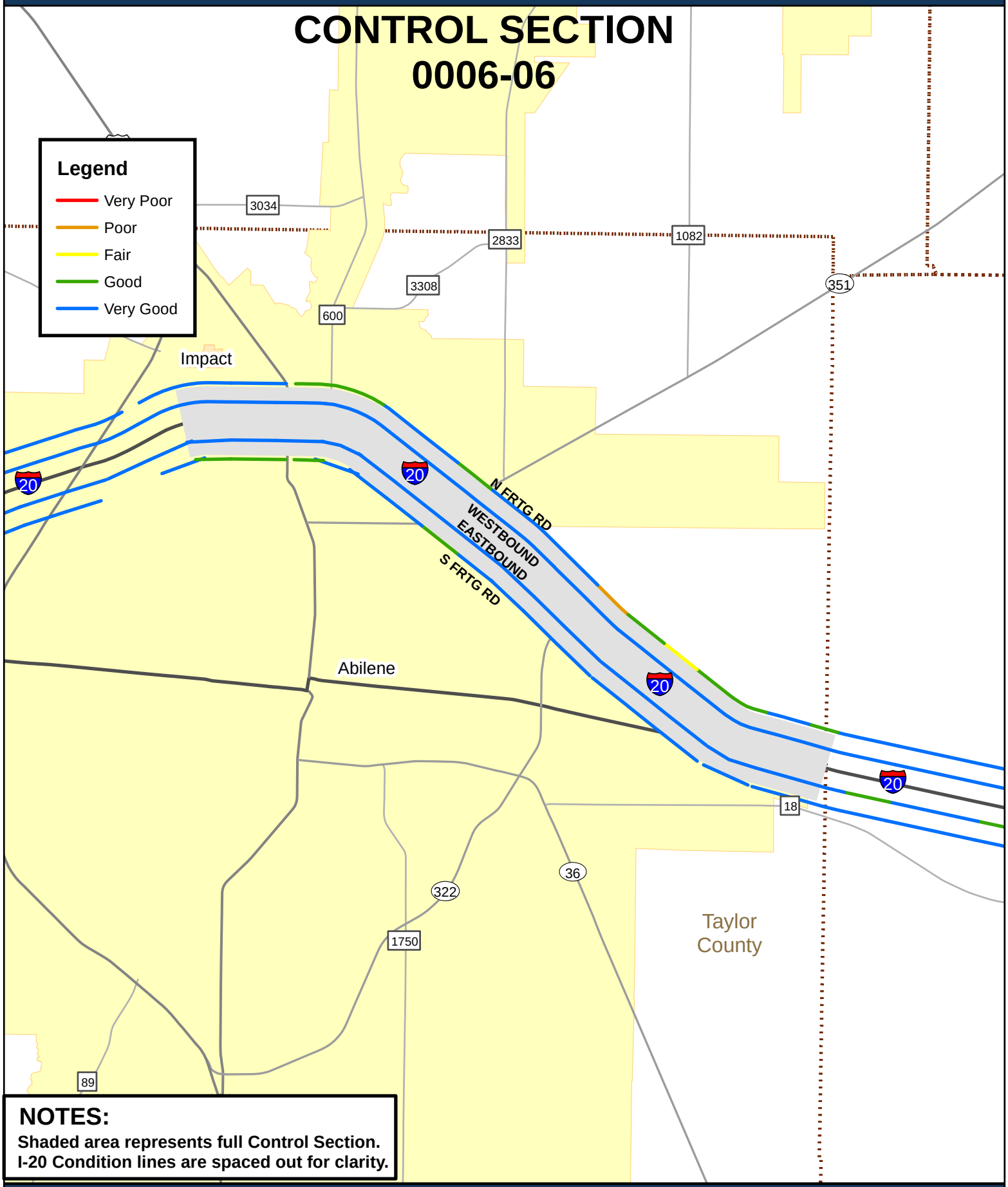
0 0.75 1.5 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
May 12, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Planning I-20 PAVEMENT CONDITIONS 2016

CONTROL SECTION 0006-06



NOTES:
Shaded area represents full Control Section.
I-20 Condition lines are spaced out for clarity.

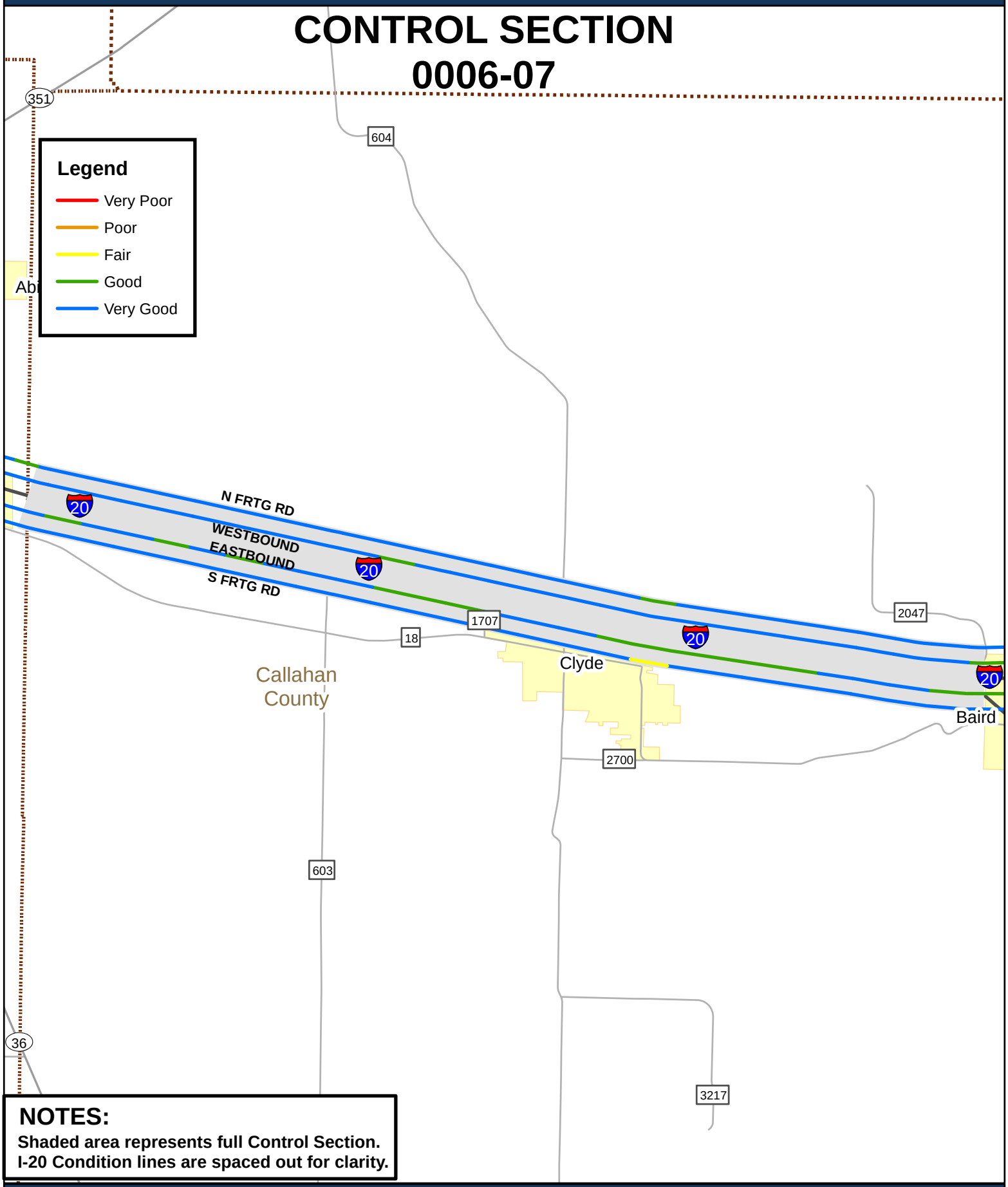
0 0.75 1.5 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
May 12, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Planning I-20 PAVEMENT CONDITIONS 2016

CONTROL SECTION 0006-07



NOTES:

Shaded area represents full Control Section.
I-20 Condition lines are spaced out for clarity.

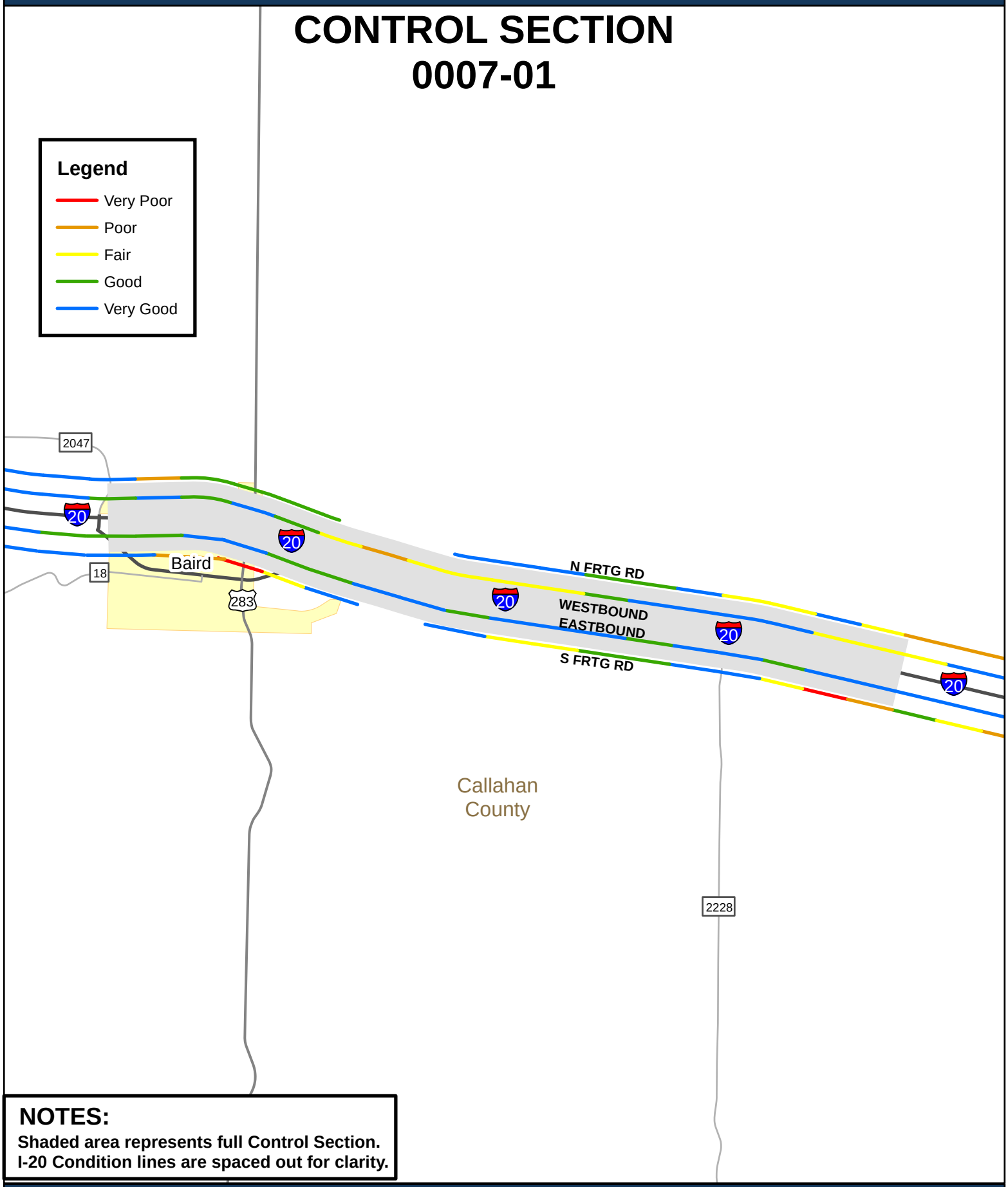
0 0.9 1.8 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
May 12, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Planning I-20 PAVEMENT CONDITIONS 2016

CONTROL SECTION 0007-01



NOTES:
Shaded area represents full Control Section.
I-20 Condition lines are spaced out for clarity.

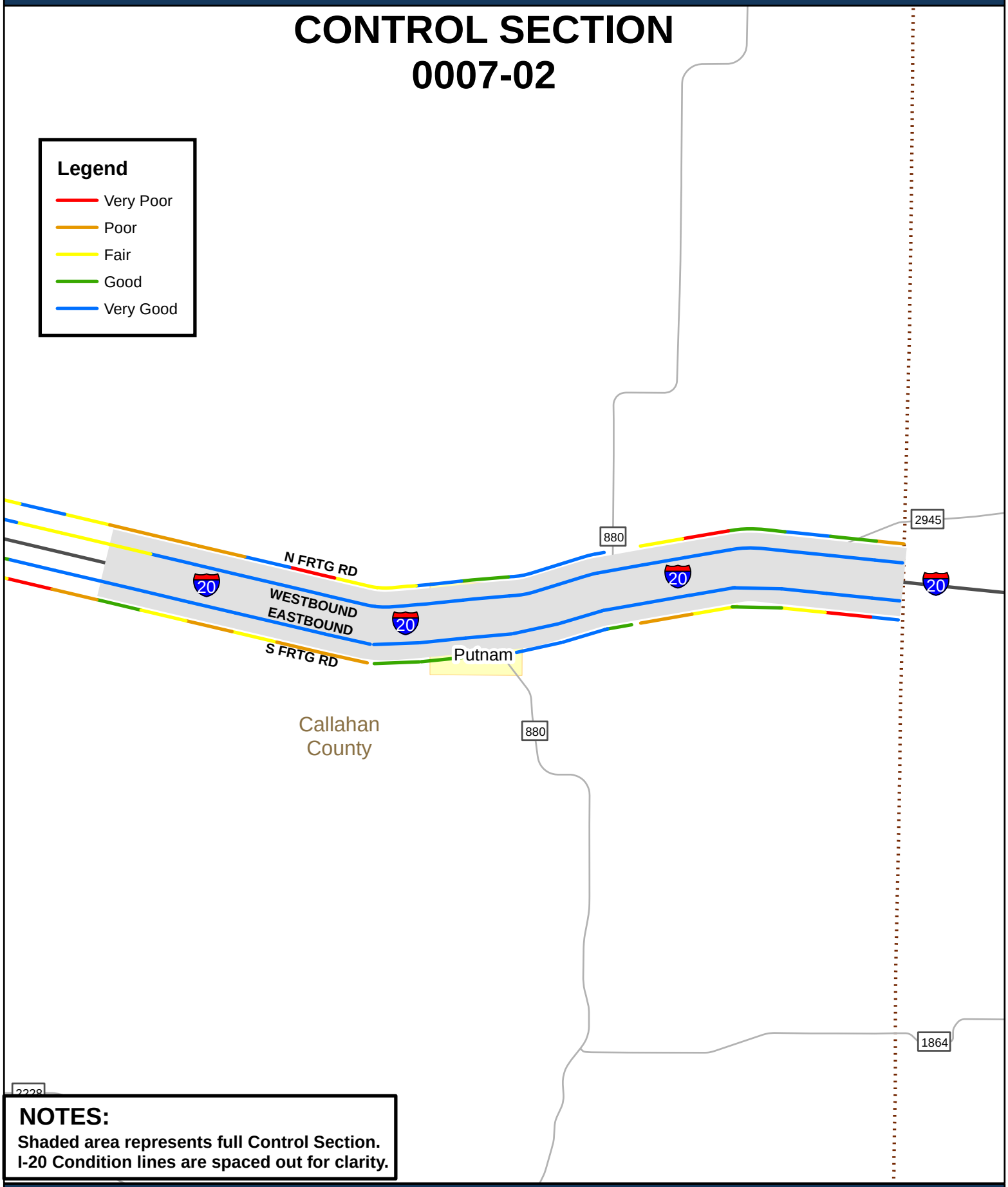
0 0.75 1.5 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
May 12, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Planning I-20 PAVEMENT CONDITIONS 2016

CONTROL SECTION 0007-02



NOTES:
Shaded area represents full Control Section.
I-20 Condition lines are spaced out for clarity.

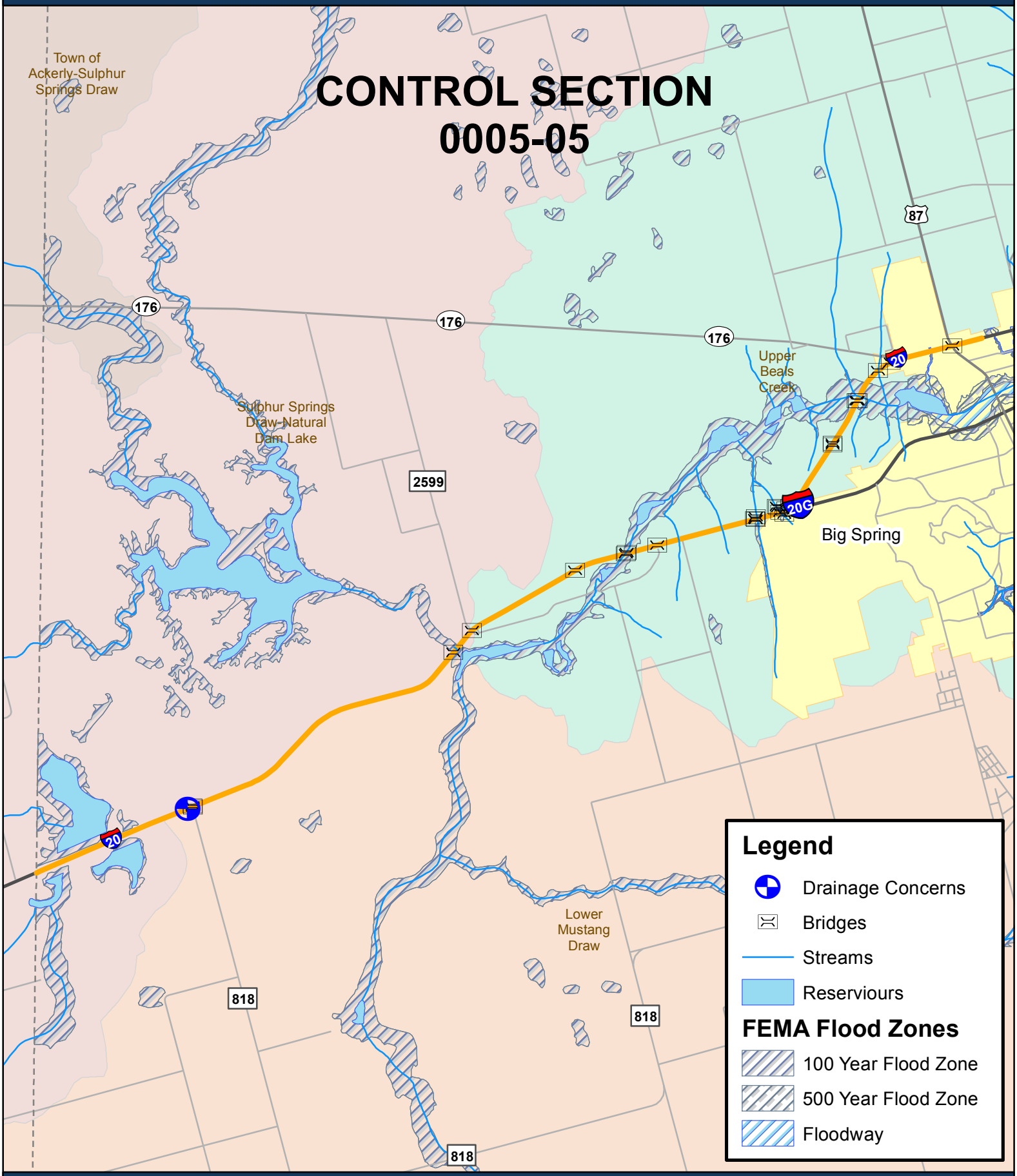
0 0.75 1.5 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
May 12, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 2016 WATERSHED DATA



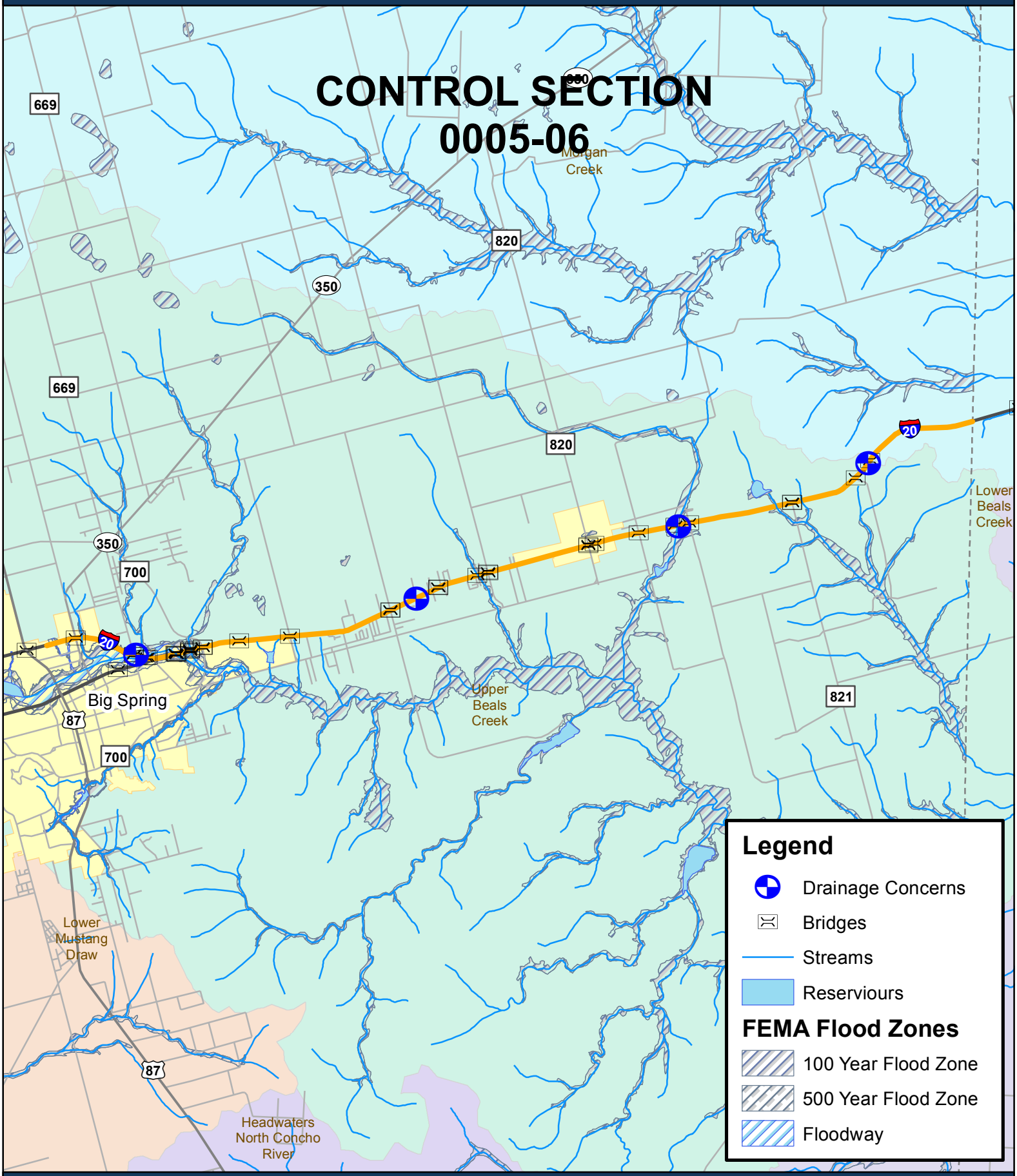
0 1 2 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 24, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 2016 WATERSHED DATA



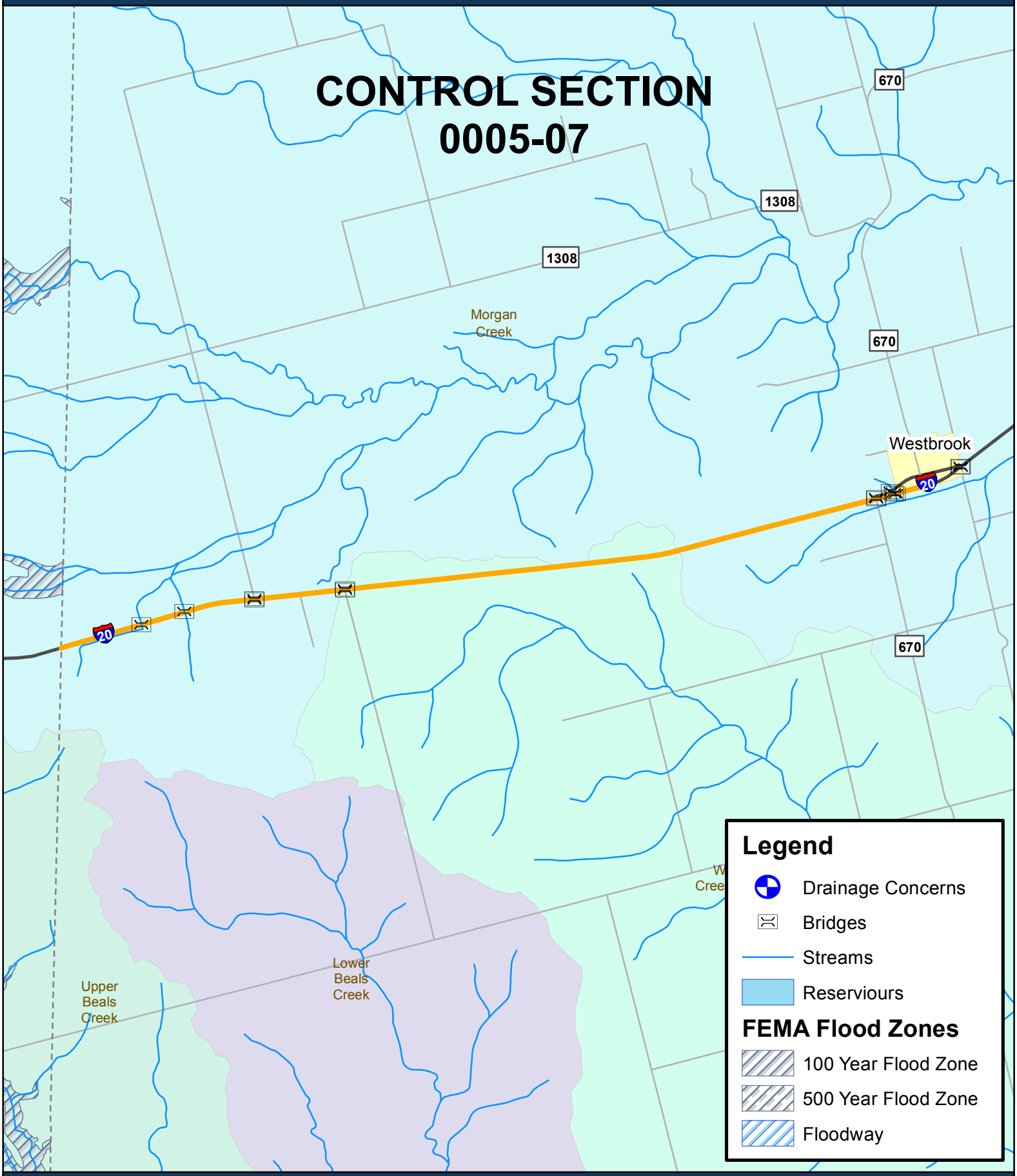
0 1.5 3 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 24, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 2016 WATERSHED DATA



0 0.95 1.9 Miles

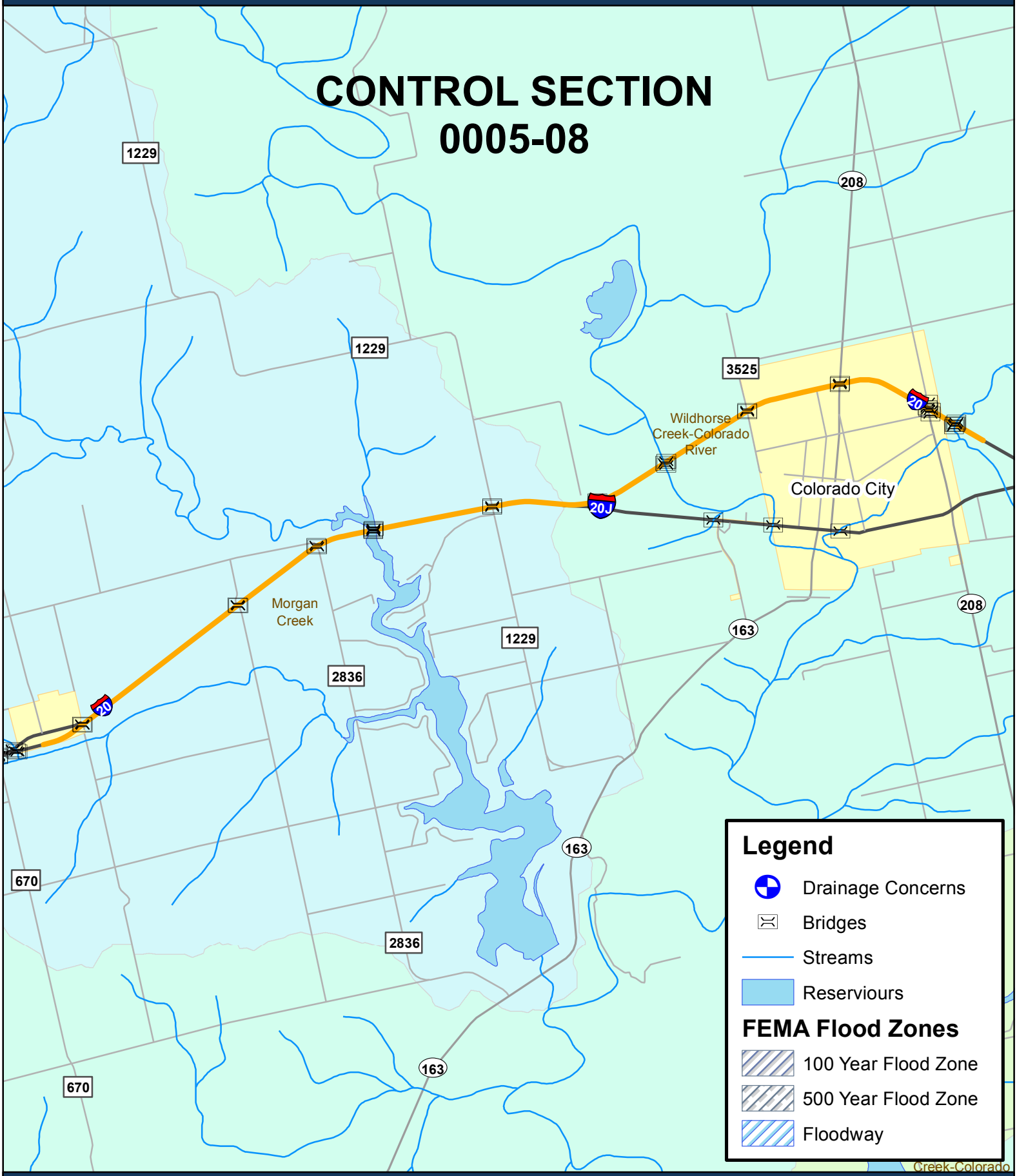
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 24, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

Texas Department of Transportation

TxDOT Abilene District

I-20 2016 WATERSHED DATA



0 0.95 1.9 Miles

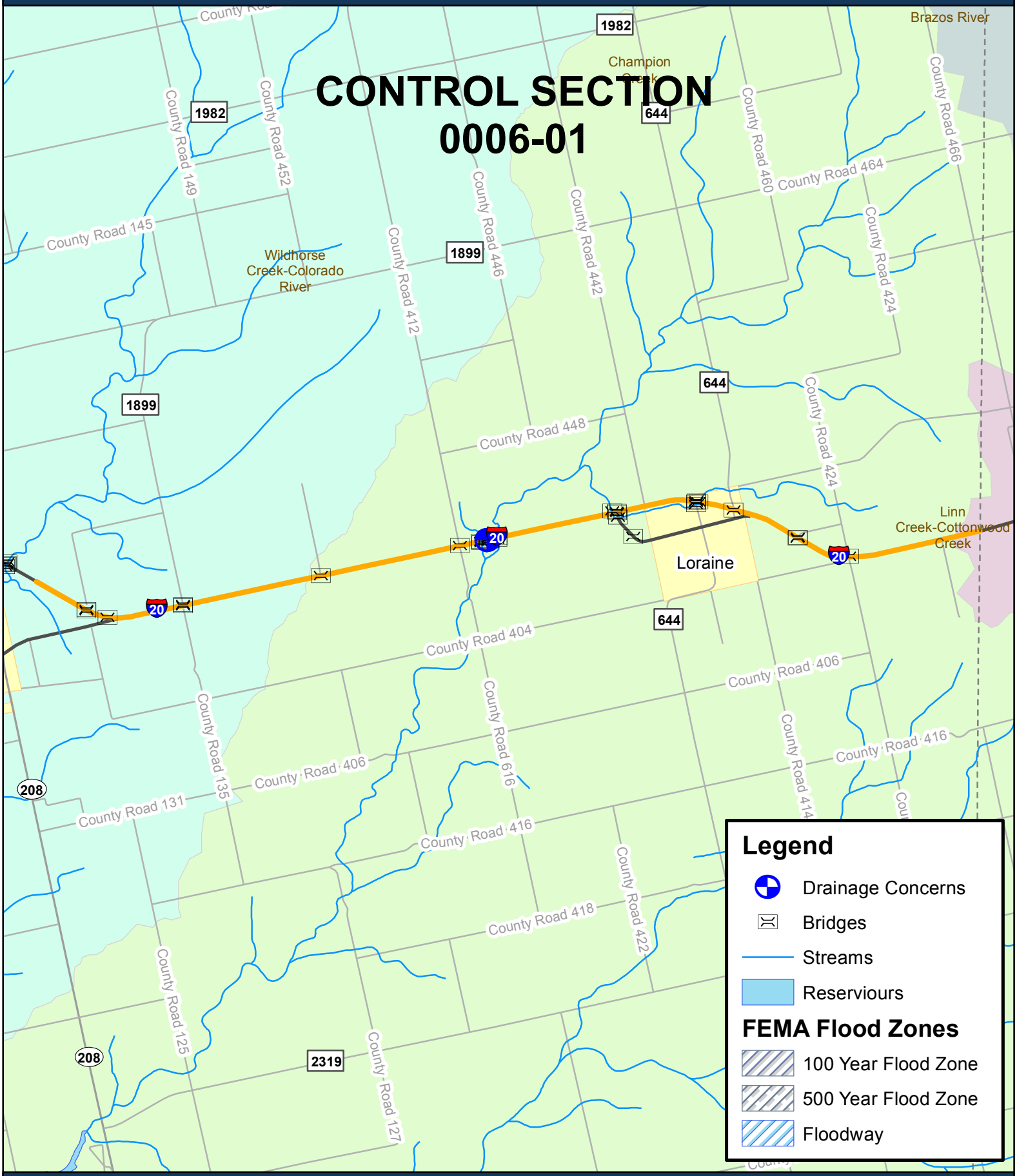
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 24, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

Texas Department of Transportation

TxDOT Abilene District

I-20 2016 WATERSHED DATA



0 0.9 1.8 Miles

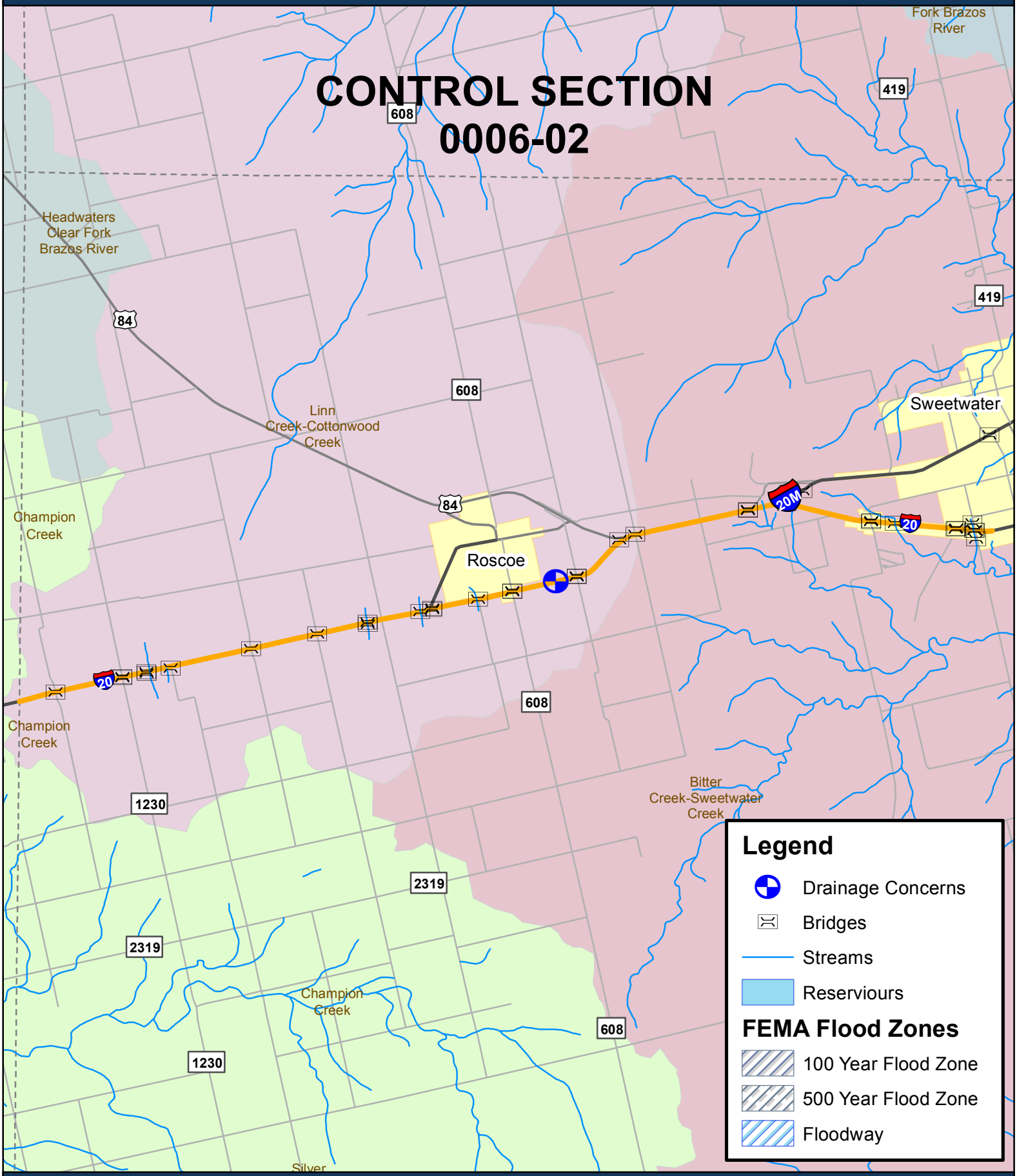
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 24, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

Texas Department of Transportation

TxDOT Abilene District

I-20 2016 WATERSHED DATA



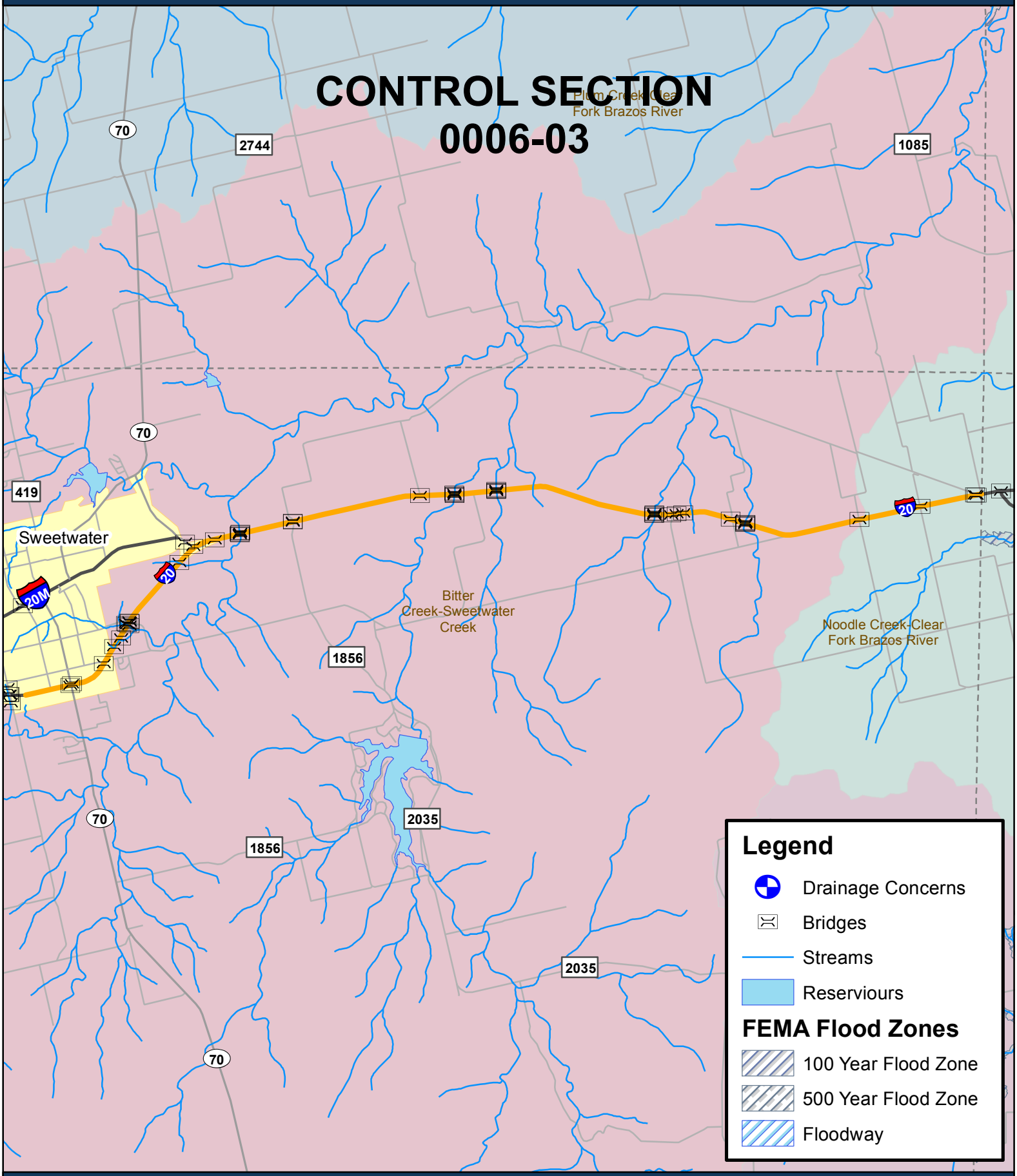
0 1 2 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 24, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 2016 WATERSHED DATA



0 1 2 Miles

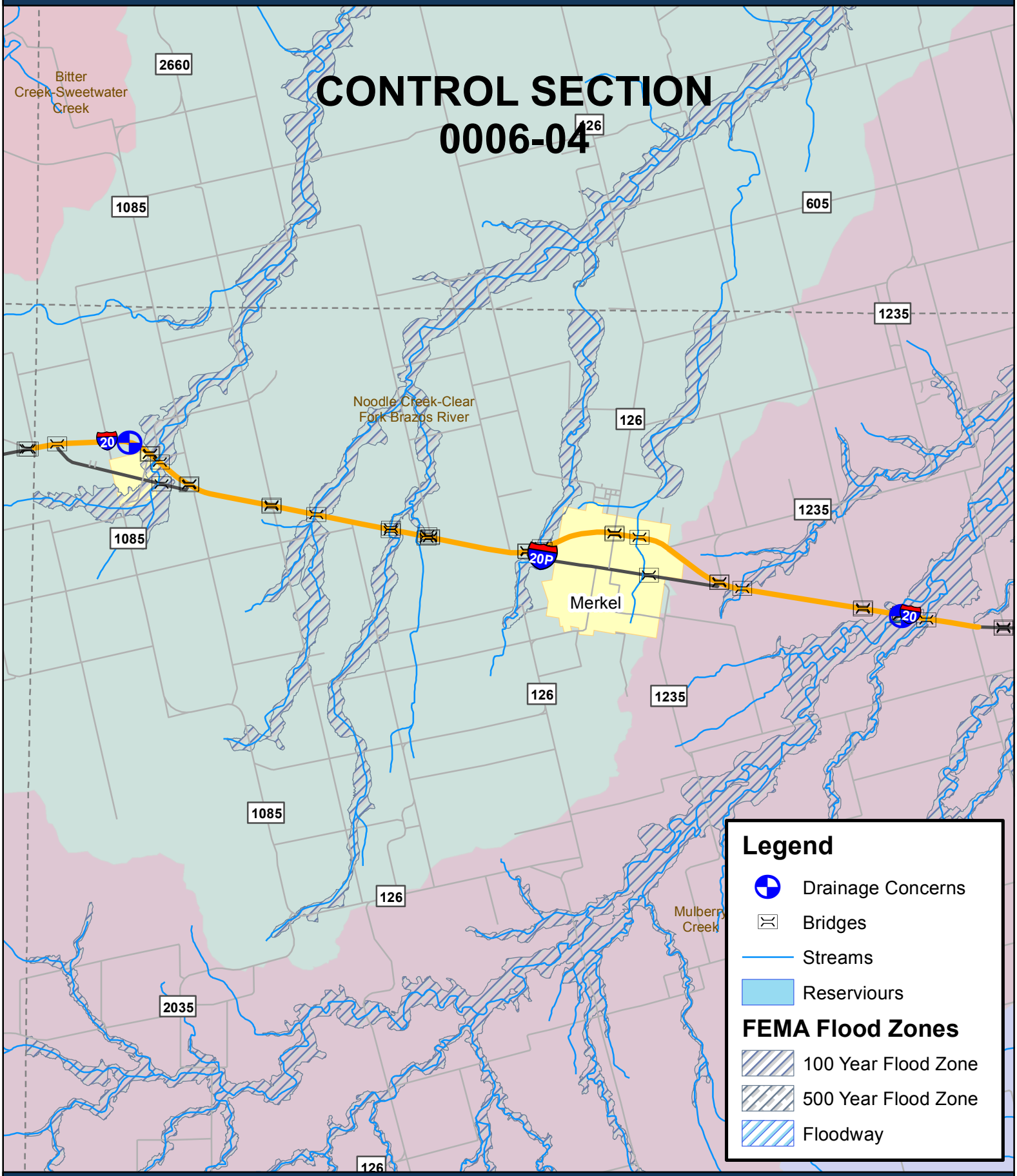
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 24, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

Texas Department of Transportation

TxDOT Abilene District

I-20 2016 WATERSHED DATA



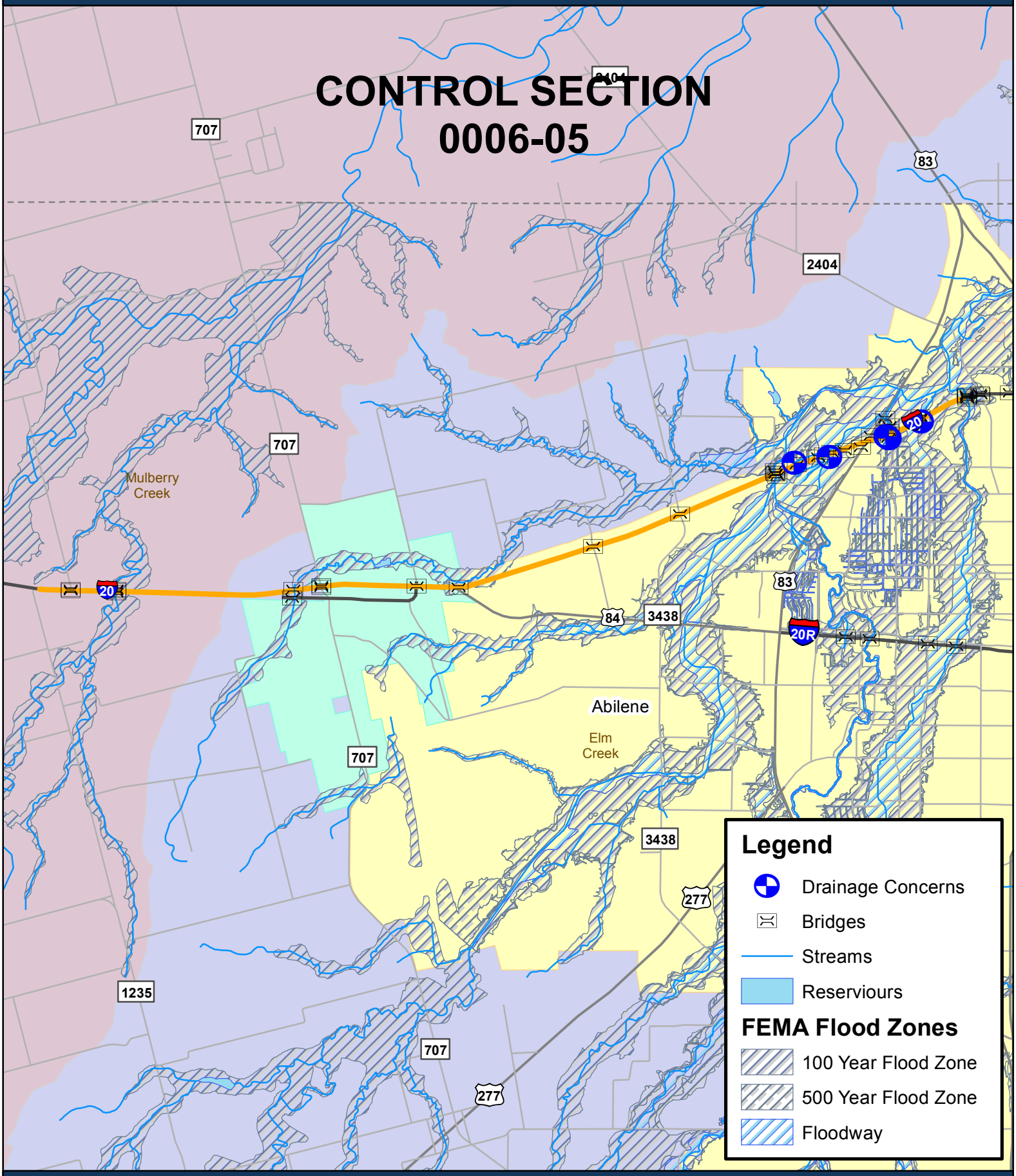
0 1 2 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 24, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 2016 WATERSHED DATA



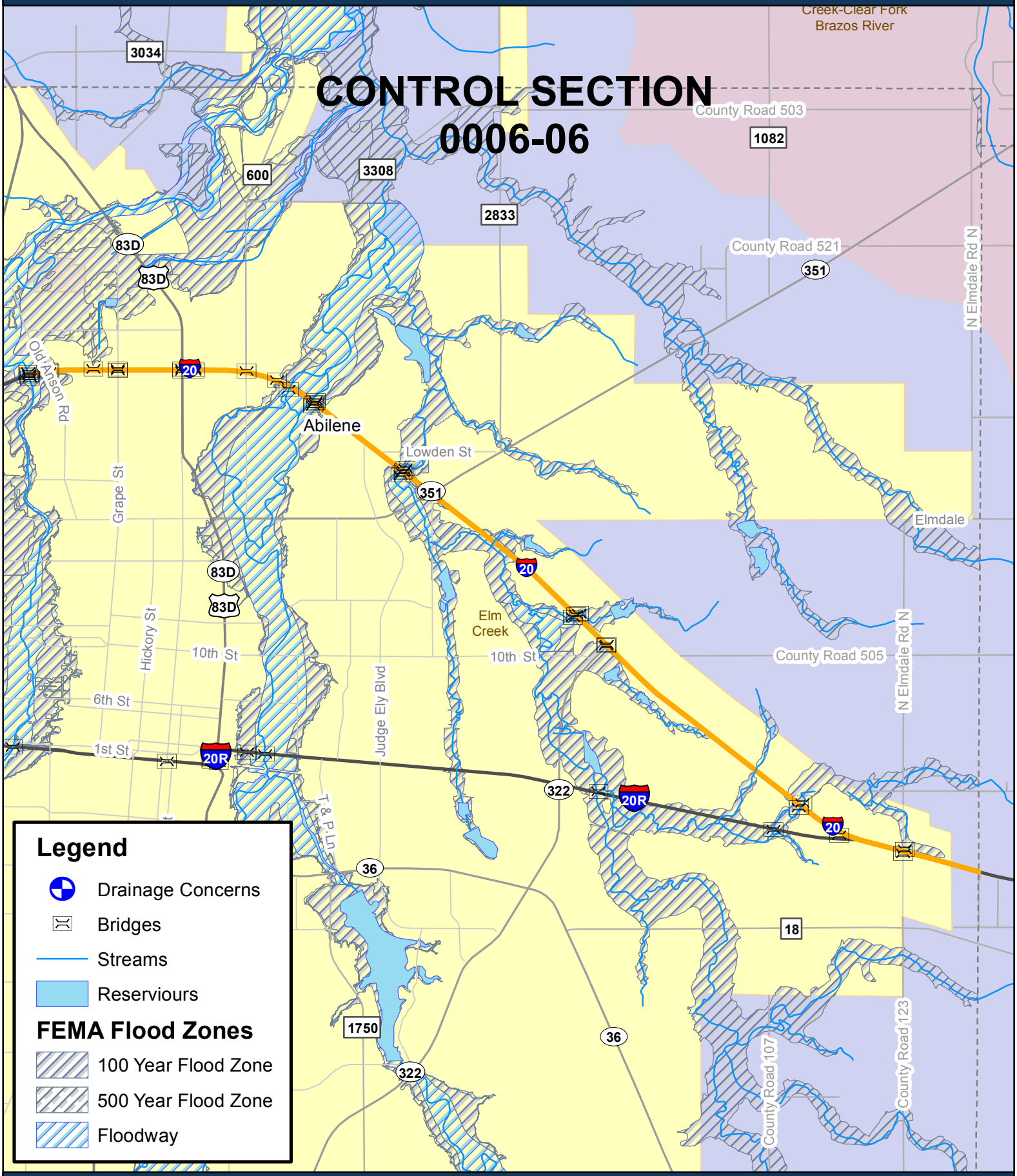
0 0.95 1.9 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 24, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 2016 WATERSHED DATA



0 0.6 1.2 Miles

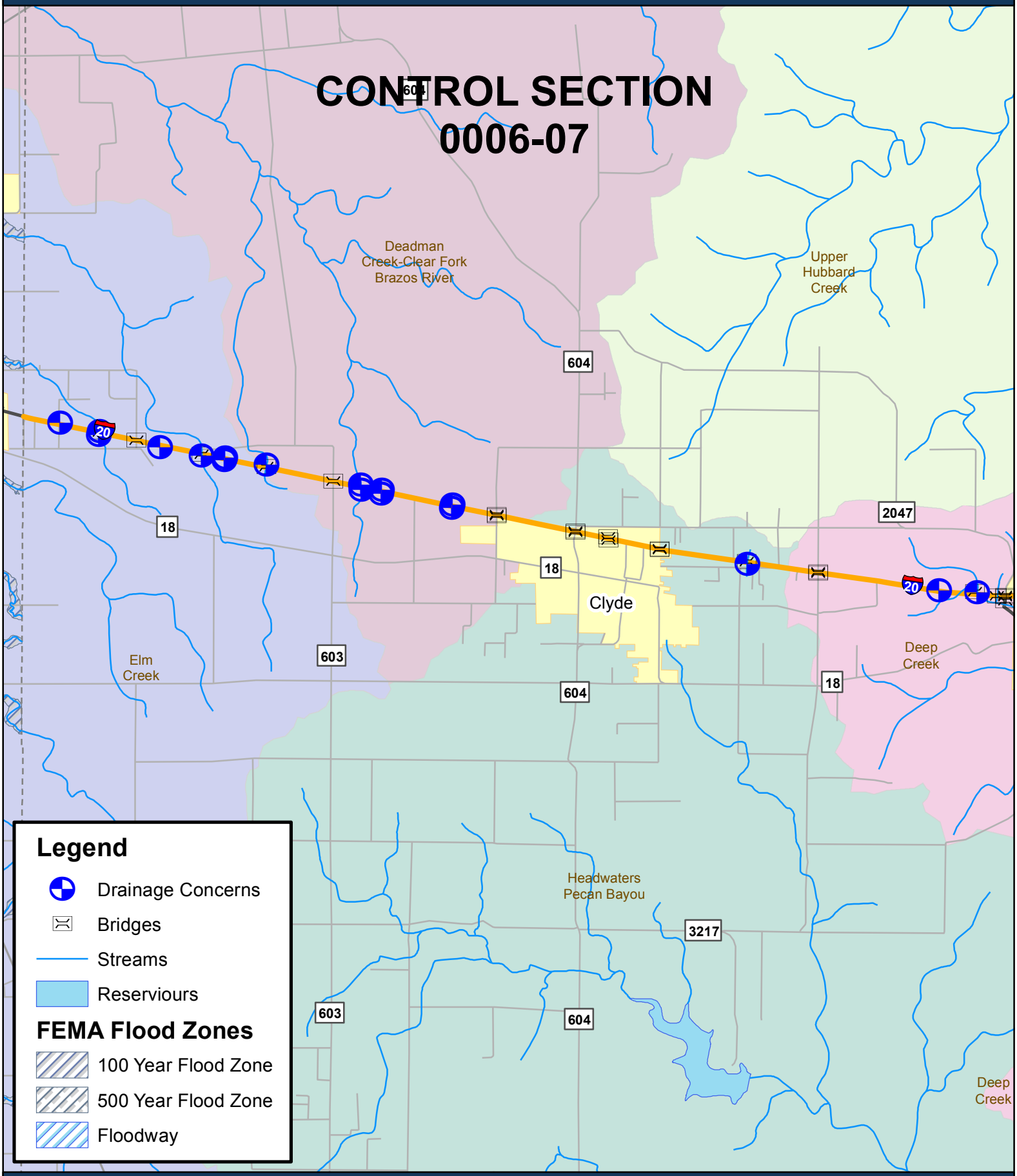
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 24, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

Texas Department of Transportation

TxDOT Abilene District

I-20 2016 WATERSHED DATA



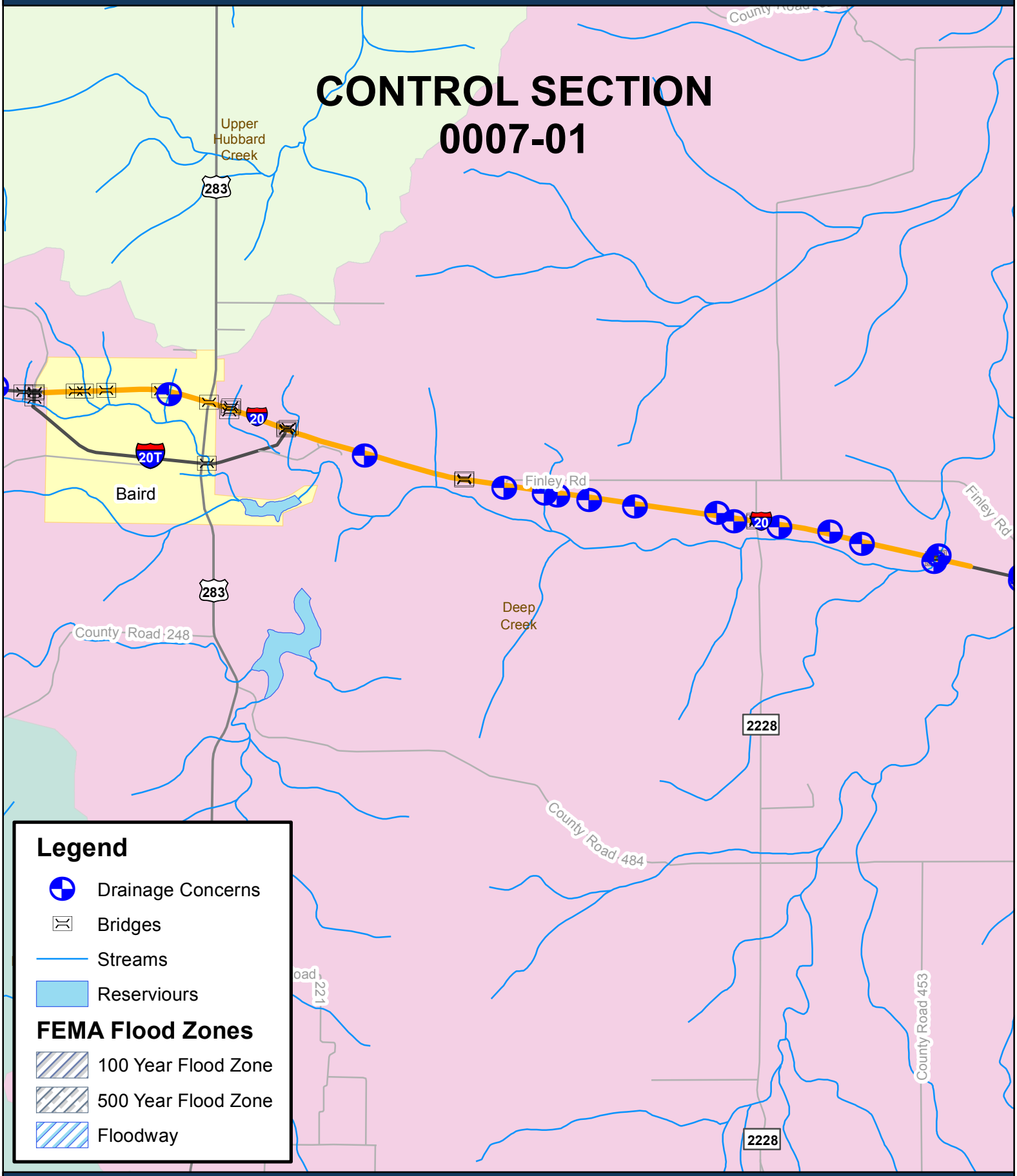
0 1 2 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 24, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 2016 WATERSHED DATA



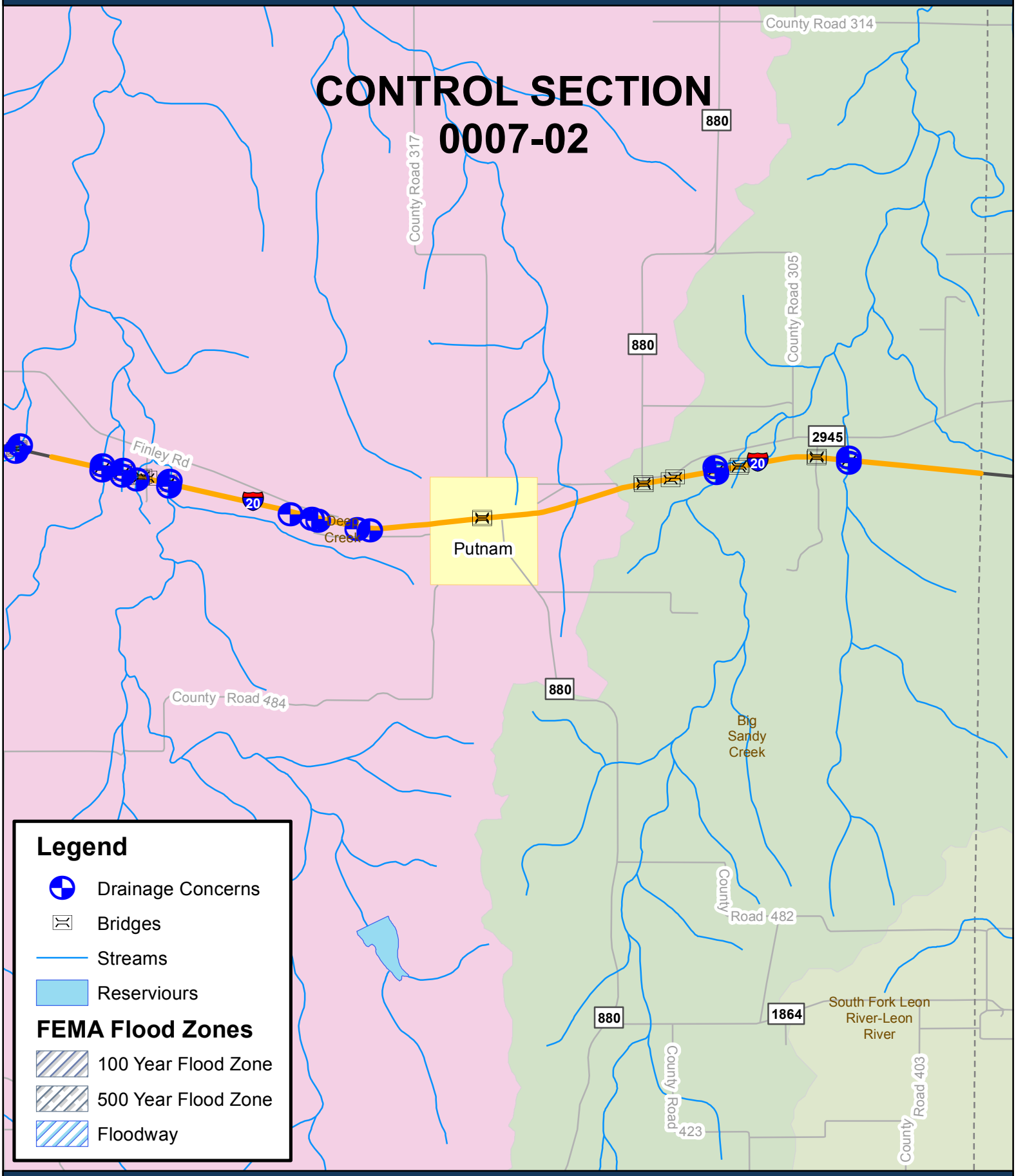
0 0.8 1.6 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 24, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 2016 WATERSHED DATA



0 0.8 1.6 Miles

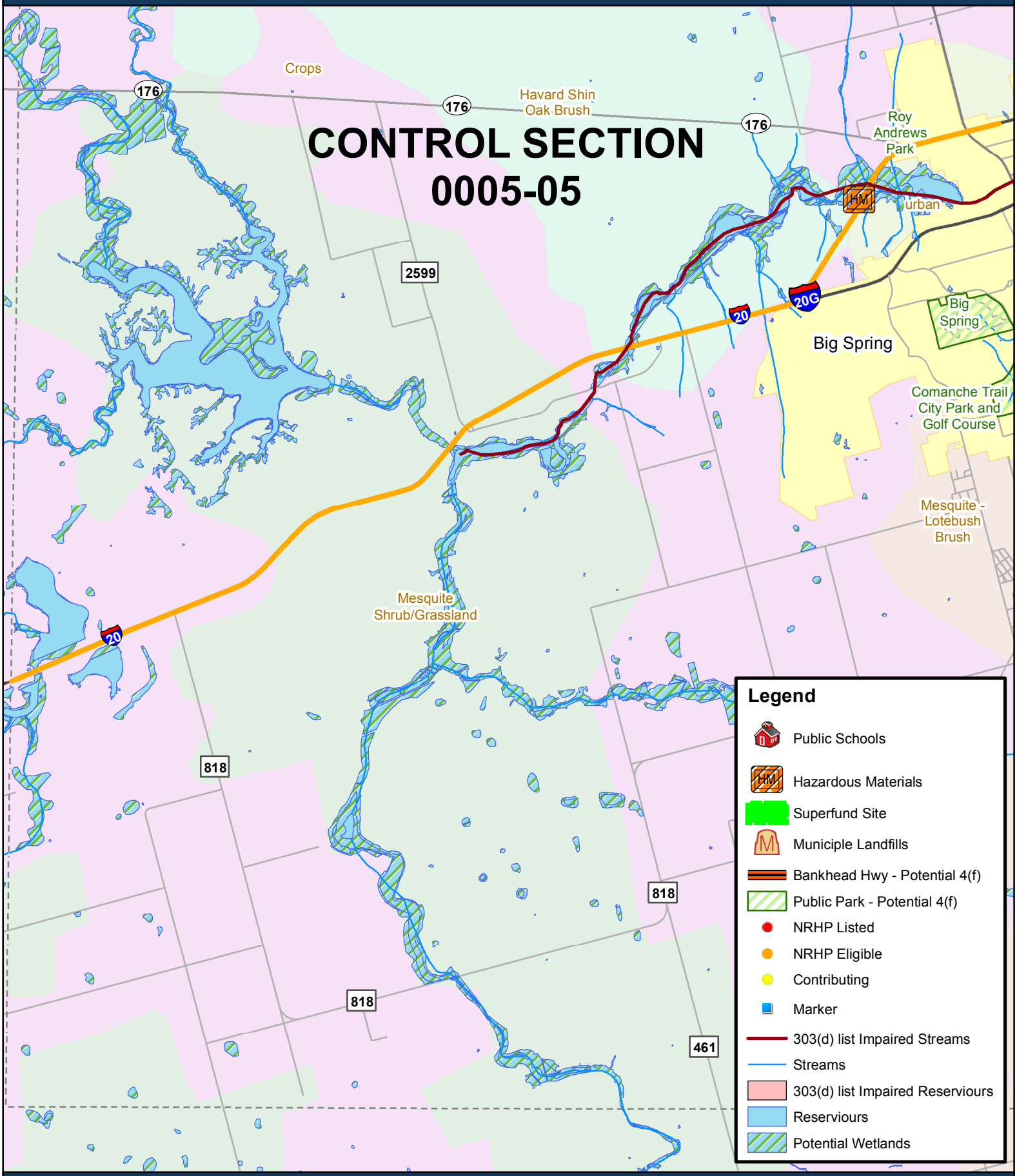
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 24, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

Texas Department of Transportation

TxDOT Abilene District

I-20 2016 ENVIRONMENTAL DATA



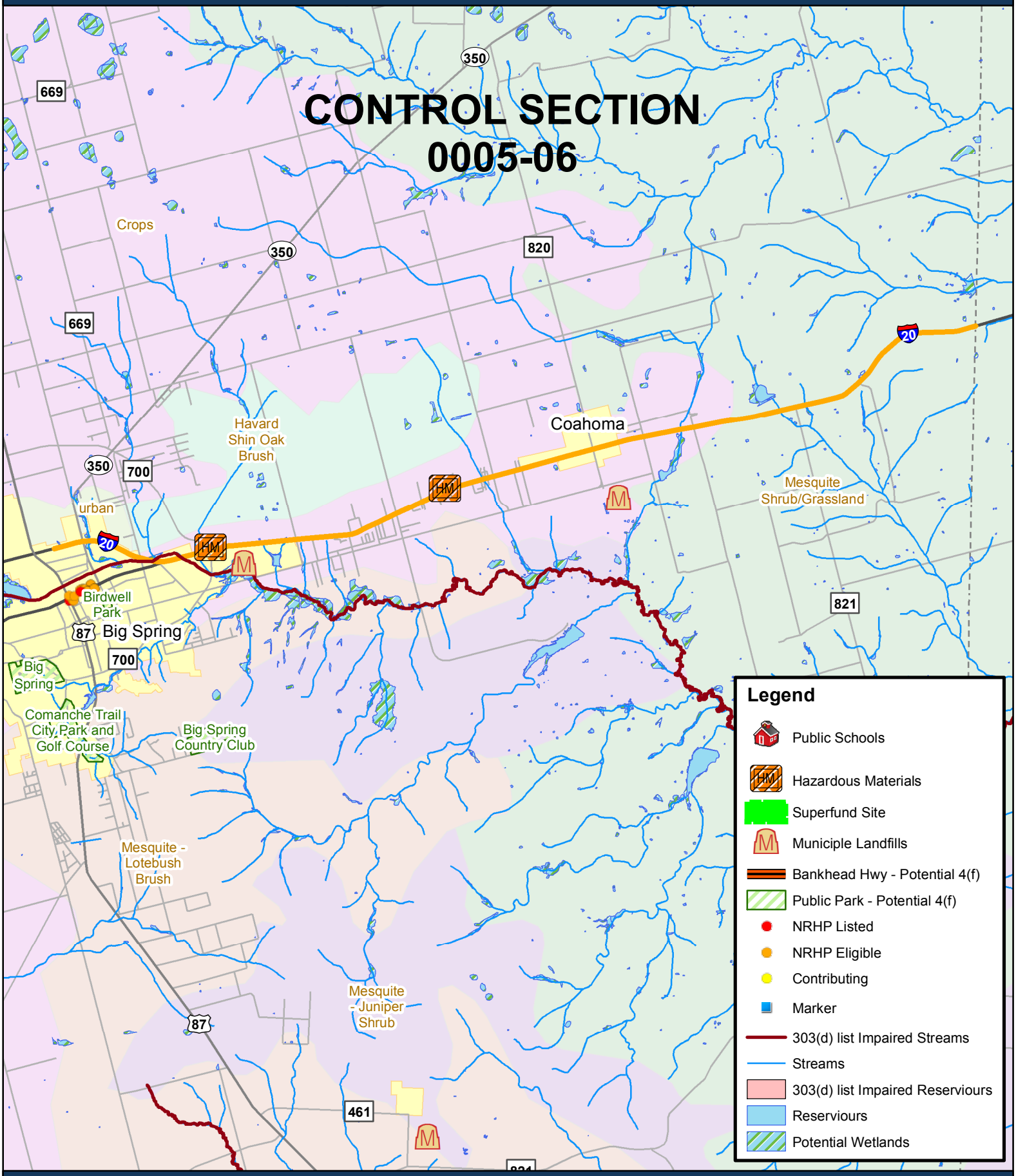
0 1 2 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 25, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

Texas Department of Transportation

TxDOT Abilene District I-20 2016 ENVIRONMENTAL DATA



0 1.5 3 Miles

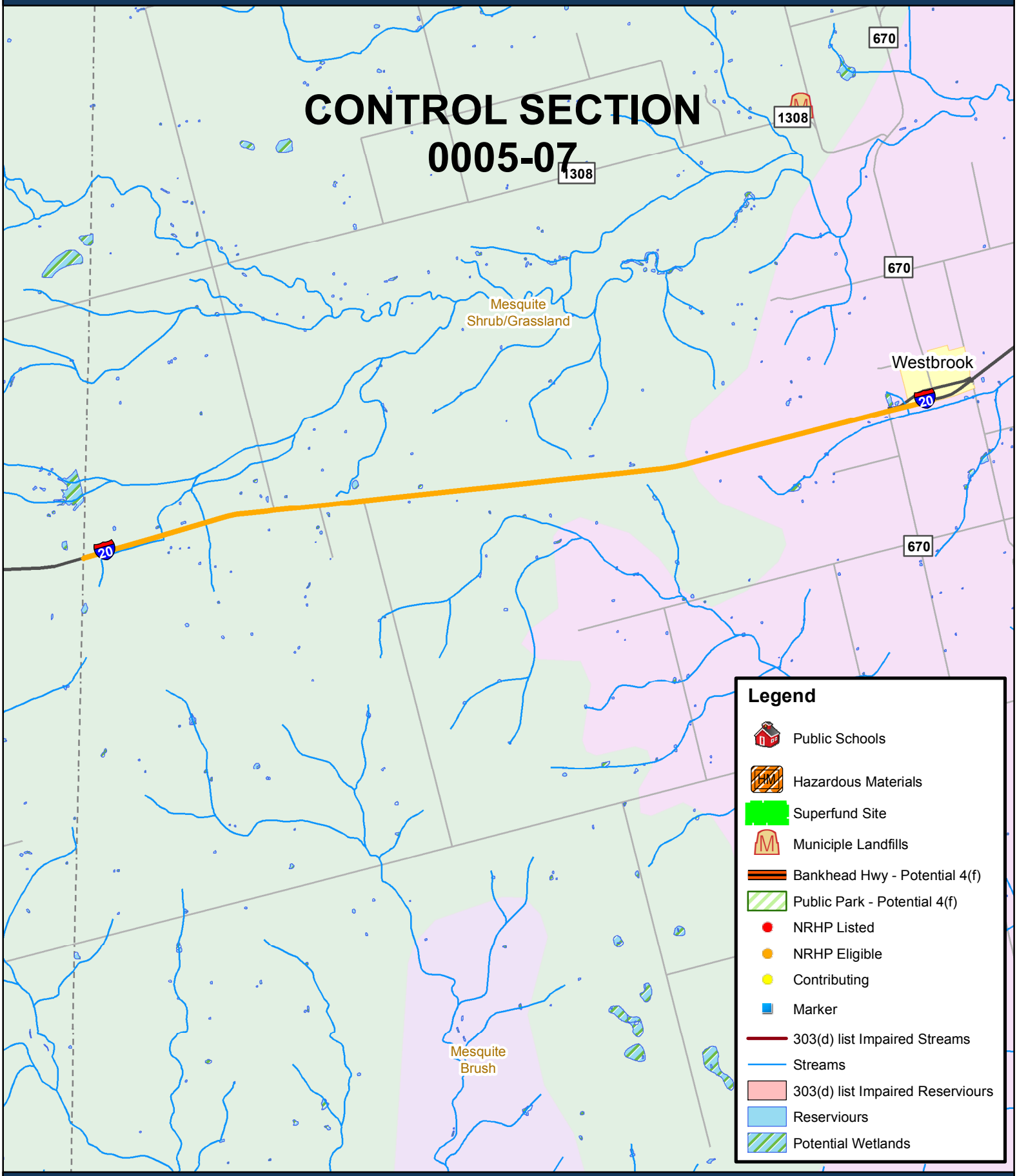
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 25, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

Texas Department of Transportation

TxDOT Abilene District

I-20 2016 ENVIRONMENTAL DATA



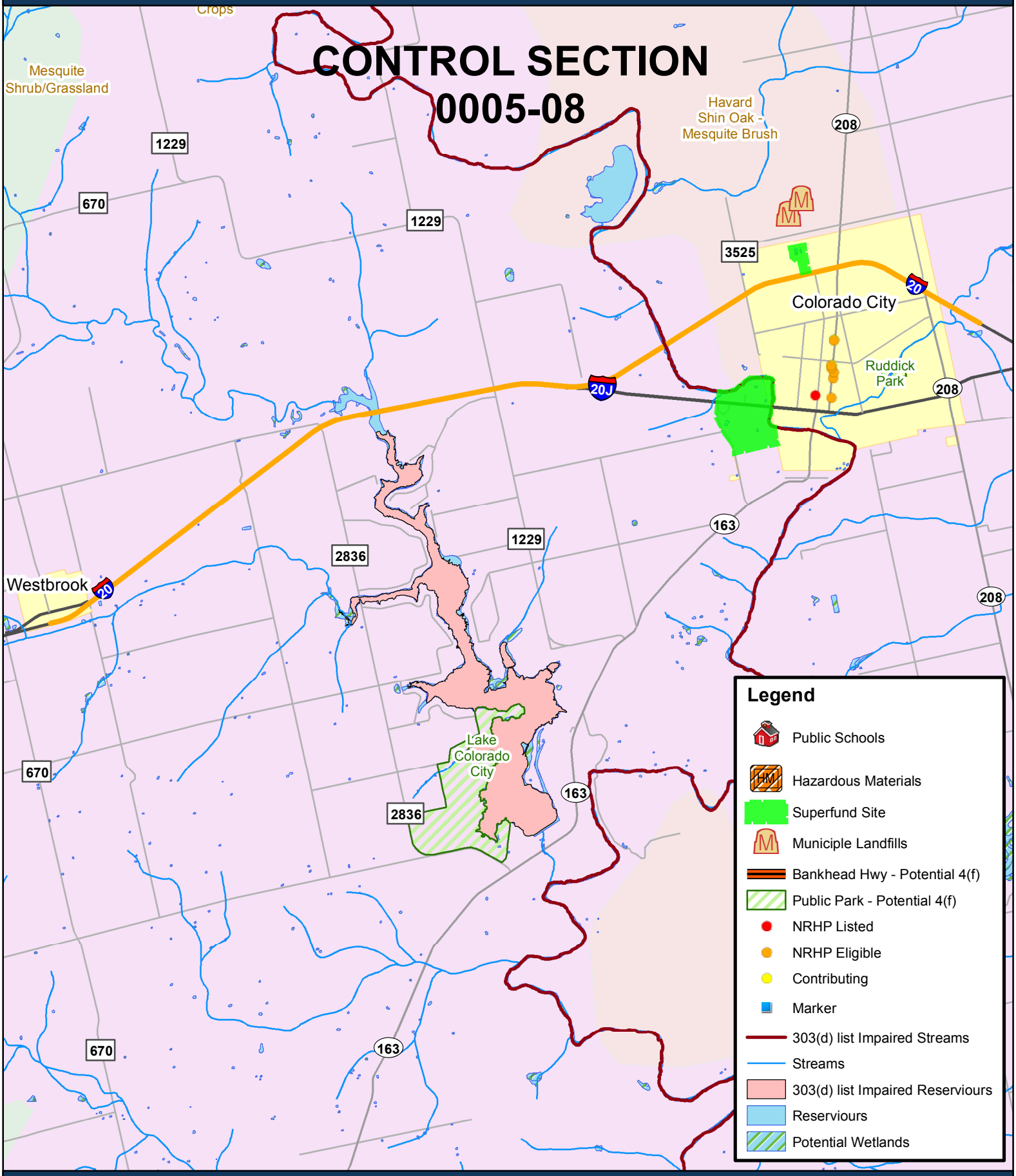
0 0.95 1.9 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 25, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

Texas Department of Transportation

TxDOT Abilene District I-20 2016 ENVIRONMENTAL DATA



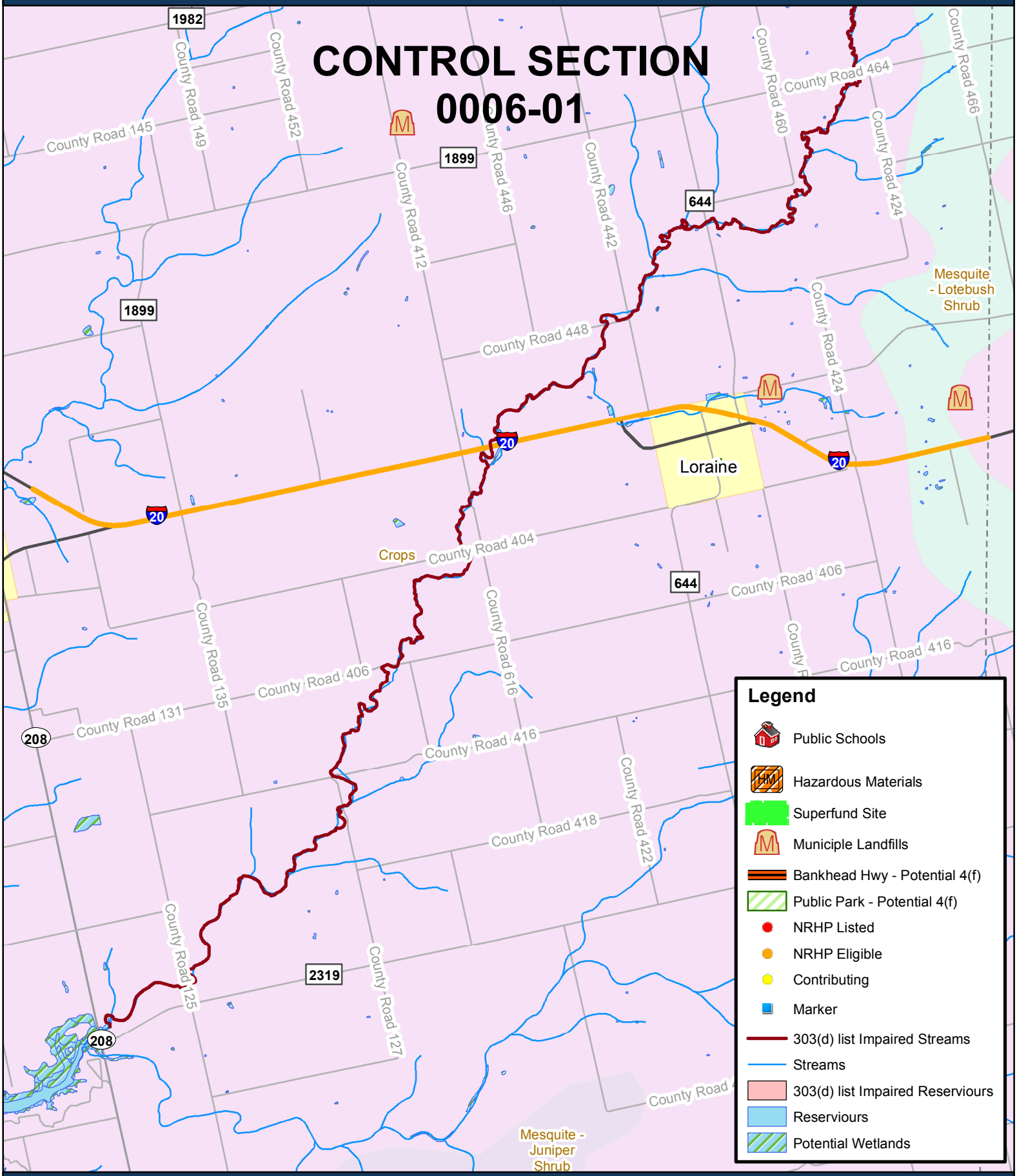
0 0.95 1.9 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 25, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

Texas Department of Transportation

TxDOT Abilene District I-20 2016 ENVIRONMENTAL DATA

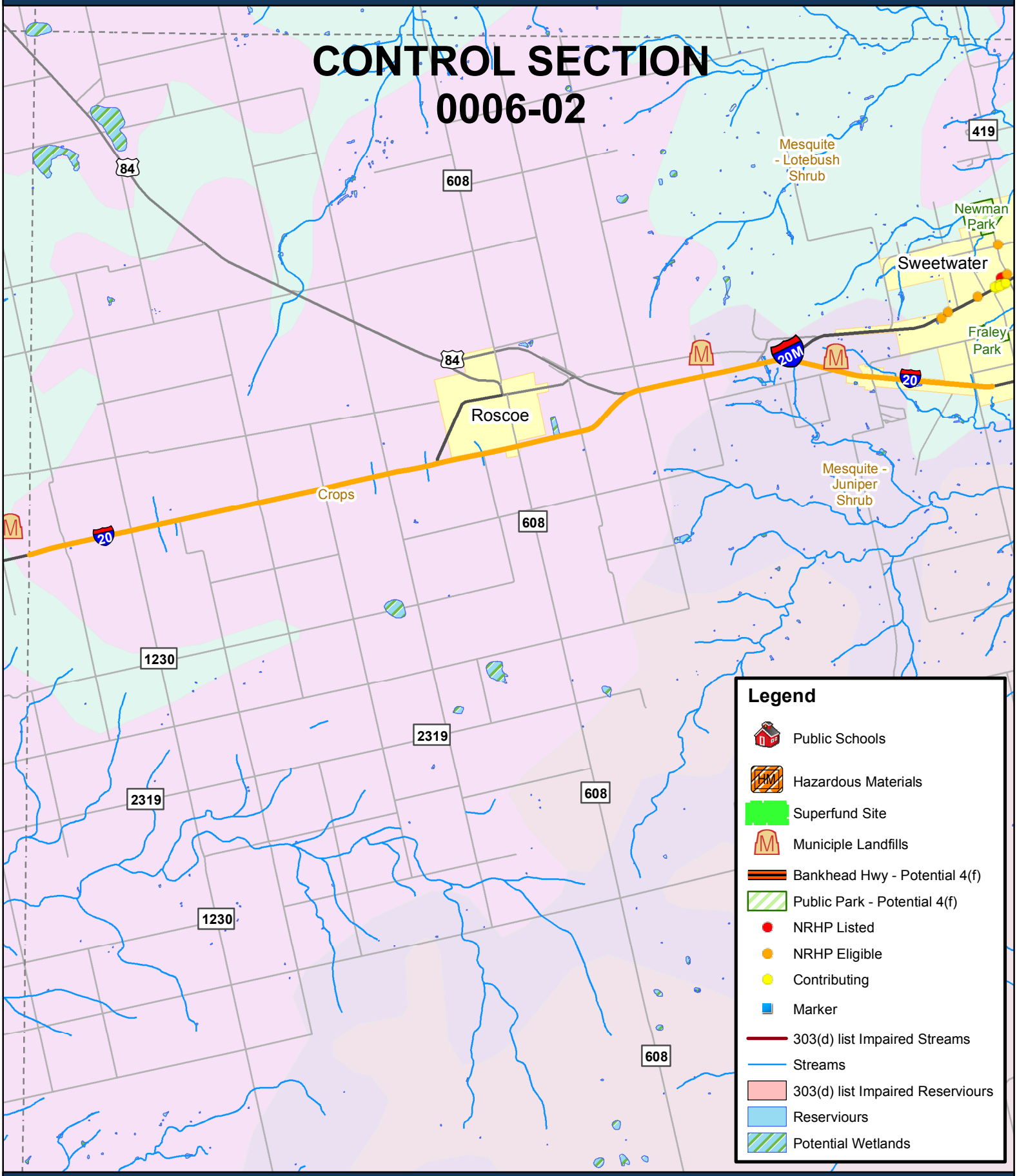


0 0.9 1.8 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 25, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District I-20 2016 ENVIRONMENTAL DATA



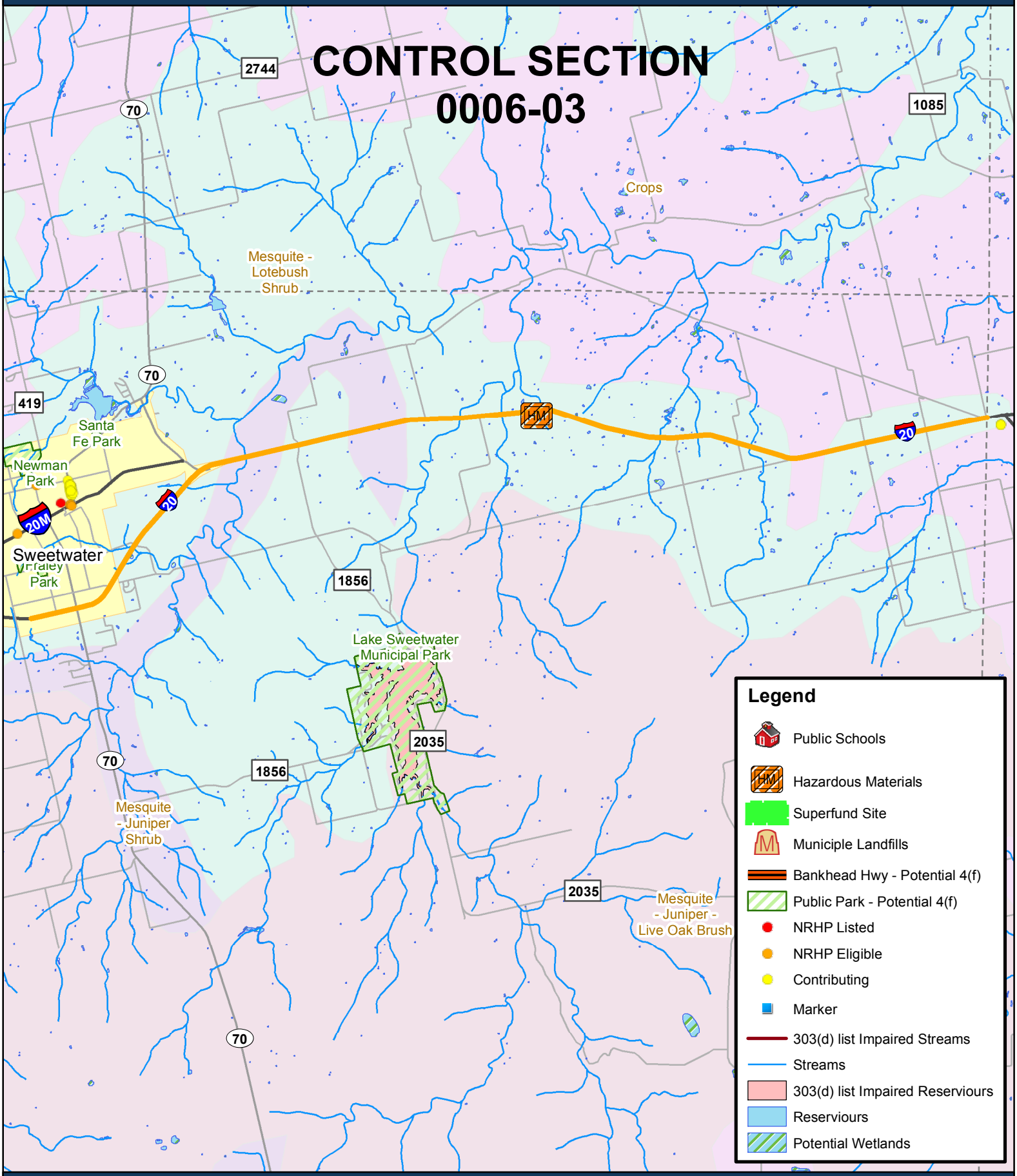
0 1 2 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 25, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 2016 ENVIRONMENTAL DATA



0 1 2 Miles

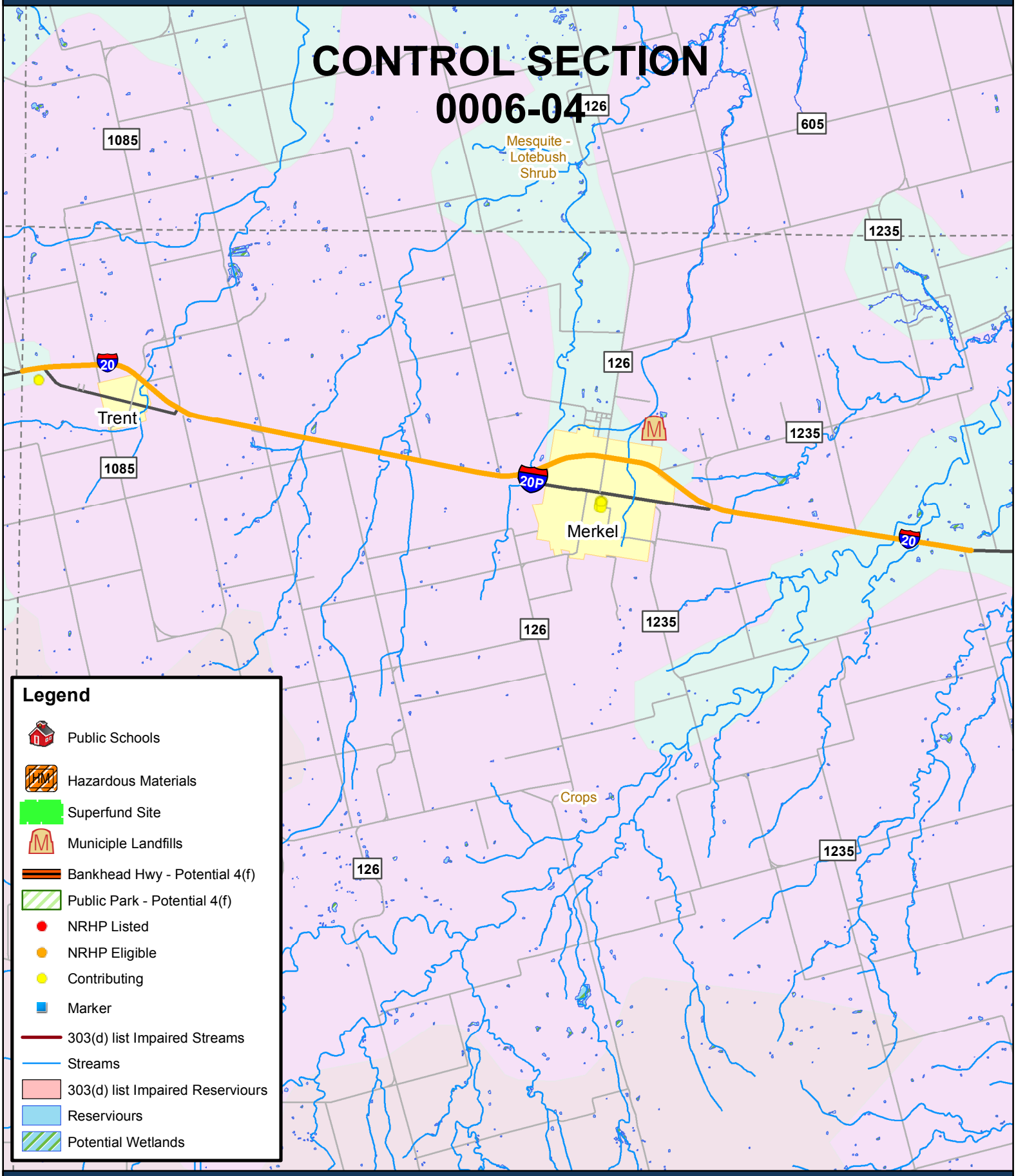
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 25, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

Texas Department of Transportation

TxDOT Abilene District

I-20 2016 ENVIRONMENTAL DATA



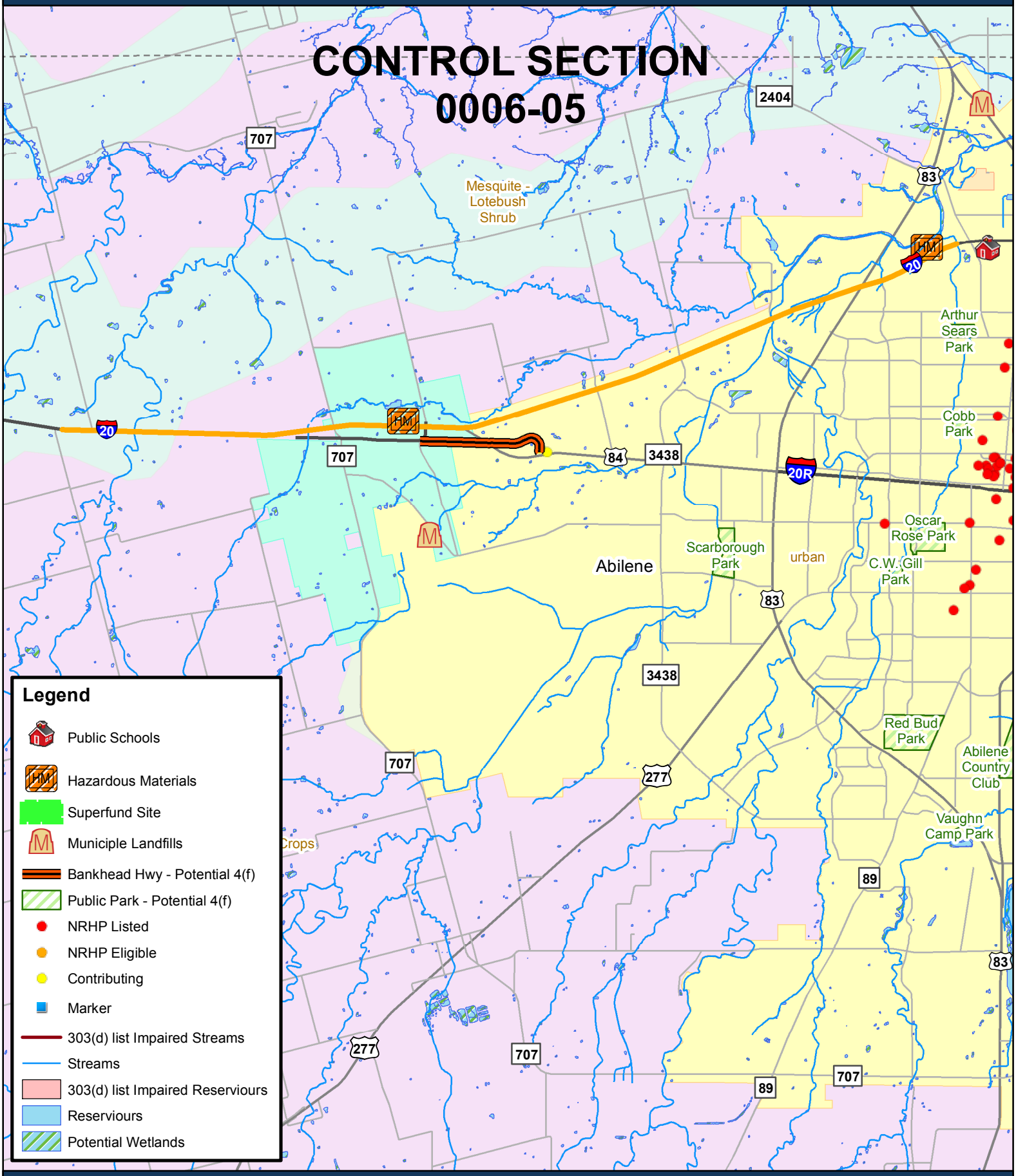
0 1 2 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 25, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 2016 ENVIRONMENTAL DATA



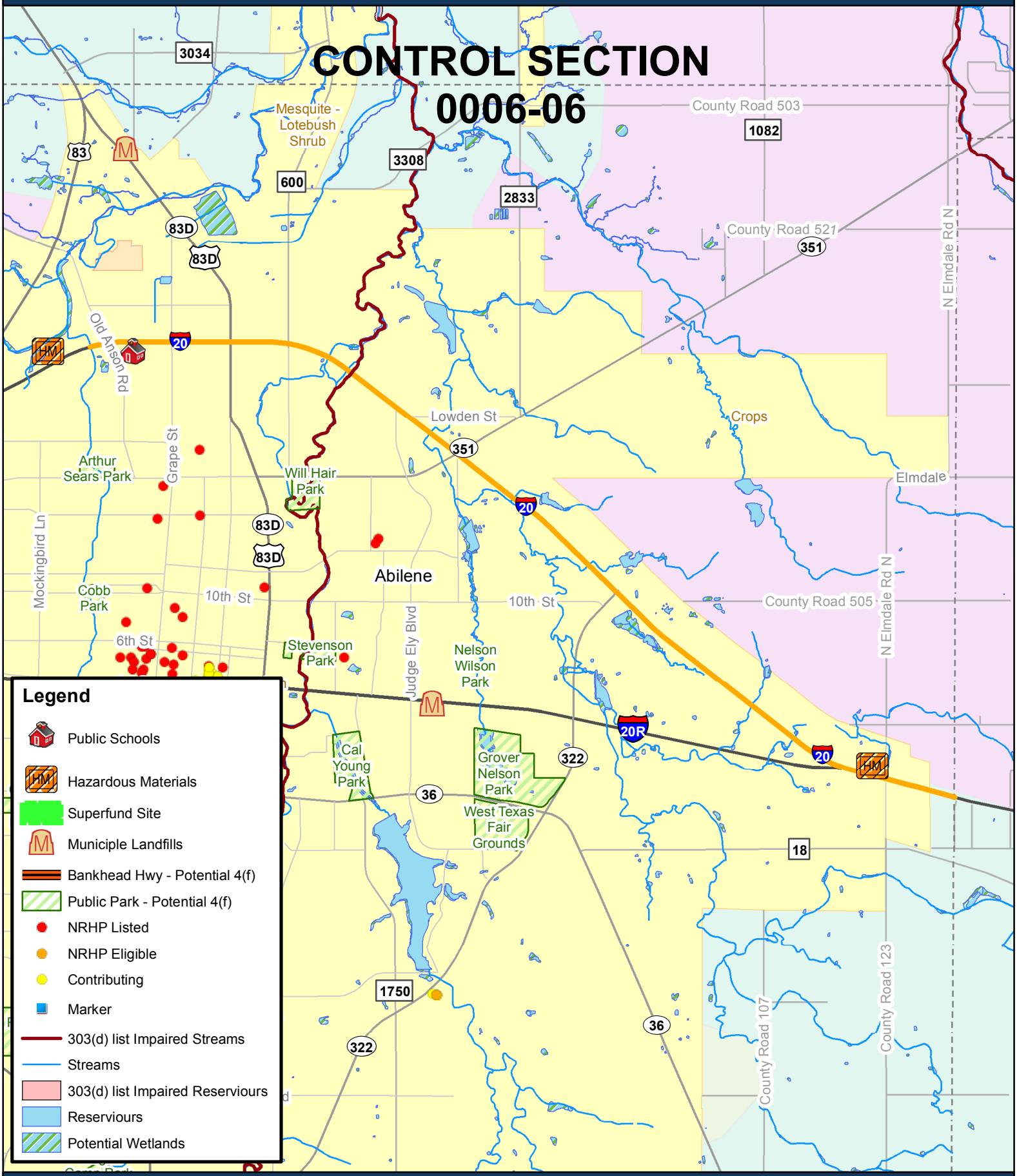
0 1 2 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 25, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

Texas Department of Transportation

TxDOT Abilene District I-20 2016 ENVIRONMENTAL DATA



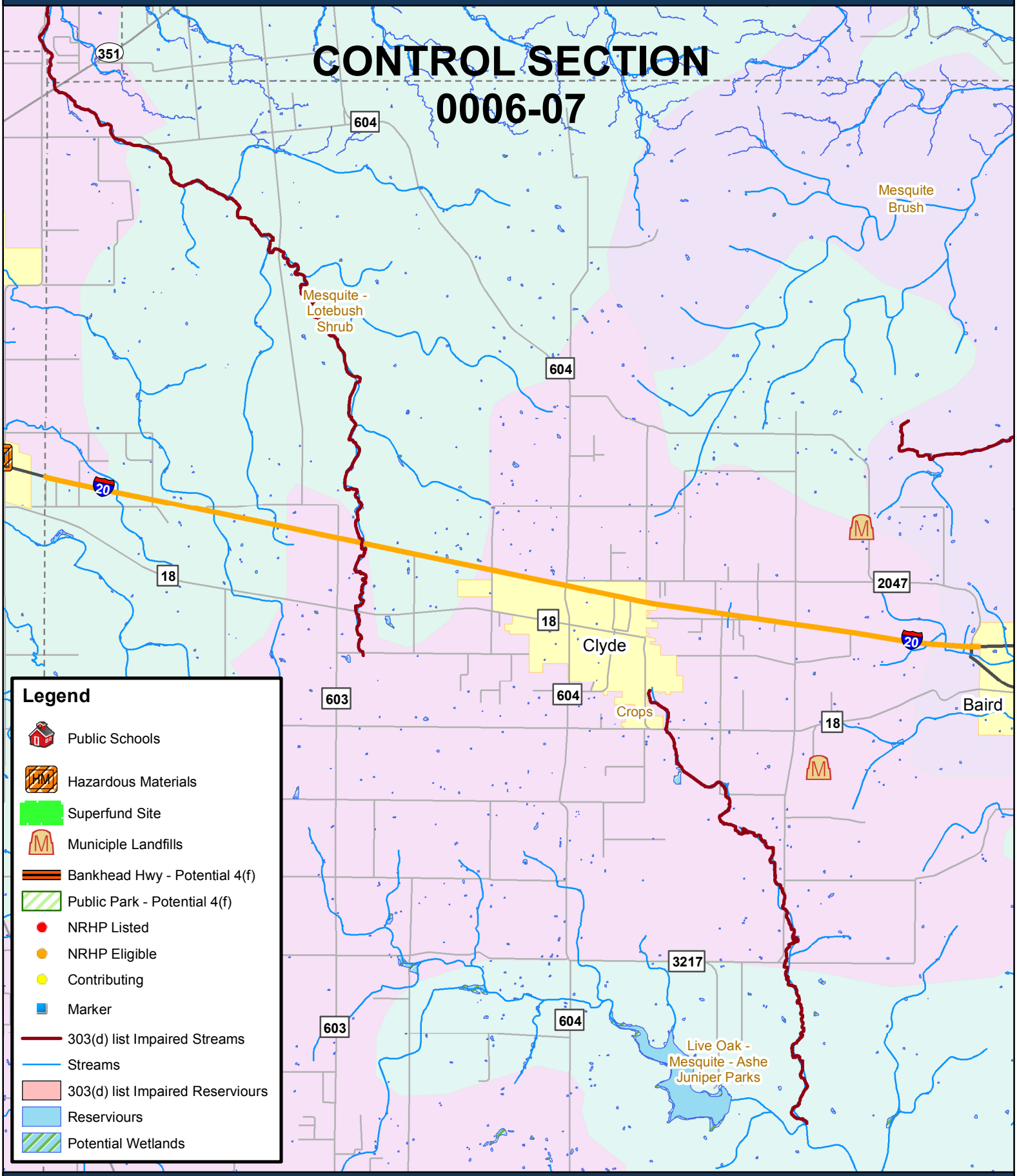
0 0.7 1.4 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 25, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

I-20 2016 ENVIRONMENTAL DATA



0 1 2 Miles

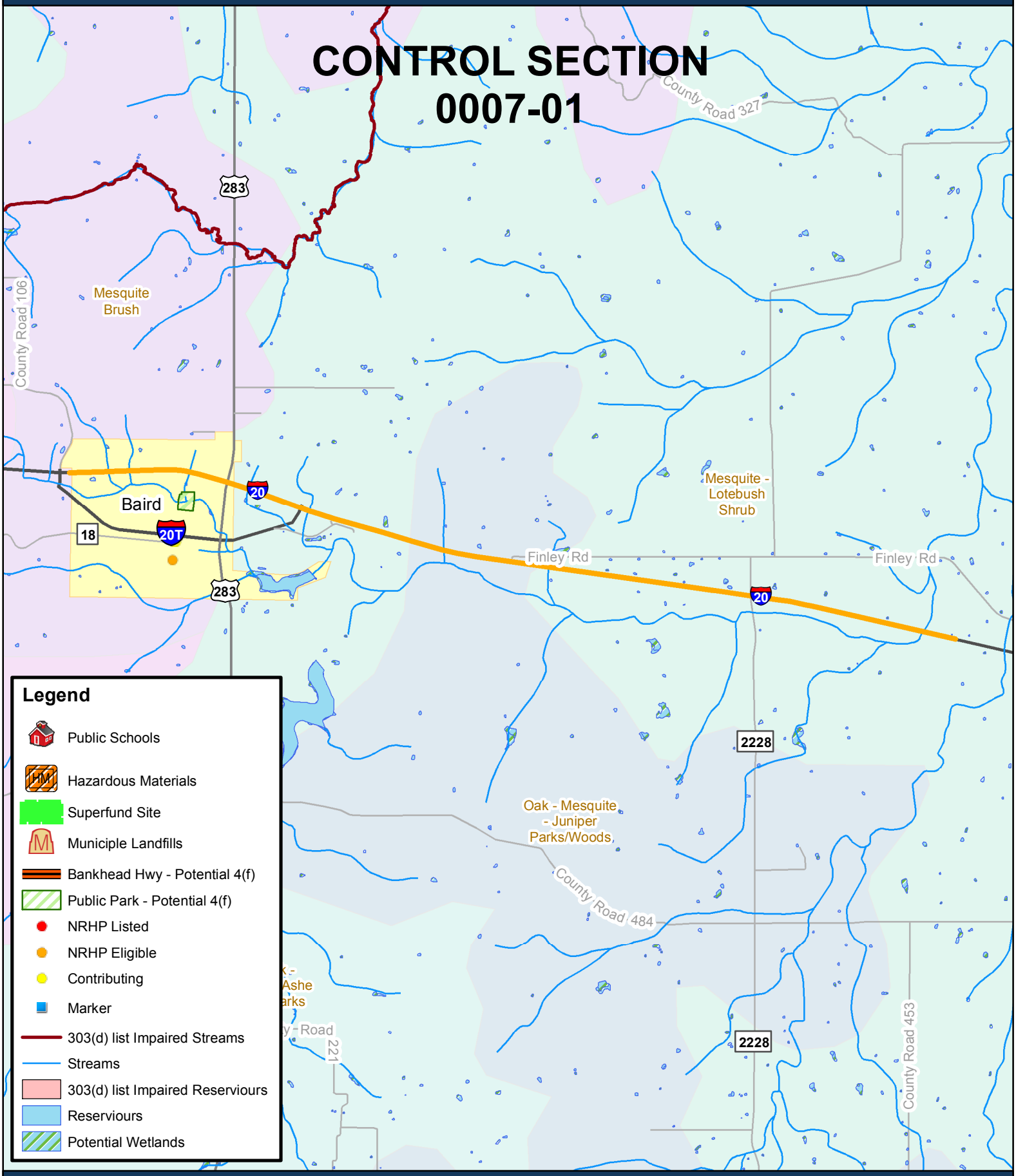
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 25, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

Texas Department of Transportation

TxDOT Abilene District

I-20 2016 ENVIRONMENTAL DATA



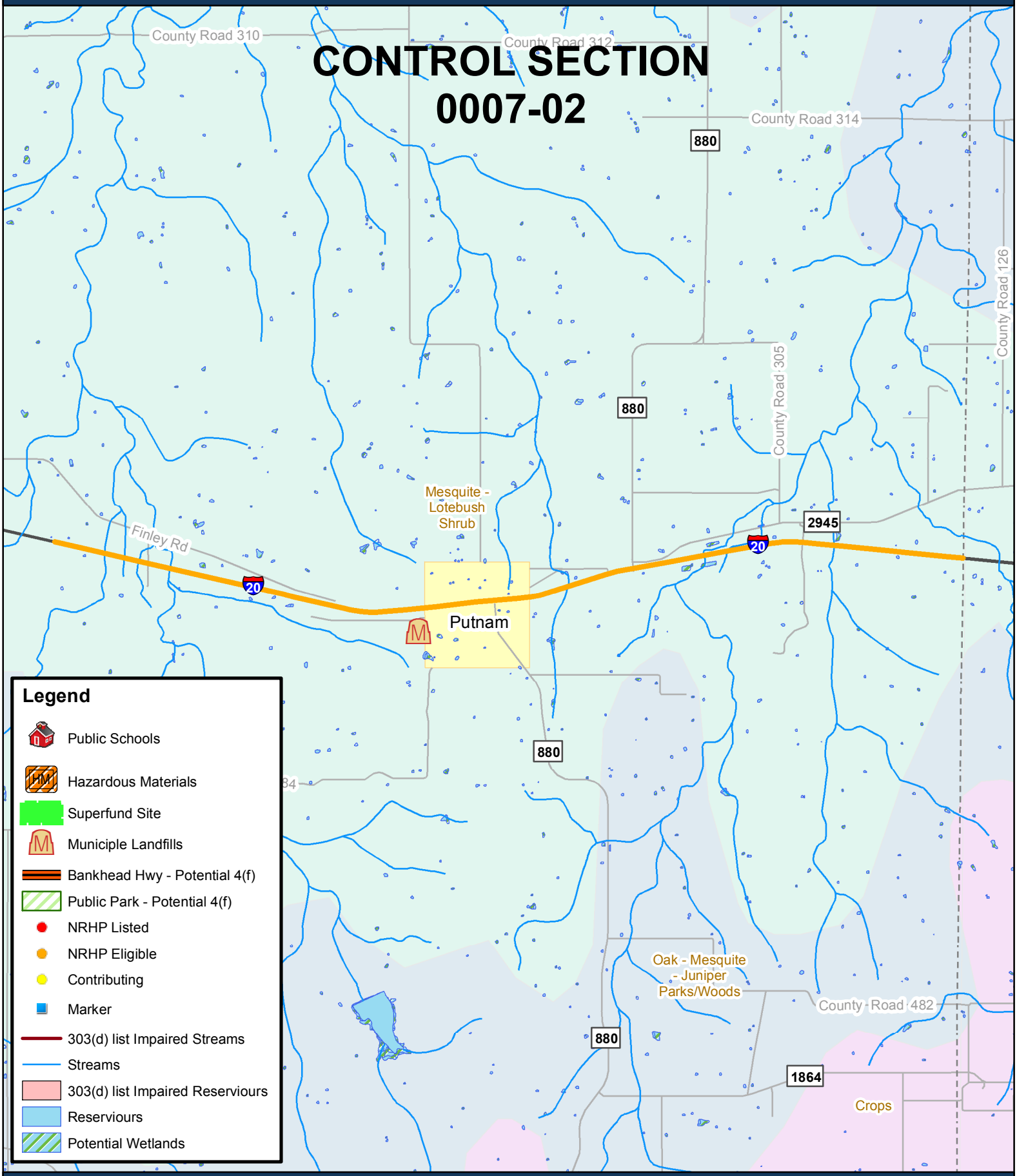
0 0.8 1.6 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 25, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

Texas Department of Transportation

TxDOT Abilene District I-20 2016 ENVIRONMENTAL DATA



0 0.8 1.6 Miles

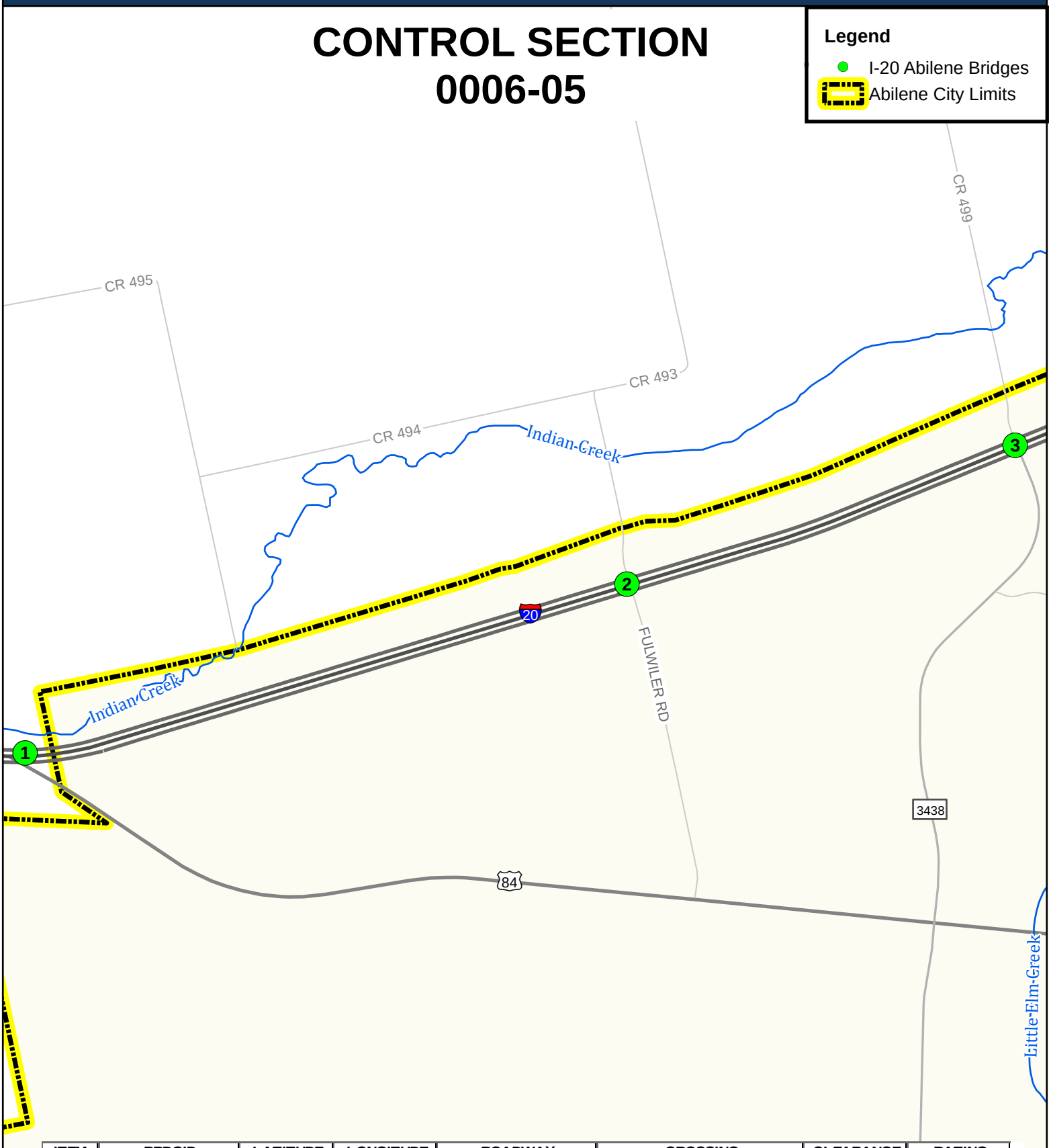
Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 25, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

Texas Department of Transportation

TxDOT Abilene District I-20 Bridge Sufficiency Rating

CONTROL SECTION 0006-05



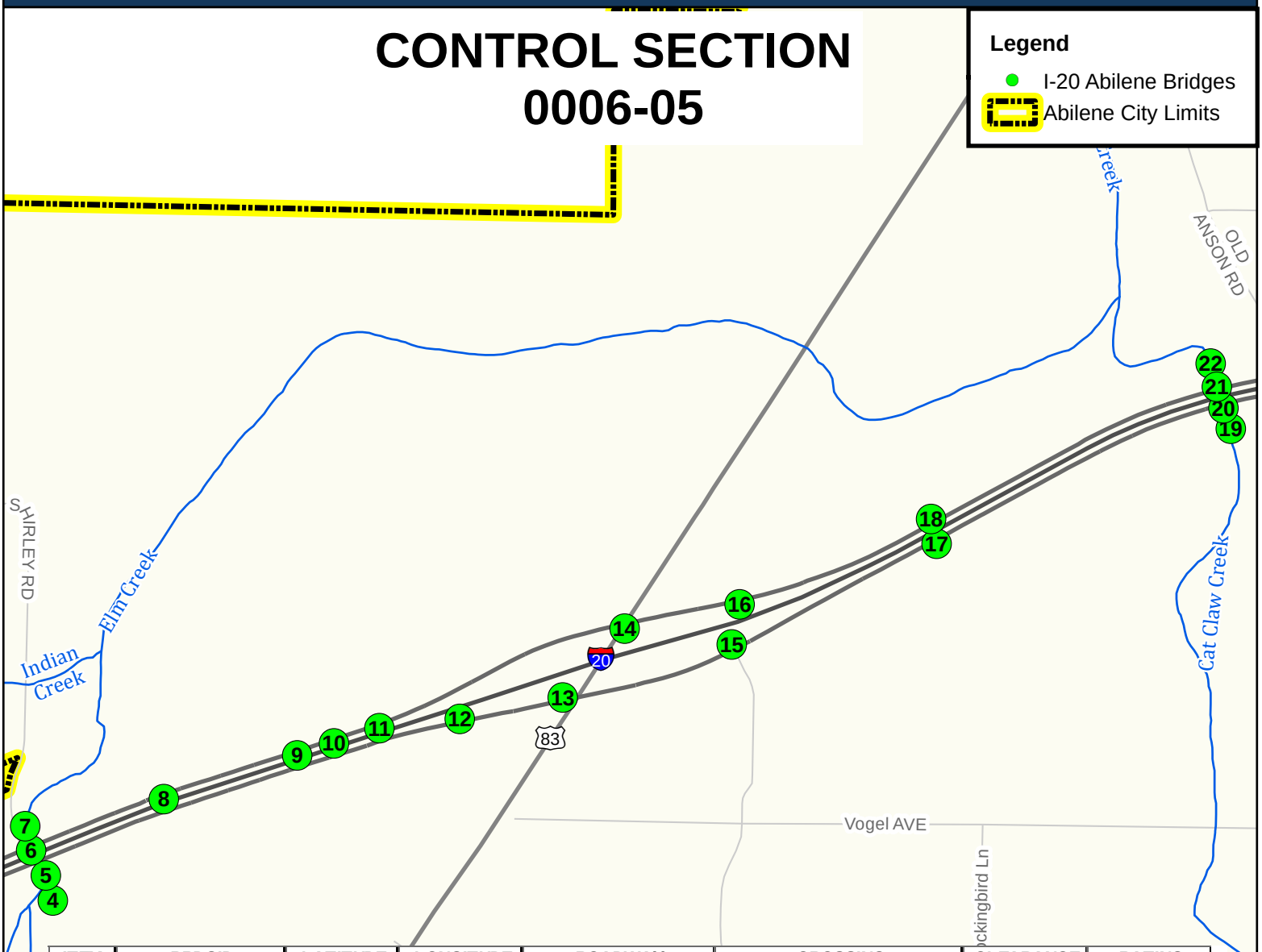
ITEM	BRDGID	LATITUDE	LONGITUDE	ROADWAY	CROSSING	CLEARANCE	RATING
1	082210000605191	32.459481	-99.846956	US 84 WB	IH 20	16'4"	63.8%
2	082210000605216	32.466013	-99.821505	FULWILER RD	IH 20	16'4"	70.6%
3	082210000605213	32.471218	-99.805052	FM 3438-HAYTER RD	IH 20	16'2"	74%

0 0.15 0.3 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 17, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District I-20 Bridge Sufficiency Rating



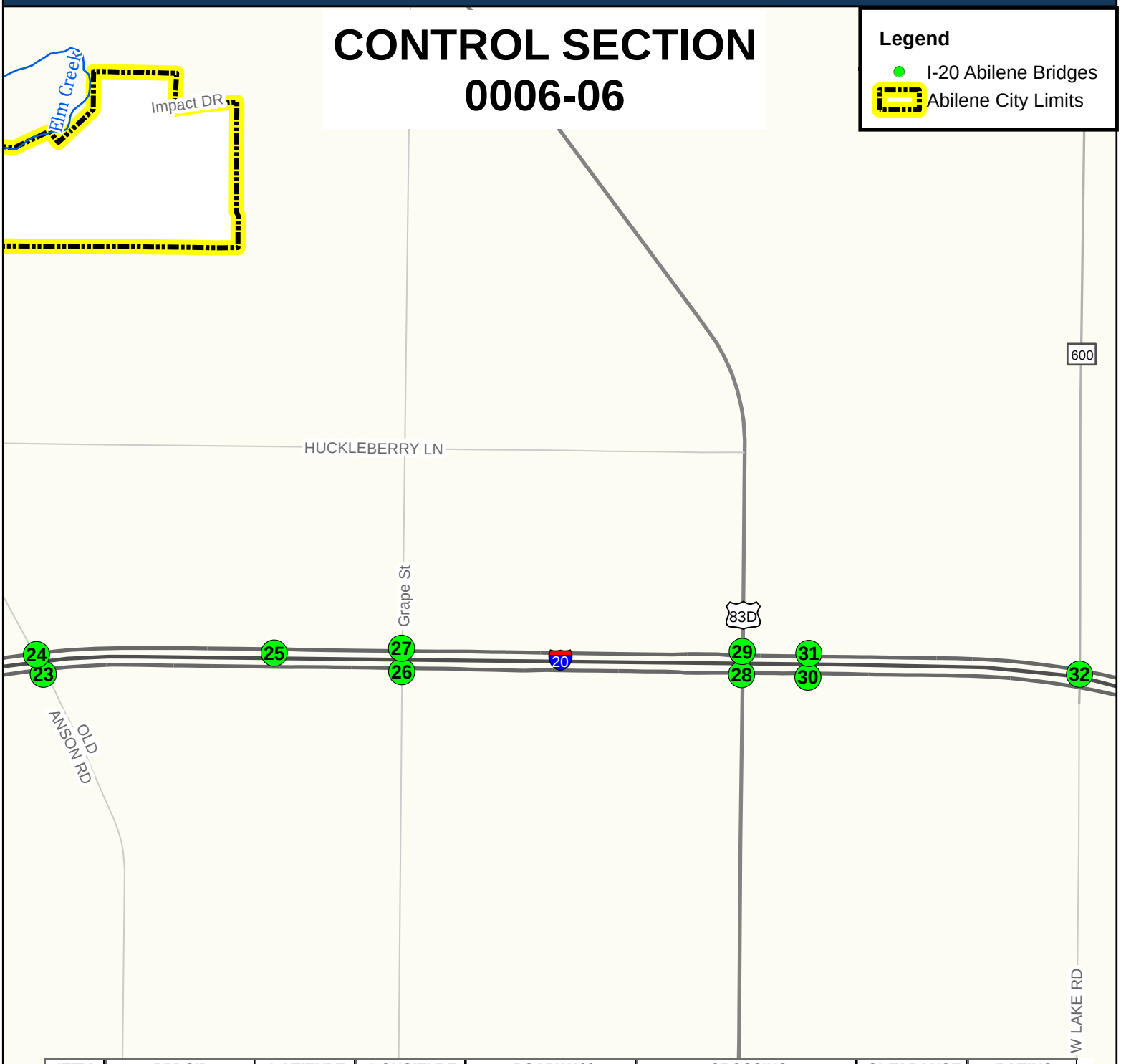
ITEM	BRDGID	LATITUDE	LONGITUDE	ROADWAY	CROSSING	CLEARANCE	RATING
4	082210000605212	32.47732	-99.786596	IH 20 EBFR	LITTLE ELM CREEK	N/A	85.8%
5	082210000605211	32.477611	-99.786874	IH 20 EBML	ELM CREEK & SHIRLEY RD	14'6"	81%
6	082210000605210	32.477761	-99.786972	IH 20 WBML	ELM CREEK & SHIRLEY RD	14'6"	81%
7	082210000605209	32.478137	-99.787011	IH 20 WBFR	LITTLE ELM CREEK	N/A	87.7%
8	082210000605207	32.47917	-99.782916	IH 20	Elm Creek Relief	N/A	72%
9	082210000605208	32.480349	-99.778836	IH 20	ELM CREEK RELIEF	N/A	83%
10	082210000605217	32.480671	-99.777711	IH 20	ELM CREEK RELIEF	N/A	83%
11	082210000605218	32.481079	-99.776321	IH 20	ELM CREEK RELIEF	N/A	83%
12	082210000605324	32.481349	-99.773855	IH 20 EB	IH 20 WB EXIT RAMP	16'10"	97%
13	082210000605325	32.481936	-99.770704	IH 20 EB	US 83 / US 277	16'9"	95.1%
14	082210000605326	32.483747	-99.768827	IH 20 WB	US 83/US 277	16'9"	97.2%
15	082210000605220	32.483368	-99.765529	IH 20 EB	DRAW	N/A	94.4%
16	082210000605222	32.484414	-99.765304	IH 20 WB	DRAW	N/A	93.5%
17	082210000605223	32.486435	-99.759461	IH 20	DRAW	N/A	83%
18	082210000605224	32.486691	-99.759451	IH 20 N FRTG RD	DRAW	N/A	95.8%
19	082210000606247	32.489649	-99.750528	IH 20 SFR	Catclaw Creek	N/A	86.3%
20	082210000606246	32.48988	-99.750606	IH 20 EB	Catclaw Creek	N/A	84.2%
21	082210000606245	32.490055	-99.750628	IH 20 WB	Catclaw Creek	N/A	84.2%
22	082210000606244	32.490276	-99.750735	IH 20 NFR	Catclaw Creek	N/A	87.3%

0 0.15 0.3 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 17, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District I-20 Bridge Sufficiency Rating



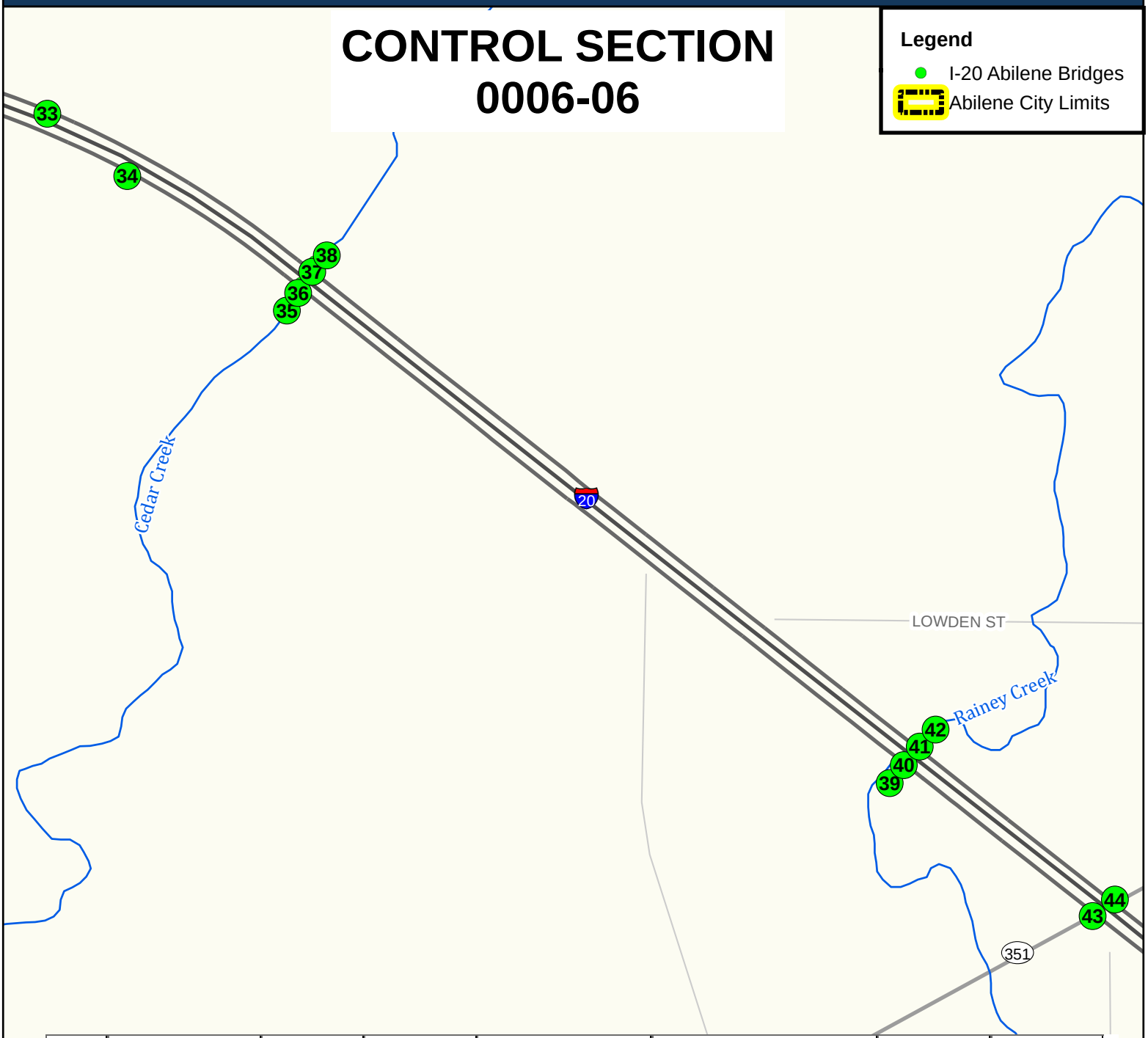
ITEM	BRDGID	LATITUDE	LONGITUDE	ROADWAY	CROSSING	CLEARANCE	RATING
23	082210000606199	32.490299	-99.748067	IH 20 EB	Old Anson Rd.	14'8"	91.4%
24	082210000606198	32.490461	-99.748211	IH 20 WB	Old Anson Rd.	14'8"	91.4%
25	082210000606248	32.490599	-99.74248	IH 20	DRAINAGE DITCH	N/A	83%
26	082210000606197	32.490421	-99.739397	IH 20 EB	Grape St.	16'3"	93.4%
27	082210000606196	32.490597	-99.739365	IH 20 WB	Grape St.	16'3"	93.4%
28	082210000606195	32.49041	-99.731219	IH 20 EB	BU 83 D	18'9"	77%
29	082210000606194	32.490595	-99.731185	IH 20 WB	BU 83 D	18'9"	77%
30	082210000606250	32.490406	-99.729597	IH 20 EB	FW & D RR & Hardy St.	18'9"	83.5%
31	082210000606249	32.490588	-99.729596	IH 20 WB	FW & D RR & Hardy St.	18'9"	84.5%
32	082210000606323	32.490381	-99.723003	FM 600	IH 20	16'9"	95.5%

0 0.1 0.2 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 17, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District I-20 Bridge Sufficiency Rating



ITEM	BRDGID	LATITUDE	LONGITUDE	ROADWAY	CROSSING	CLEARANCE	RATING
33	082210000606252	32.489427	-99.71914	IH 20 ML & N FR	CEDAR CREEK	N/A	95.5%
34	082210000606292	32.488412	-99.717675	IH 20 S FRTG RD	CEDAR CREEK	N/A	97.9%
35	082210000606201	32.486667	-99.71455	IH 20 SFR	CEDAR CREEK	N/A	98.9%
36	082210000606254	32.486882	-99.714451	IH 20 EB	CEDAR CREEK	N/A	95.7%
37	082210000606253	32.486977	-99.714247	IH 20 WB	CEDAR CREEK	N/A	95.7%
38	082210000606200	32.487215	-99.71421	IH 20 NFR	CEDAR CREEK	N/A	97.8%
39	082210000606181	32.47925	-99.703425	IH 20 SFR	RAINY CREEK	N/A	76%
40	082210000606180	32.479547	-99.703187	IH 20 EB	RAINY CREEK	N/A	95.7%
41	082210000606179	32.479672	-99.703037	IH 20 WBML	RAINY CREEK	N/A	95.7%
42	082210000606178	32.479967	-99.702818	IH 20 NFR	RAINY CREEK	N/A	75.8%
43	082210000606182	32.477281	-99.69971	IH 20 EB	SH 351	14'6"	50%
44	082210000606183	32.477333	-99.699441	IH 20 WB	SH 351	14'6"	50%

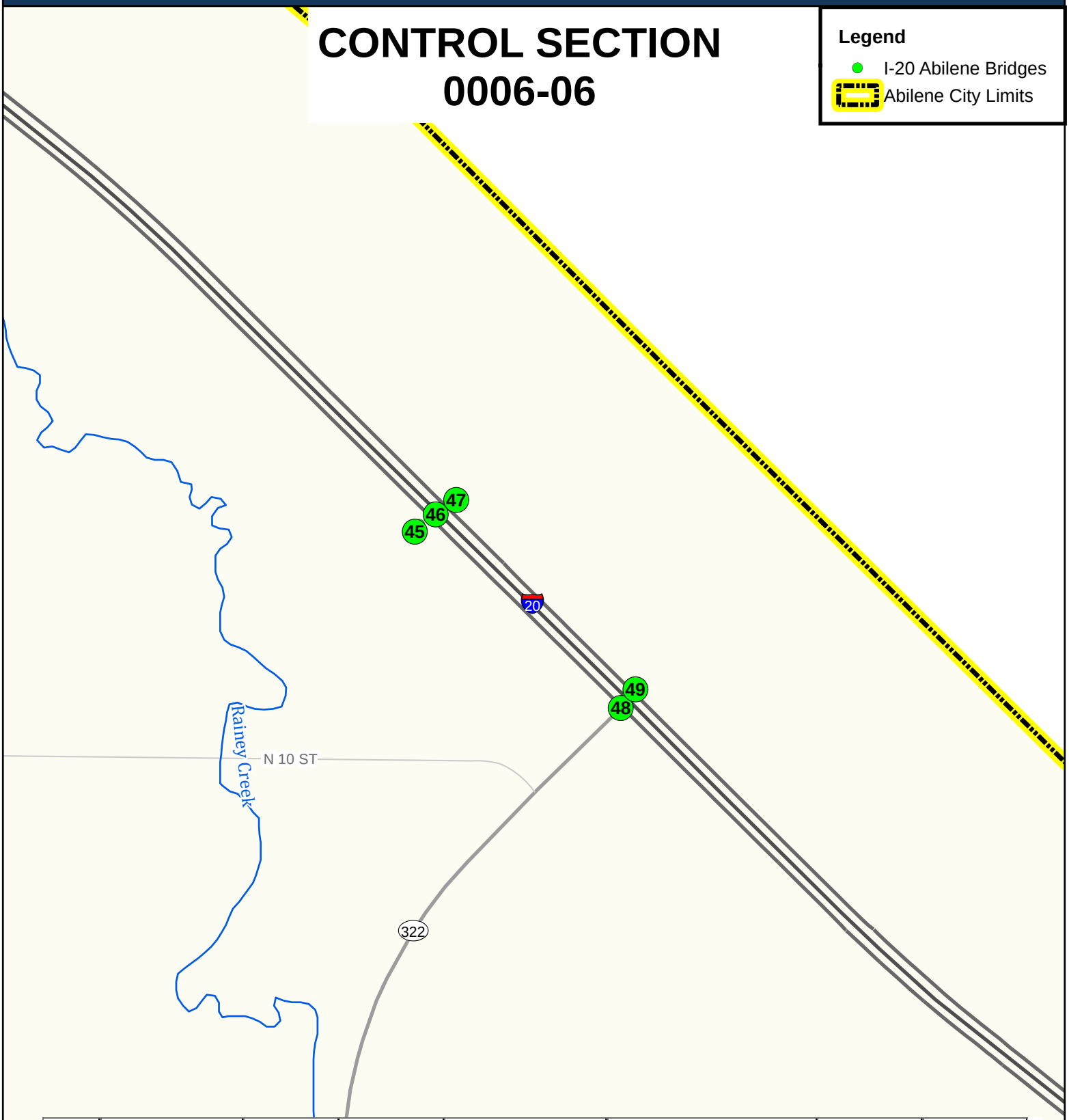
0 0.08 0.16 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 17, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District I-20 Bridge Sufficiency Rating

CONTROL SECTION 0006-06



ITEM	BRDGID	LATITUDE	LONGITUDE	ROADWAY	CROSSING	CLEARANCE	RATING
45	082210000606203	32.463978	-99.681535	IH 20 SFR	DRAW	N/A	99.9%
46	082210000606184	32.464261	-99.681084	IH 20	DRAW	N/A	79.6%
47	082210000606202	32.464364	-99.680739	IH 20 NFR	Draw	N/A	82.4%
48	082210000606186	32.460944	-99.677353	IH 20 EB	Loop 322	14'11"	93%
49	082210000606185	32.461072	-99.677208	IH 20 WB	Loop 322	14'11"	93%

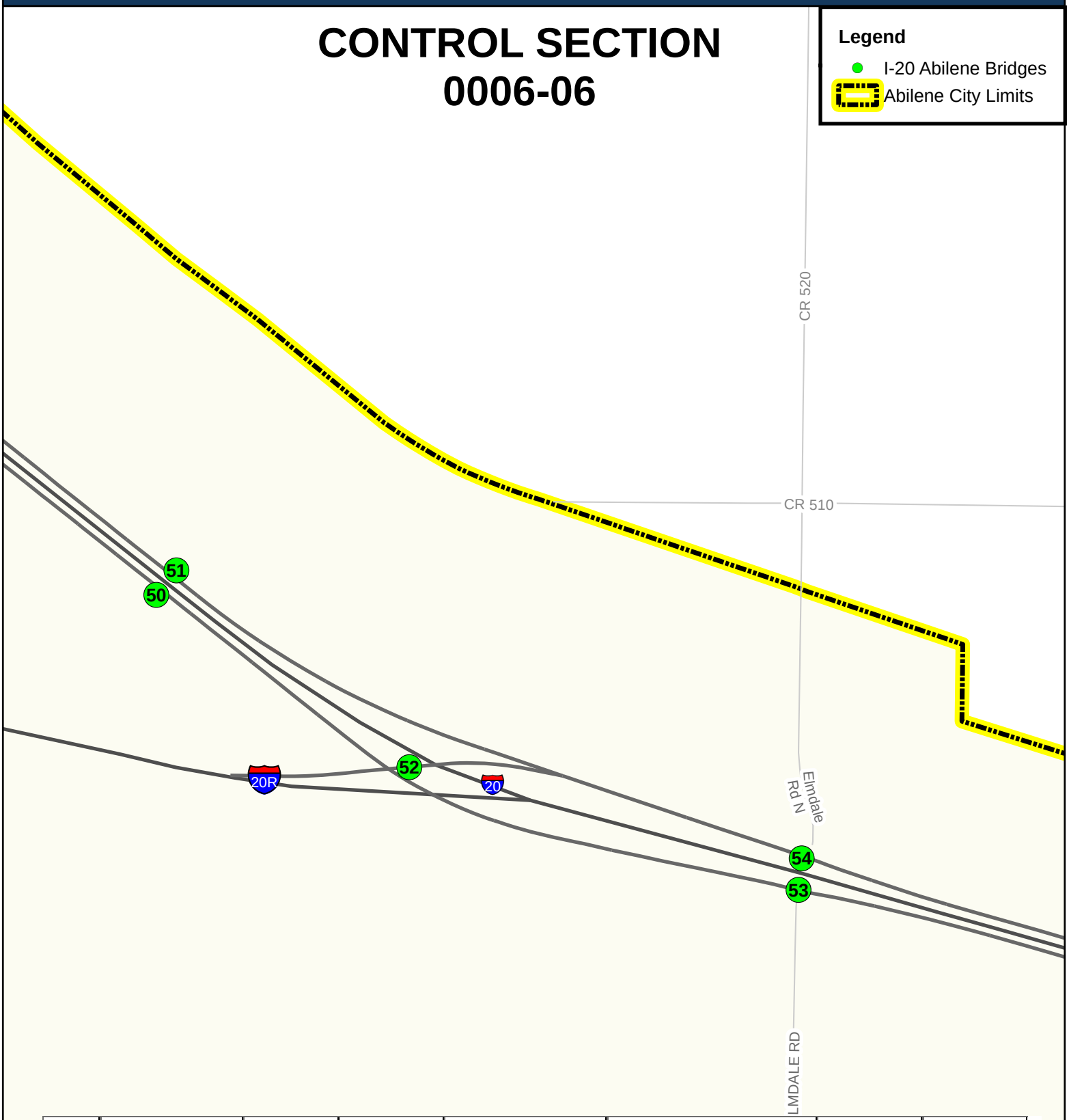
0 0.085 0.17 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 17, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District I-20 Bridge Sufficiency Rating

CONTROL SECTION 0006-06



ITEM	BRDGID	LATITUDE	LONGITUDE	ROADWAY	CROSSING	CLEARANCE	RATING
50	082210000606226	32.44359	-99.652847	IH 20 S FRTG RD	DRAW	N/A	97.5%
51	082210000606187	32.444065	-99.652386	IH 20 ML & N FR	DRAW	N/A	94%
52	082210000606327	32.440588	-99.647724	BUS LOOP 20 R	IH 20 EB & SFR	17'1"	95.3%
53	082210000606228	32.438679	-99.639548	IH 20 EB	Elmdale Rd.	15'0"	86.4%
54	082210000606227	32.439099	-99.639359	IH 20 WB	Elmdale Rd.	15'0"	88.5%

0 0.085 0.17 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 17, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

VISION 20/20

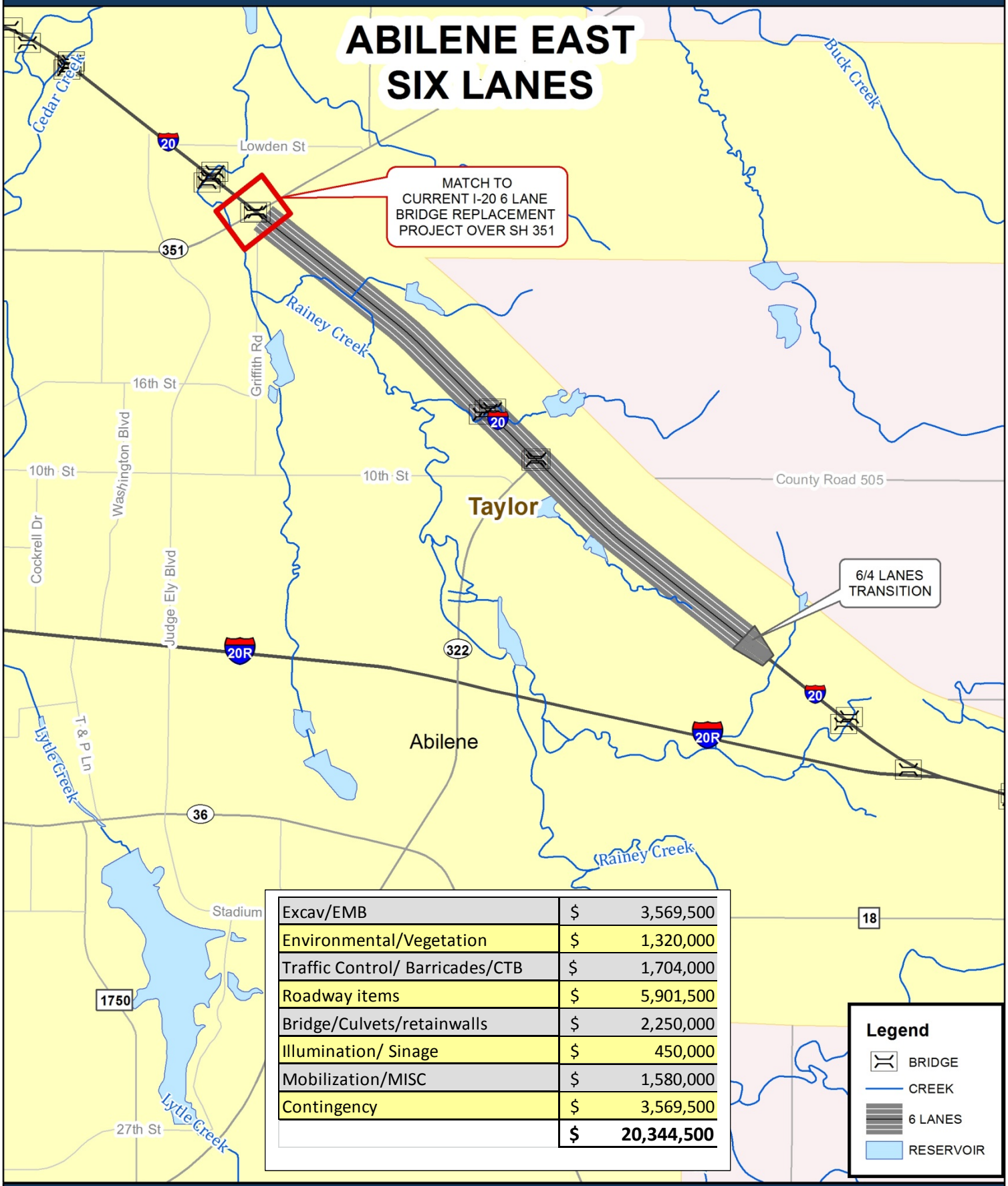
CHAPTER FIVE

Major Project Recommendations

1. **I-20 Six Lanes through Abilene East from BI-20 to SH 351, Taylor County**. This project would widen the interstate by adding eastbound and westbound lanes from BI-20 to SH 351 for a length of approximately 3.5 miles. The 40-foot grass median would be replaced with additional 12' lanes, 10' shoulders, and a concrete median barrier. The existing asphalt pavement on I-20 will be retained and the additional lane and shoulder will be comprised of asphalt pavement. The existing I-20 twin bridges along the interstate would be retained and widened to the inside to create a single bridge structure with a concrete median barrier down the center. The project will connect to the I-20/SH 351 project which finishes in fall 2018 and there will be minimal utility relocation and required right of way due to ramp improvements. The primary benefit to creating six lanes of interstate on the east side of Abilene is safety. Traffic is close to 30,000 ADT and truck traffic is close to 30 percent. There is increasing public support for this project and the construction estimate is approximately $25-$30 million and would take at least 24 months for schematic; plans, specifications and estimates (PS&E); and right of way acquisition before letting the project to construction. This is an important control section in the Abilene District from a freight corridor standpoint because of the heavy industry on Business 83 (Treadway Blvd.), the close proximately to the Abilene Regional Airport and SH 351 business sector, which is a rapidly sector growing in Abilene. This project has value independent of the I-20 freight corridor but would be a significant first step in building a freight transportation network in the Abilene district.

2. **I-20 Six Lanes through Abilene West from SH 351 to FM 3438, Taylor County.** This project would be to widen I-20 by adding two lanes from SH 351 to just east of FM 3438 for a length of 5.5 miles. Similar to the "East" project, the grass median would be replaced with two additional 12-foot lanes, 10-foot shoulders, and a concrete median barrier. The existing pavement will be retained and the additional lane and shoulder will be comprised of asphalt. The existing twin bridges would be retained and widened to the inside to create a single bridge with concrete median barrier except at the US 83 interchange which has divided east and west bound horizontal alignments. The traffic is slightly less (24,000 ADT) after I-20/US 83 Interchange but truck percent and accident rates are very high. The current construction estimate is approximately $60-$65 million and it would take at least 36 months for schematic, PS&E, right of way acquisition before letting the project to construction. This control section is very important from a freight corridor standpoint because it connects I-20 to US 83/US 84 which are two of the primary north-south corridors in the state. US 84 is a significant route to Austin and likewise US 83 to San Antonio, both are part of the National Highway and Texas Trunk Systems and major regional freight corridors in their own rite.

TxDOT Abilene District I-20 MAJOR PROJECTS



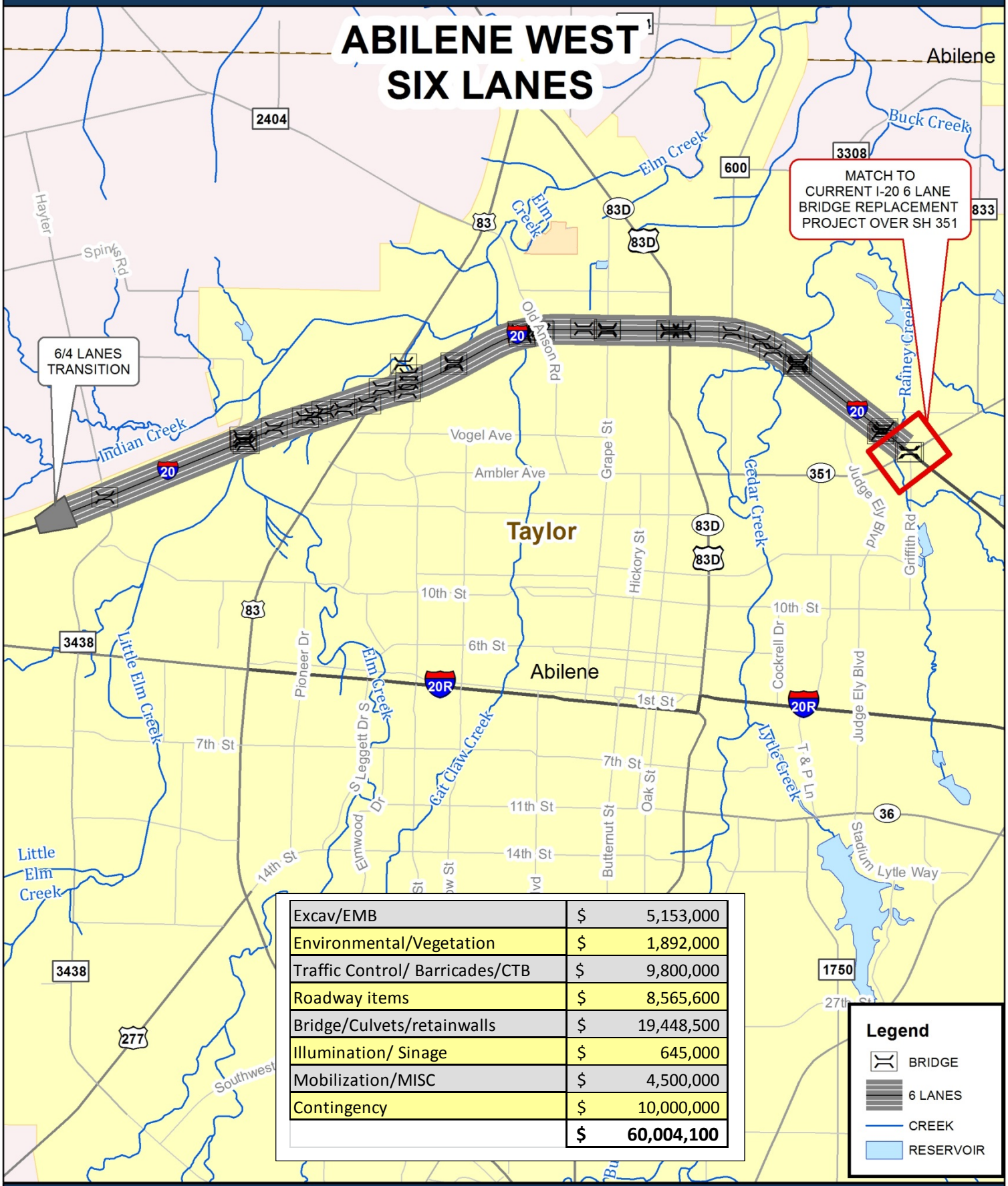
Excav/EMB	$	3,569,500
Environmental/Vegetation	$	1,320,000
Traffic Control/ Barricades/CTB	$	1,704,000
Roadway items	$	5,901,500
Bridge/Culvets/retainwalls	$	2,250,000
Illumination/ Sinage	$	450,000
Mobilization/MISC	$	1,580,000
Contingency	$	3,569,500
	$	**20,344,500**

0 0.3 0.6 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 26, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District I-20 MAJOR PROJECTS



Excav/EMB	$	5,153,000
Environmental/Vegetation	$	1,892,000
Traffic Control/ Barricades/CTB	$	9,800,000
Roadway items	$	8,565,600
Bridge/Culvets/retainwalls	$	19,448,500
Illumination/ Sinage	$	645,000
Mobilization/MISC	$	4,500,000
Contingency	$	10,000,000
	$	**60,004,100**

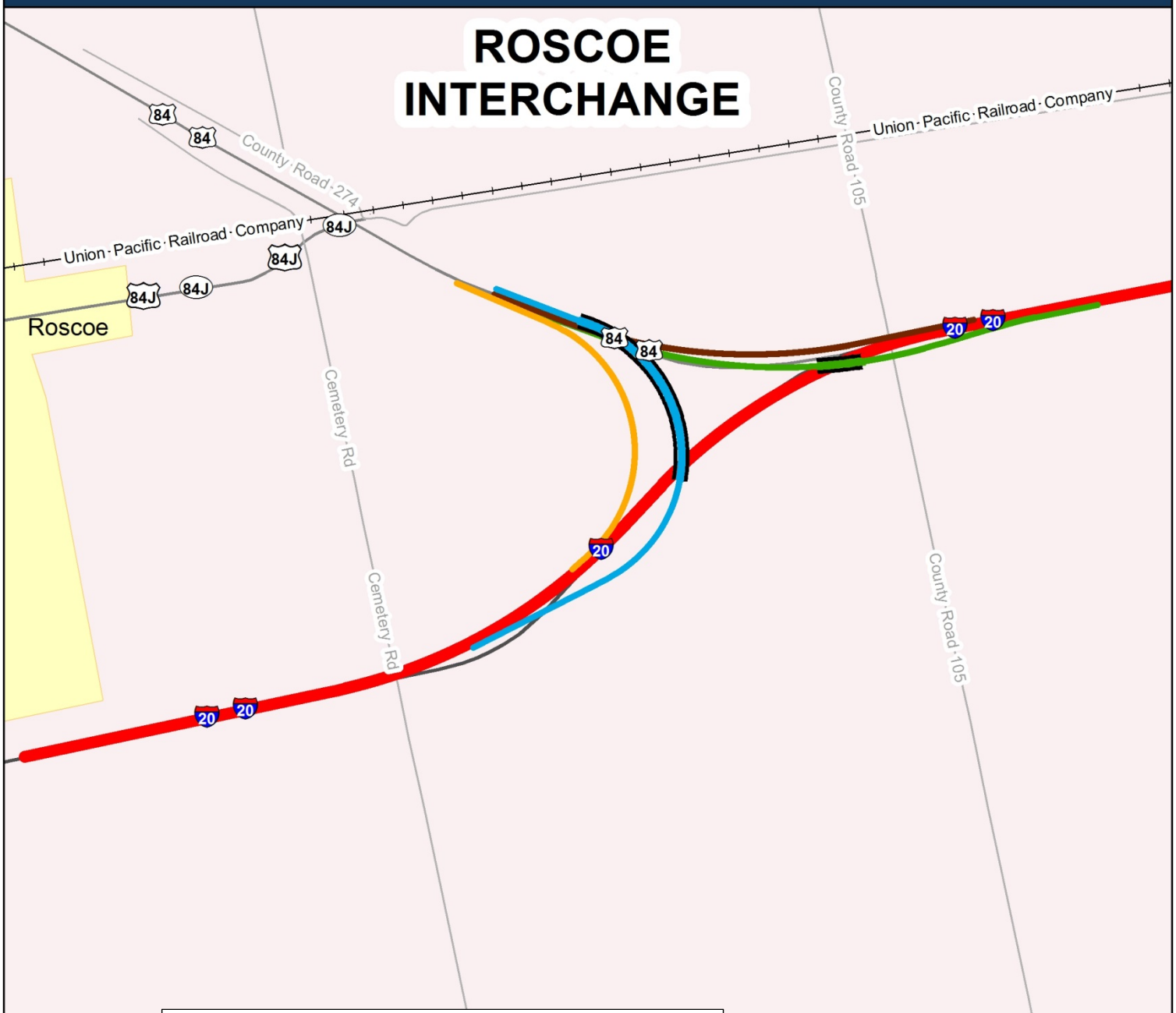
0 0.5 1 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 26, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District I-20 MAJOR PROJECTS

ROSCOE INTERCHANGE



Excav/EMB	$	3,430,000
Environmental/Vegetation	$	1,500,000
Traffic Control/ Barricades/CTB	$	2,000,000
Roadway items	$	12,669,000
Bridge/Culvets/retainwalls	$	18,500,000
Illumination/ Sinage	$	650,000
Mobilization/MISC	$	4,000,000
Contingency	$	6,500,000
ROW	$	400,000
	$	**49,649,000**

Legend

ROSCOE_INTERCHANGE

Roadway

- IH20 East to US84 North BRIDGE
- US84 South to IH20 East BRIDGE
- IH20 East to US84 North
- IH20 West to US84 North
- US84 South to IH20 East
- US84 South to IH20 West
- IH20

0 0.1 0.2 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 27, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

3. **I-20 and US 84 Interchange Reconstruction in Roscoe, Nolan County.** This project consists of reconstructing one of the major interchanges in the Abilene District. Accident data from 2010-15 shows 6 fatalities along I-20 for this area. ADT for the interchange includes US 84: 9757, I-20 west of interchange: 18,835 and I-20 west of interchange:28,935. Truck traffic is around 30%. Project includes re-aligning a portion of I-20, adding ramps connecting I-20 eastbound (Bridge) and I-20 westbound to US 84 northbound, and adding ramps connecting US 84 southbound to I-20 eastbound (Bridge) and to I-20 westbound. New frontage roads along I-20 will also be constructed. Estimated cost of project is $45-50 million and includes the cost of acquisition of approximately 30 aces of right of way. This project will improve safety as well as traffic flow though interchange.

4. **Big Spring One-Way Frontage Road Conversion, Howard County.** The public seems to generally support this project which would convert approximately 4.5 miles of frontage roads from two-way traffic to one-way and the construction cost would be approximately $1 million. The public information meetings and project management would take 12-18 months and some I-20 ramps might need to be relocated. Extensive stakeholder meetings and input from local government will be required before preliminary engineering is authorized.

5. **Sweetwater Frontage Road Intersection with SH 70, Nolan County.** This is a traffic operations project and the major problem is left turn movement from SH 70 to the westbound two-way frontage road in Sweetwater. Local business opposes the conversion to one-way frontage road traffic and the SH 70 southbound movement prohibits left turns until the intersection has cleared. SH 70 traffic stacks back into the eastbound frontage road intersection and additional lanes under the I-20 bridges are needed. This project will be scoped and construction cost and schedule will be put in the 2017 UTP.

6. **US 83 Business Interchange Reconstruction, Taylor County.** This project is the redesign of the I-20/US 83 Interchange in the northern portion of Abilene, and from 2010-15, three fatalities occurred in this vicinity and traffic volumes and truck percentages are high. The existing loop ramps need to be redesigned or eliminated due to sight distance issues and the high rate of speed needed to merge with westbound traffic. This project will be scoped and construction cost and schedule will be put in the 2017 UTP.

7. **BI 20 Interchange Reconstruction, Taylor County.** This project is the reconstruction of the I-20/BI 20 interchange and would provide a grade separated right lane exit ramp instead of the current left side configuration. The frontage road (E Overland Trail) would have to be relocated and the new exit ramp would require significant right of way beginning east of CR 520 (Elmdale Road). This project will be scoped and evaluated.

8. **I-20 Ramp Reconstruction in Clyde, Callahan County.** This project consists of examining the entrance/exit ramps at three locations: County Road 112, FM 604, and CR 113 (Cherry Lane) which is only 2.5 miles of interstate. Access could be removed from at least one of the three interchanges and ramps would be lengthened and upgraded at the other locations. This project will be scoped and evaluated.

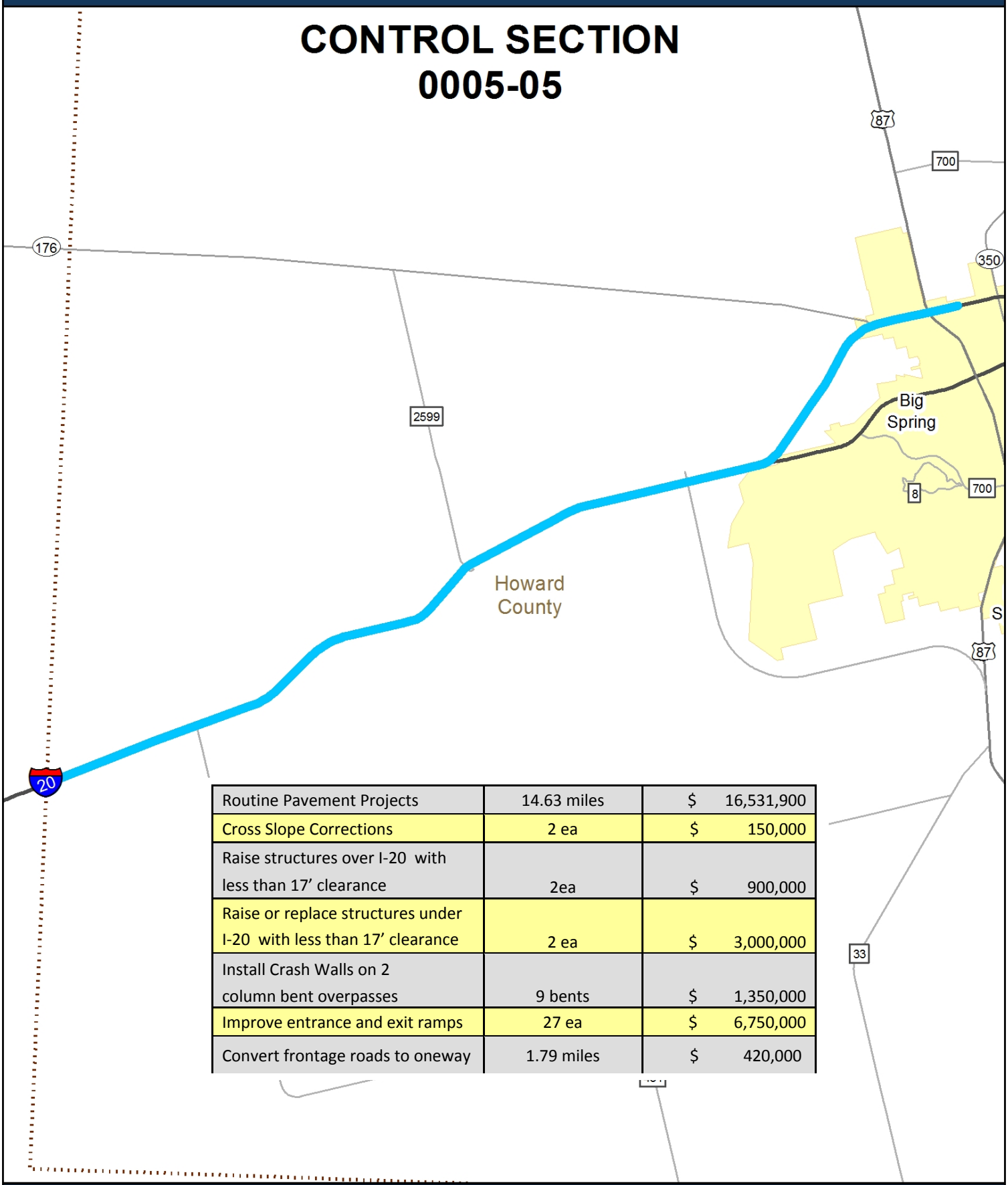
9. **US 283 Ramp Reconstruction in Baird, Callahan County.** This project would consist of lengthening and upgrading the entrance/exit ramps at the I-20/US 283 interchange in Baird. The Love's Truck Stop has been called a "game changer" by the residents at public meetings due to the 24 hour truck traffic generated by this business which is located at the northeast corner of the interchange. The US 283 corridor is a north-south truck route in its own rite, and part of the Barnett Shale energy sector. This project will be scoped and evaluated.

10. **Vertical Clearance to 17 feet throughout Abilene District.** This will provide vertical clearance of 17 feet for 83 bridges over 160 miles of I-20. The cost is approximately $120 million and funding could be in five phases over a 10 year period. Please see the freight and rest stop recommendations at the end of this chapter for more details.

Control Section	Number of Bridges	Construction Cost
0005-05	2	$3,000,000
0005-06	14	$21,000,000
0005-07	4	$6,000,000
0005-08	1	$450,000
0006-01	10	$15,000,000
0006-02	12	$18,000,000
0006-03	4	$6,000,000
0006-04	16	$24,000,000
0006-05	8	$12,000,000
0006-06	8	$12,000,000
0006-07	2	$900,000
0007-01	1	$450,000
0007-02	1	$450,000

TxDOT Abilene District I-20 OVERALL SCHEMATIC

CONTROL SECTION 0005-05



Routine Pavement Projects	14.63 miles	$ 16,531,900
Cross Slope Corrections	2 ea	$ 150,000
Raise structures over I-20 with less than 17' clearance	2ea	$ 900,000
Raise or replace structures under I-20 with less than 17' clearance	2 ea	$ 3,000,000
Install Crash Walls on 2 column bent overpasses	9 bents	$ 1,350,000
Improve entrance and exit ramps	27 ea	$ 6,750,000
Convert frontage roads to oneway	1.79 miles	$ 420,000

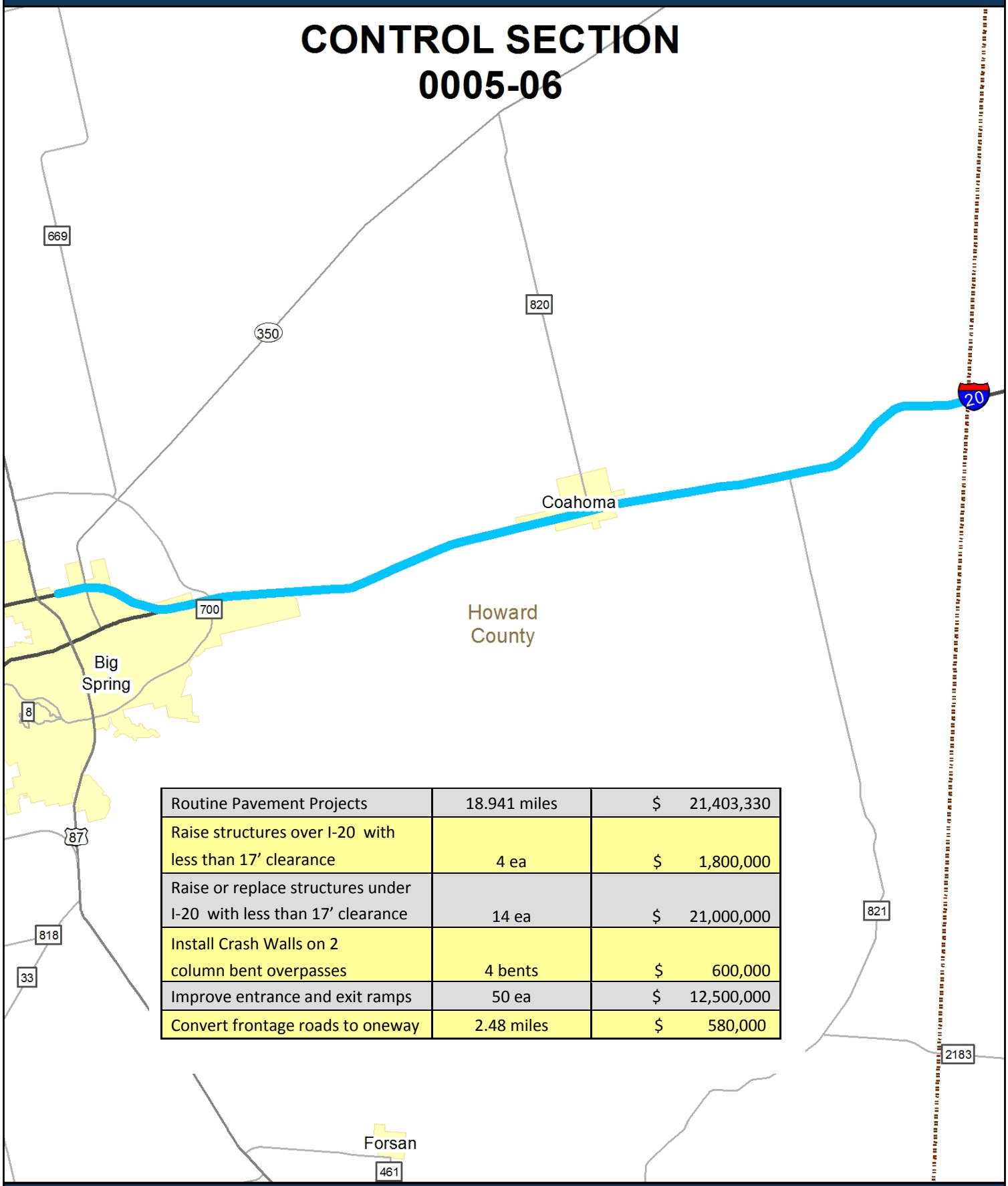
0 0.95 1.9 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 5, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District — I-20 OVERALL SCHEMATIC

CONTROL SECTION 0005-06



Routine Pavement Projects	18.941 miles	$ 21,403,330
Raise structures over I-20 with less than 17' clearance	4 ea	$ 1,800,000
Raise or replace structures under I-20 with less than 17' clearance	14 ea	$ 21,000,000
Install Crash Walls on 2 column bent overpasses	4 bents	$ 600,000
Improve entrance and exit ramps	50 ea	$ 12,500,000
Convert frontage roads to oneway	2.48 miles	$ 580,000

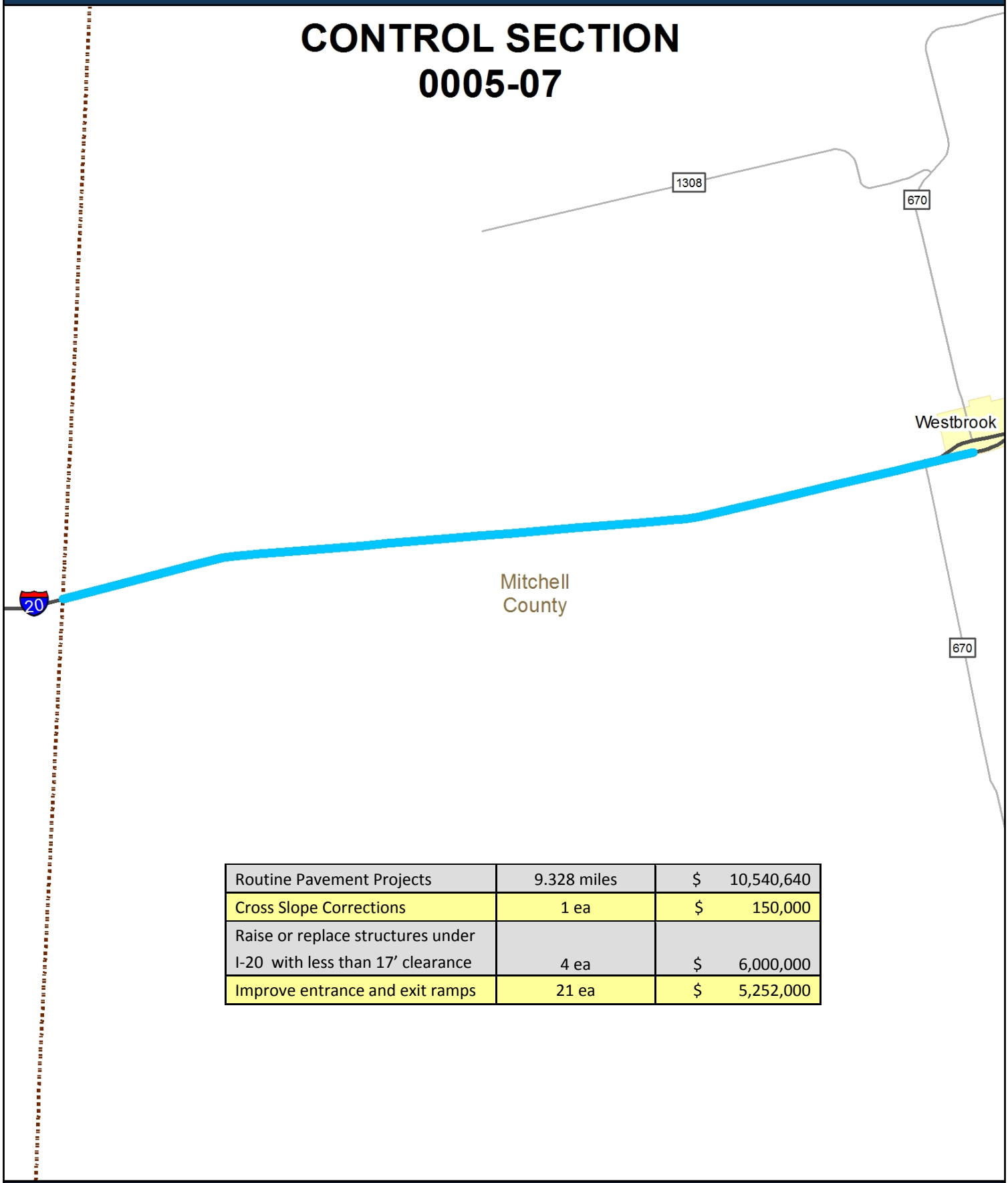
0 1 2 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 5, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District I-20 OVERALL SCHEMATIC

CONTROL SECTION 0005-07



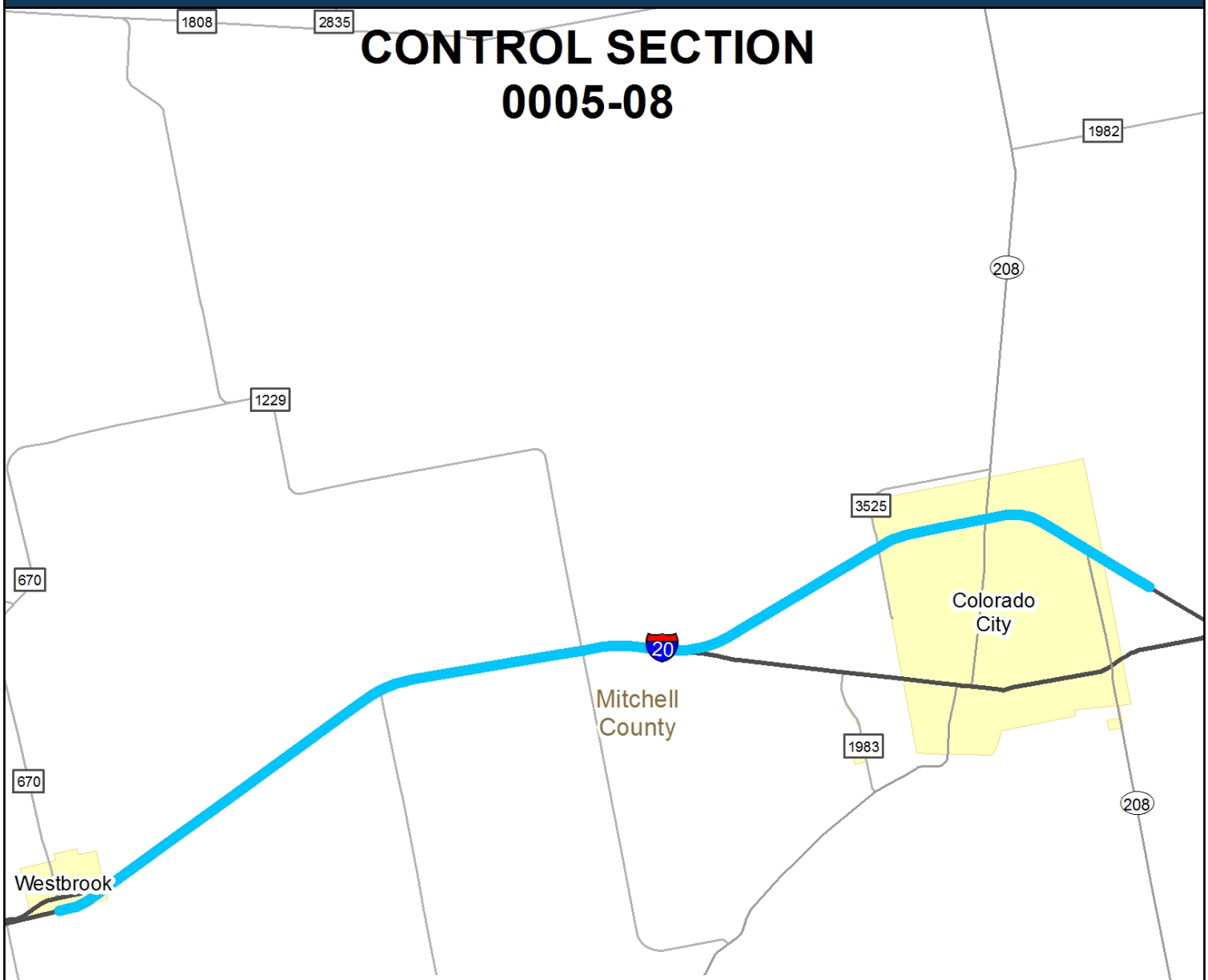
Routine Pavement Projects	9.328 miles	$ 10,540,640
Cross Slope Corrections	1 ea	$ 150,000
Raise or replace structures under I-20 with less than 17' clearance	4 ea	$ 6,000,000
Improve entrance and exit ramps	21 ea	$ 5,252,000

0 0.7 1.4 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 5, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District I-20 OVERALL SCHEMATIC



Routine Pavement Projects	11.848 miles	$ 13,388,240
Cross Slope Corrections	1 ea	$ 75,000
Raise structures over I-20 with less than 17' clearance	1ea	$ 450,000
Raise or replace structures under I-20 with less than 17' clearance	10 ea	$ 15,000,000
Improve entrance and exit ramps	30 ea	$ 7,500,000

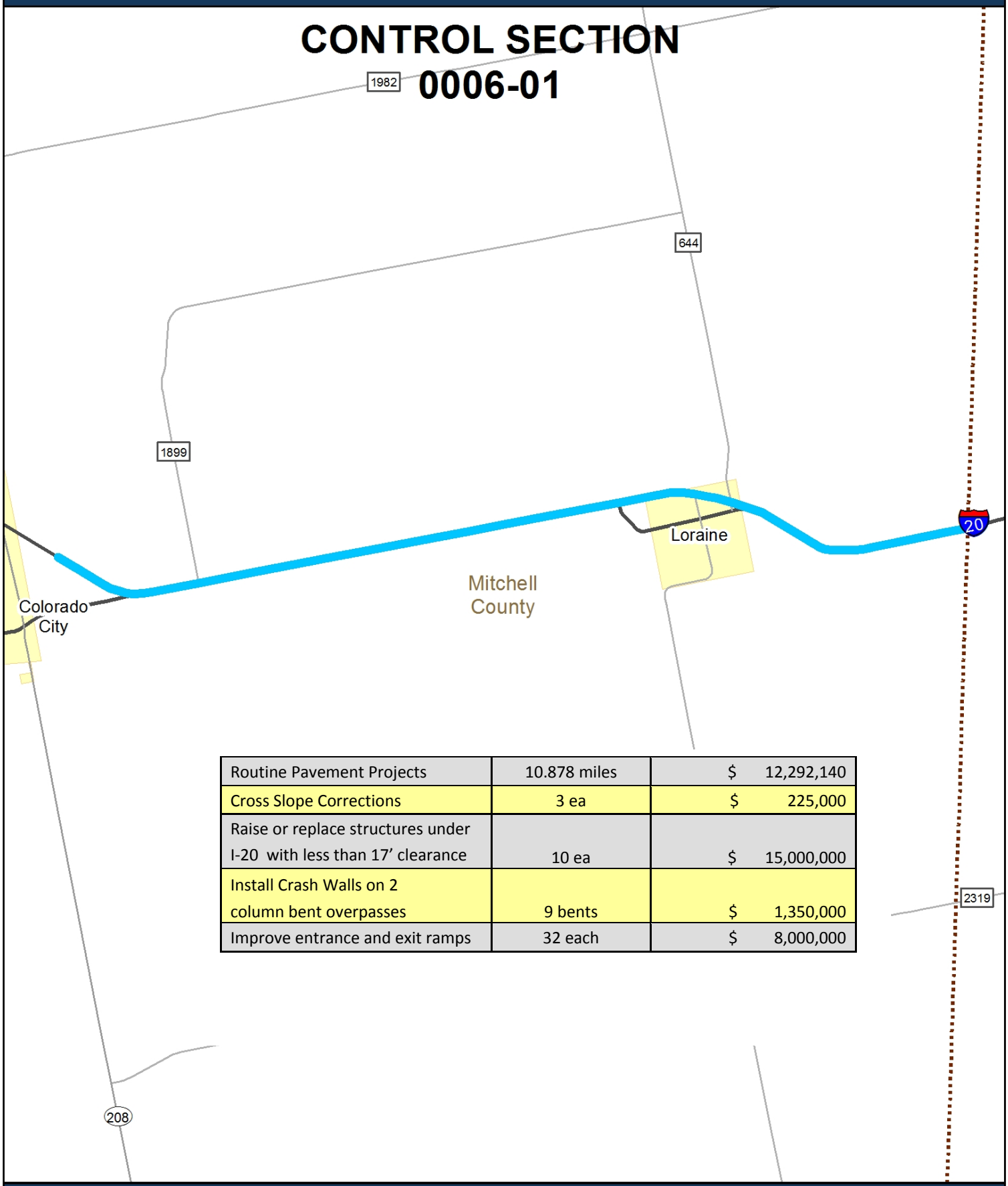
0 0.8 1.6 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 5, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District — I-20 OVERALL SCHEMATIC

CONTROL SECTION 0006-01



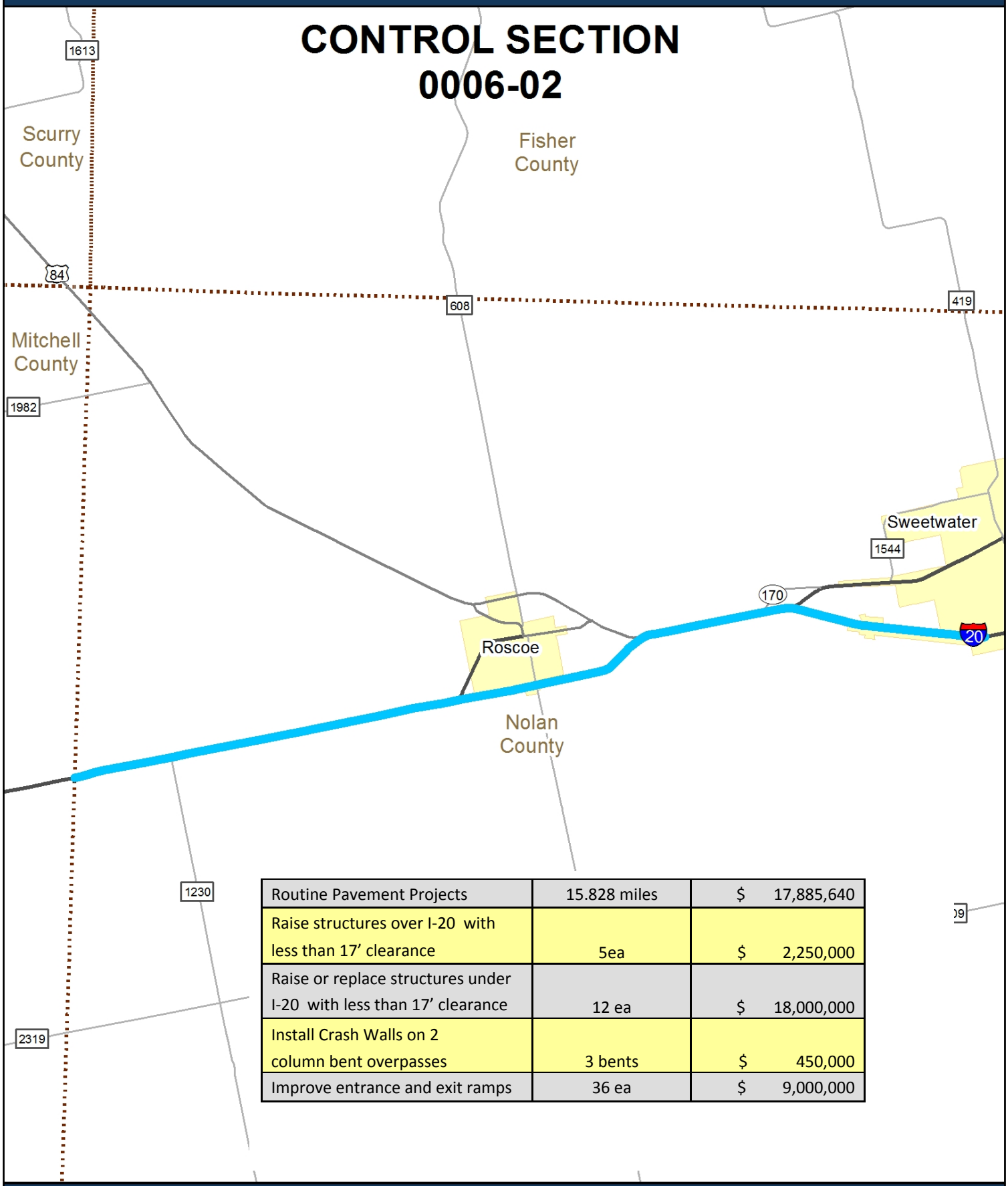
Routine Pavement Projects	10.878 miles	$ 12,292,140
Cross Slope Corrections	3 ea	$ 225,000
Raise or replace structures under I-20 with less than 17' clearance	10 ea	$ 15,000,000
Install Crash Walls on 2 column bent overpasses	9 bents	$ 1,350,000
Improve entrance and exit ramps	32 each	$ 8,000,000

0 0.75 1.5 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 5, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District I-20 OVERALL SCHEMATIC



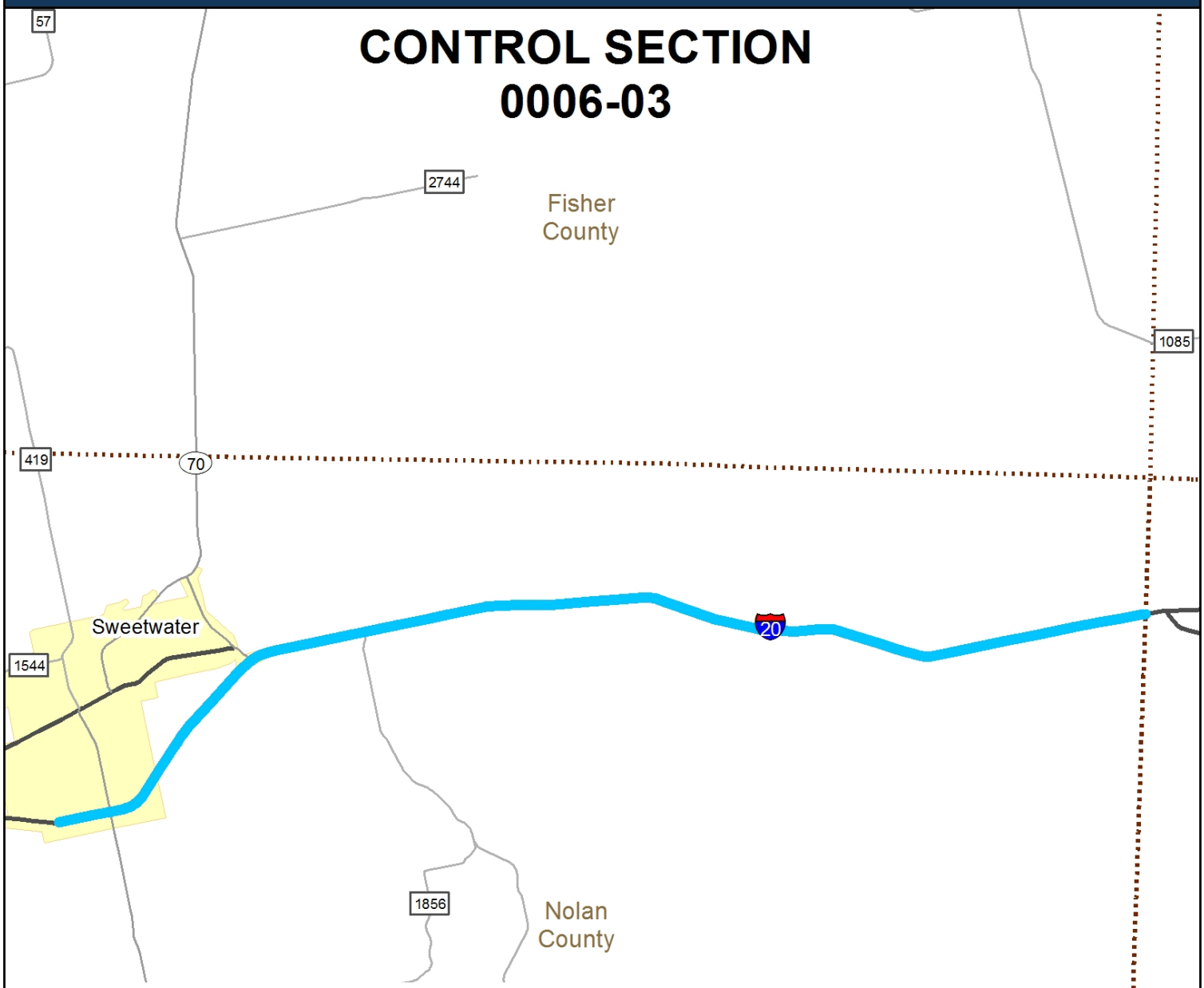
Routine Pavement Projects	15.828 miles	$ 17,885,640
Raise structures over I-20 with less than 17' clearance	5ea	$ 2,250,000
Raise or replace structures under I-20 with less than 17' clearance	12 ea	$ 18,000,000
Install Crash Walls on 2 column bent overpasses	3 bents	$ 450,000
Improve entrance and exit ramps	36 ea	$ 9,000,000

0 1 2 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 5, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District I-20 OVERALL SCHEMATIC



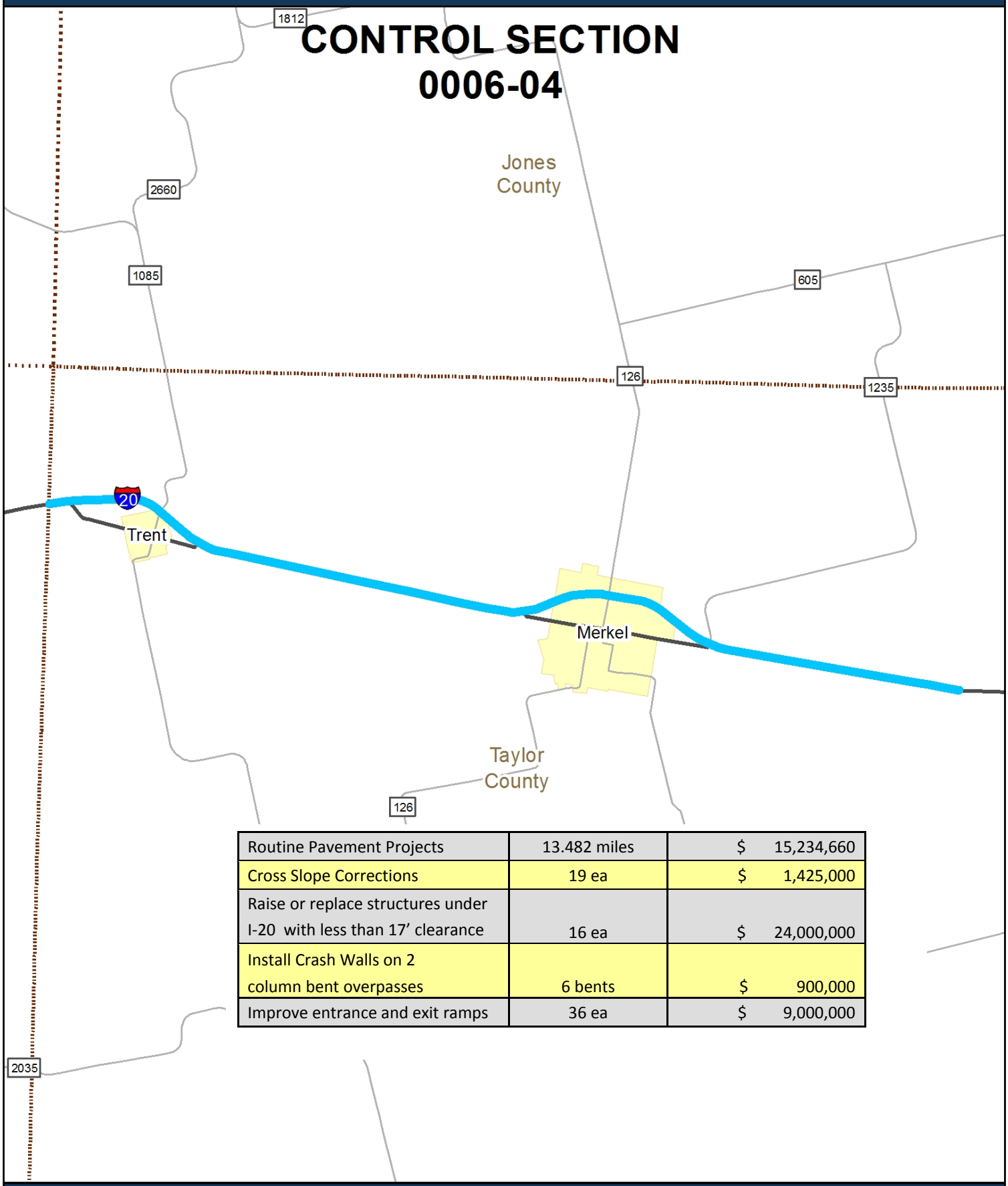
Routine Pavement Projects	16.160 miles	$ 18,260,800
Cross Slope Corrections	2 ea	$ 150,000
Raise structures over I-20 with less than 17' clearance	3ea	$ 1,350,000
Raise or replace structures under I-20 with less than 17' clearance	4 ea	$ 6,000,000
Install Crash Walls on 2 column bent overpasses	21 bents	$ 3,150,000
Improve entrance and exit ramps	34 ea	$ 8,500,000

0 1 2 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 5, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District I-20 OVERALL SCHEMATIC



Routine Pavement Projects	13.482 miles	$ 15,234,660
Cross Slope Corrections	19 ea	$ 1,425,000
Raise or replace structures under I-20 with less than 17' clearance	16 ea	$ 24,000,000
Install Crash Walls on 2 column bent overpasses	6 bents	$ 900,000
Improve entrance and exit ramps	36 ea	$ 9,000,000

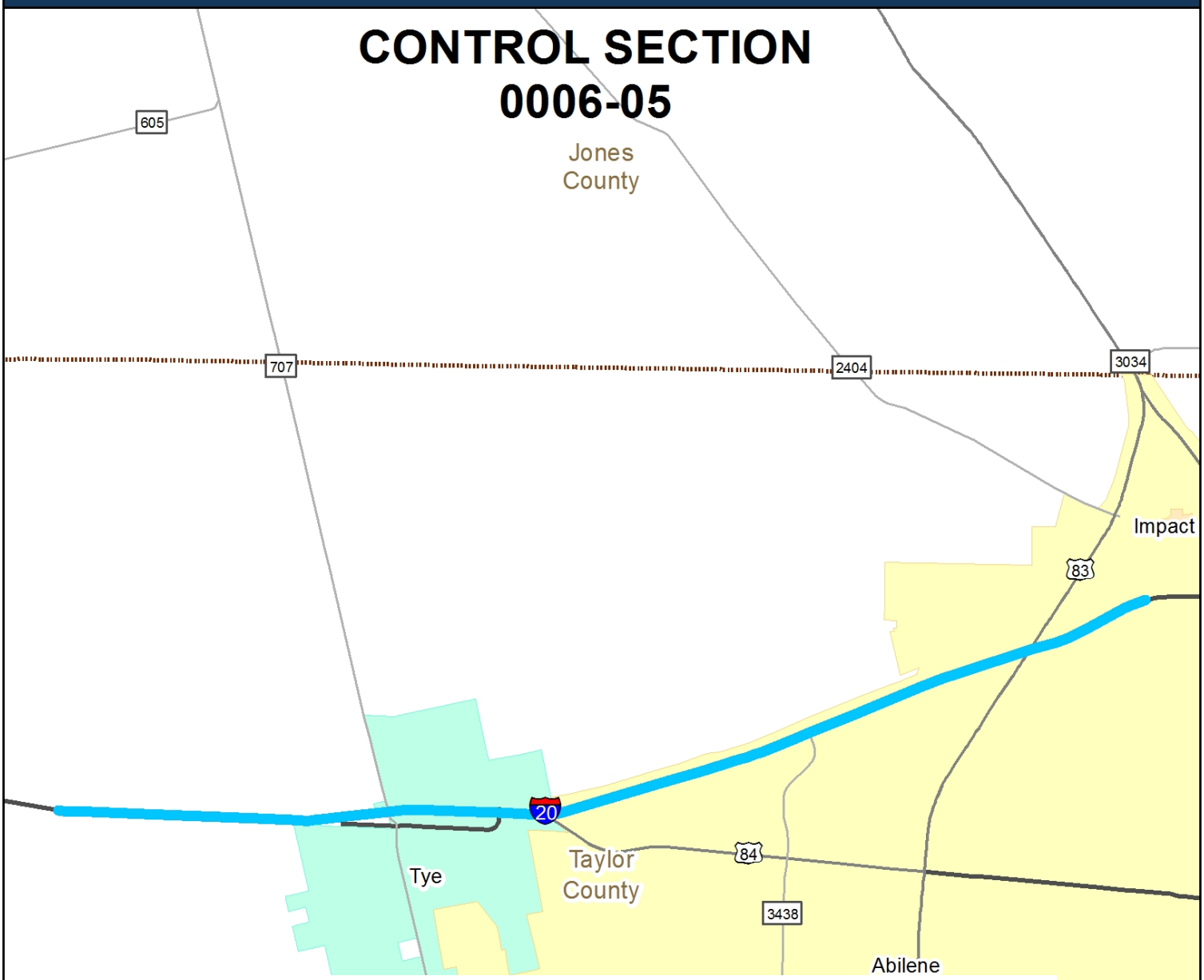
0 0.95 1.9 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 5, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District I-20 OVERALL SCHEMATIC

CONTROL SECTION 0006-05



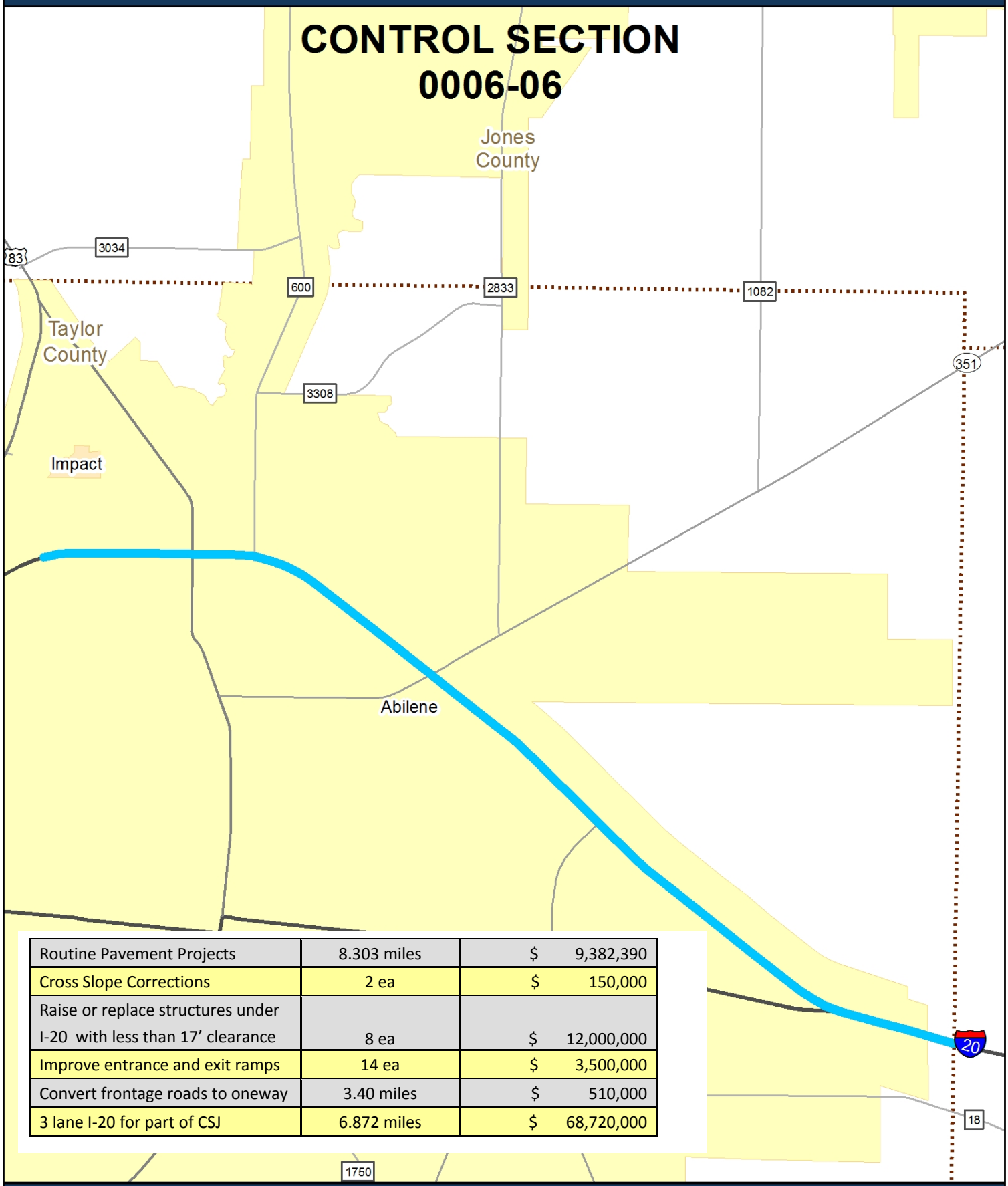
Routine Pavement Projects	10.688 miles	$ 12,077,440
Cross Slope Corrections	10 ea	$ 750,000
Raise structures over I-20 with less than 17' clearance	5ea	$ 2,250,000
Raise or replace structures under I-20 with less than 17' clearance	8 ea	$ 12,000,000
Improve entrance and exit ramps	22 ea	$ 5,500,000
3 lane I-20 for part of csj	1.916 miles	$ 19,160,000

0 0.75 1.5 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 5, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District I-20 OVERALL SCHEMATIC



Routine Pavement Projects	8.303 miles	$ 9,382,390
Cross Slope Corrections	2 ea	$ 150,000
Raise or replace structures under I-20 with less than 17' clearance	8 ea	$ 12,000,000
Improve entrance and exit ramps	14 ea	$ 3,500,000
Convert frontage roads to oneway	3.40 miles	$ 510,000
3 lane I-20 for part of CSJ	6.872 miles	$ 68,720,000

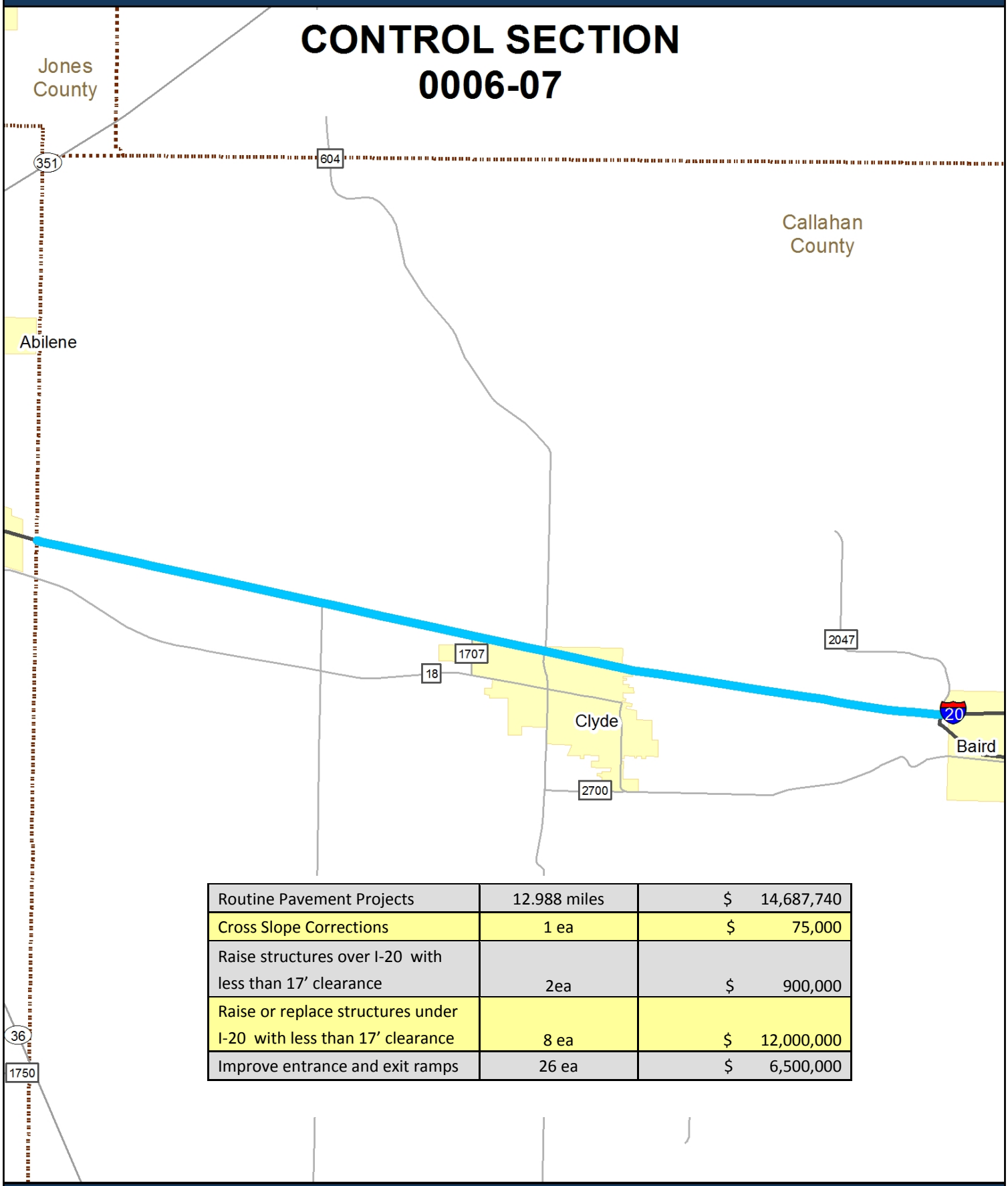
0 0.5 1 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 5, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District I-20 OVERALL SCHEMATIC

CONTROL SECTION 0006-07



Routine Pavement Projects	12.988 miles	$ 14,687,740
Cross Slope Corrections	1 ea	$ 75,000
Raise structures over I-20 with less than 17' clearance	2ea	$ 900,000
Raise or replace structures under I-20 with less than 17' clearance	8 ea	$ 12,000,000
Improve entrance and exit ramps	26 ea	$ 6,500,000

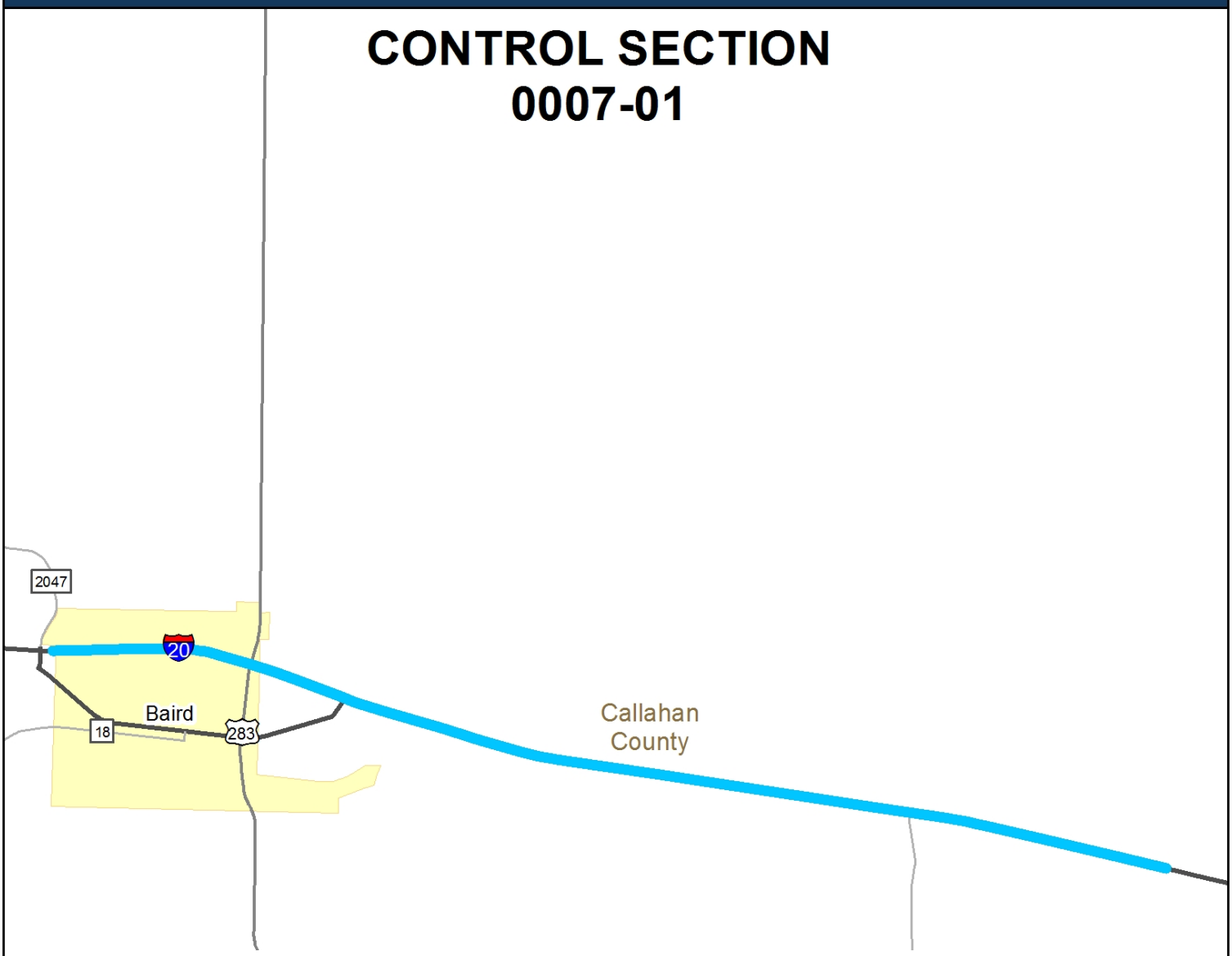
0 0.95 1.9 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 5, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District I-20 OVERALL SCHEMATIC

CONTROL SECTION 0007-01



Routine Pavement Projects	8.789 miles	$ 9,931,570
Cross Slope Corrections	1 ea	$ 75,000
Raise structures over I-20 with less than 17' clearance	1ea	$ 450,000
Raise or replace structures under I-20 with less than 17' clearance	6 ea	$ 9,000,000
Improve entrance and exit ramps	18 ea	$ 4,500,000

0 0.65 1.3 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 5, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District I-20 OVERALL SCHEMATIC

CONTROL SECTION 0007-02

Routine Pavement Projects	8.018 miles	$ 9,060,340
Raise structures over I-20 with less than 17' clearance	1ea	$ 450,000
Raise or replace structures under I-20 with less than 17' clearance	6 ea	$ 9,000,000
Improve entrance and exit ramps	16 ea	$ 4,000,000

0 0.65 1.3 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 5, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

ABILENE PRELIMINARY CONCEPT REPORT
I-20 Projects

CCSJ / CSJ:
County:
Project Description:

NEED AND PURPOSE

Project Justification Statement: *A brief statement explaining the major issues that the project is intended to address. Explanation of the proposed project limits. What conditions exist at the project termini, why should the project terminate at these limits, and other relevant information.*

Existing conditions: *A brief general description of the project location as it currently is, including lanes, sidewalks, major intersections, structures, and major utilities.*

Other projects in the area: *List other projects in the area; include CSJ numbers.*

Projected Traffic:
ADT or AADT 24 HR T: ____%
Current Year (20WW): _____ Open Year (20XX): _____ Design Year (20YY): _____

I-20 Study Components:

a. *Potential projects listed in this CSJ*

b. *Public comments for this area*

c. *Review of accident data*

d. *Review of ARAN data:*
   1. *Cross slope / superelevation*
   2. *Geometrical design*
   3. *Condition score*

e. *Bridge Data:*
   1. *Sufficiency rating*
   2. *Vertical clearance*
   3. *Bridge rail*
   4. *Protection of columns in the center median needed*

f. *Existing ramp conditions*
   1. *Removal / Relocation*
   2. *Potential upgrades*

g. *Frontage road*
   1. *Condition of frontage road*
   2. *Possible conversion to one way needed*
   3. *Access management needed*
   4. *Frontage road continuous*
   5. *Drainage improvements needed*

h. *Safety Improvements*
   1. *Removal of hazards*
   2. *Median protection*
   3. *Lighting*
   4. *Signs*
   5. *Safety End Treatments*
   6. *MBGF improvements needed*
   7. *Other safety items not listed*

Functional Classification:

Mainline Design Features:

Feature	Existing	Standard*	Proposed
Typical Section			
Number of Lanes			
Lane Width(s)			
Median Width & Type			
Outside Shoulder			
Outside Shoulder Slope			
Inside Shoulder Width			
Auxiliary Lanes			
Posted Speed			
Design Speed			
Min Horizontal Curve Radius			
Maximum Super elevation Rate			
Maximum Grade			
Access Control			

Major Structures:

Structure	Existing	Proposed
ID # and/or Location	*Describe length, typical section, including lane and shoulder widths, sufficiency rating,*	*Describe proposed length, typical section including lane and shoulder widths, etc. of proposed structure.*
Retaining walls	*Describe current structure*	*Describe proposed structures*
Other	*Describe current structure*	*Describe proposed structures*

Minor Structures:

Major Interchanges and Intersections

Lighting

Off-site Detours

Pavement Evaluation and Recommendations

Transportation Management Plan

VE Study needed:

UTILITY COORDINATION

Temporary State Route needed:

Railroad Involvement:

Utility Involvements:

SUE Required:

RIGHT OF WAY

Right-of-Way (ROW): Existing width: _____ft. Proposed width: _____ft.

Required Right-of-Way anticipated: ☐ None ☐ Yes ☐ Undetermined

Easements anticipated: ☐ None ☐ Temporary ☐ Permanent ☐ Utility ☐ Other

.

Anticipated total number of impacted parcels: _____

_____

_____

Displacements anticipated:

Businesses: _____

Residences: _____

_____

Other: _____

_____

_____

Total Displacements: _____

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document:

MS4 Permit Compliance – Is the project located in a MS4?

Environmental Permits/Variances/Commitments/Coordination anticipated:

Environmental Comments and Information:

NEPA

Ecology:

History:

Archeology:

Air Quality:

Noise Effects:

Public Involvement:

Major stakeholders:

CONSTRUCTION

Preliminary Construction Schedule

Possible Penalties and Liquidated Damages

Issues potentially affecting constructability/construction schedule

Early Completion Incentives recommended for consideration:

Special Provisions

Construction Inspection

LIST OF ATTACHMENTS

1. Layout and Typical sections
2. Cost Estimates for Preliminary Engineering, Right of Way ,Utilities, Construction
3. Traffic diagrams and Capacity Analysis
4. Signal Warrant Analysis
5. Bridge / Structural Inventory Reports
6. Concept Level Hydrology
7. Preliminary Pavement Design
8. Utility Coordination Plan
9. AFA
10. Traffic Control Plan and Detour Plan

Designer Checklist

- Pavement Condition
  - Review current condition scores
  - Is pavement design needed
  - Have cores been taken
  - Has FWD data been gathered
- AADT
  - Is AADT reasonably current
  - Note % trucks and directional distribution
  - Is this a developing area
  - Are there proposed developments that will generate higher traffic volumes
  - Will project affect access to proposed developments
- Horizontal and Vertical Geometry
  - Are superelevation modifications needed
  - Are horizontal or vertical adjustments needed to meet minimum design speed
  - Do existing ramps meet minimum design criteria
  - Is there adequate sight distance at driveways/intersections near exit ramps
- Bridge Condition
  - Check minimum clearance
  - Does rail meet current standards
  - Review sufficiency rating, condition scores & BRINSAP reports
  - Recommendation for repair, replacement, or none
- Drainage Issues
  - Examine flooding history
  - Identify rivers, streams, and wetlands
  - Review FEMA flood maps
    - Determine project impacts within SFHA zones
  - Check capacity of existing culverts and ditches
- Review Of Public Comments
  - Does the scope of the project meet public desire
  - Can the scope reasonably be changed to address public comment
  - Document reasoning for accommodating or denying public request
- Accident History Analysis
  - Review accident history for location, severity and causes
  - Analyze proposed improvements for crash rate reduction
- Hazard Protection
  - Can guard fence or barrier be removed from clear zone
  - Verify length of need and height of existing barrier
  - Check for need of new barrier
  - Does median cable barrier need to be considered

- ROW
  - Will additional ROW be needed
  - Identify encroachments within project limits
  - Identify all affected property owners
- Environmental
  - Identify areas with hazardous materials and types
  - Will work be done in the vicinity of a river, stream or wetland
    - Determine what permits will be required
  - Will a noise analysis be needed
  - Are there any historically significant sites within project limits
  - Review BMP's and verify compliance with NPDES requirements

Freight Corridor and Rest Stop Recommendations

The Abilene District has identified the major freight corridor issues through West Texas for project selection and funding discussions. The report can be used to guide design for freight and logistics into future work. These highlights include:

- Texas has an interstate system that is critical to its success. Infrastructure was developed through decades of investment and as funding decreased, the need for improvements increased due to rapid population growth and energy sector dependency.
- By investing over the next 20 years in freight improvement projects, the Abilene District will improve both safety and create economic output. The vast majority of freight moved in Texas is carried by the trucks and the interstate is the critical need for the trucking industry.
- Efficient freight shipping and rail operations have a tremendous impact on the Texas economy. The Abilene District will make a commitment to I-20 by using existing fund sources in the most strategic manner.
- TxDOT maintenance and operations can also improve the interstate network by funding projects that improve the efficient movement of freight within the region.
- The key to adequate Rest Stops in Texas is long range planning and right of way needs to be secured now for rest stop construction over the next decade.
- The addition of Rest Stops to CSJ 0006-02 is recommended due to I-20 ADT close to 30,000 and heavy truck traffic on the US 84 corridor.
- The addition of Rest Stops to CSJ 0007-01 is recommended due to heavy truck traffic on the US 283 corridor.

This study recommends improving the I-20 as a heavy freight corridor in five phases of funding the over next 10 years:

Phase 1 Six Lanes through Abilene East

Phase 2 Six Lanes through Abilene West

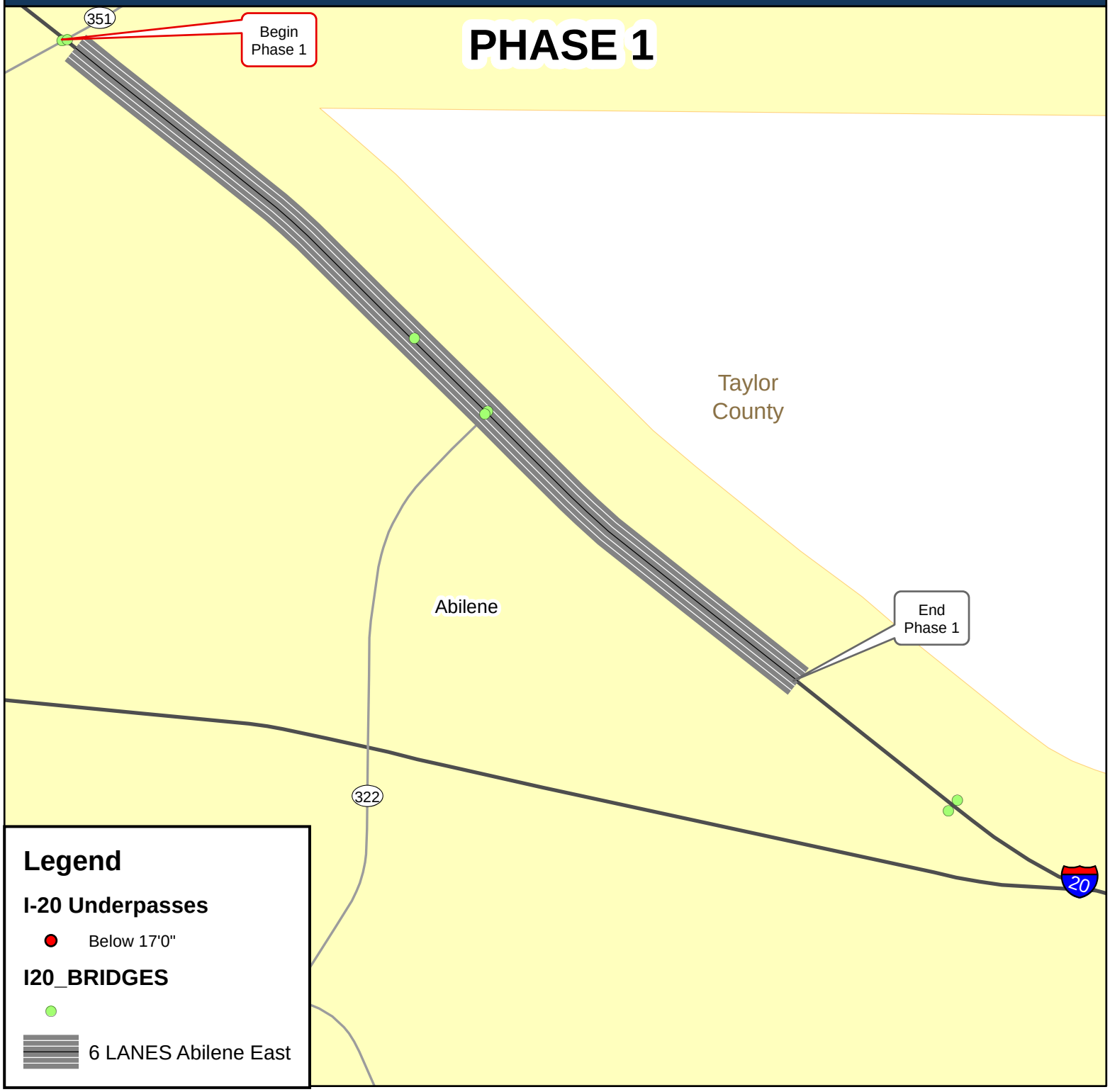
Phase 3 Callahan County Line to Six Lanes East

Phase 4 Six Lanes West past the US 84 Interchange

Phase 5 US 84 Interchange to the Howard County Line

TxDOT Abilene District

Freight Corridor Recommendations



Underpasses Needing Raised
No I-20 Underpasses in Phase 1

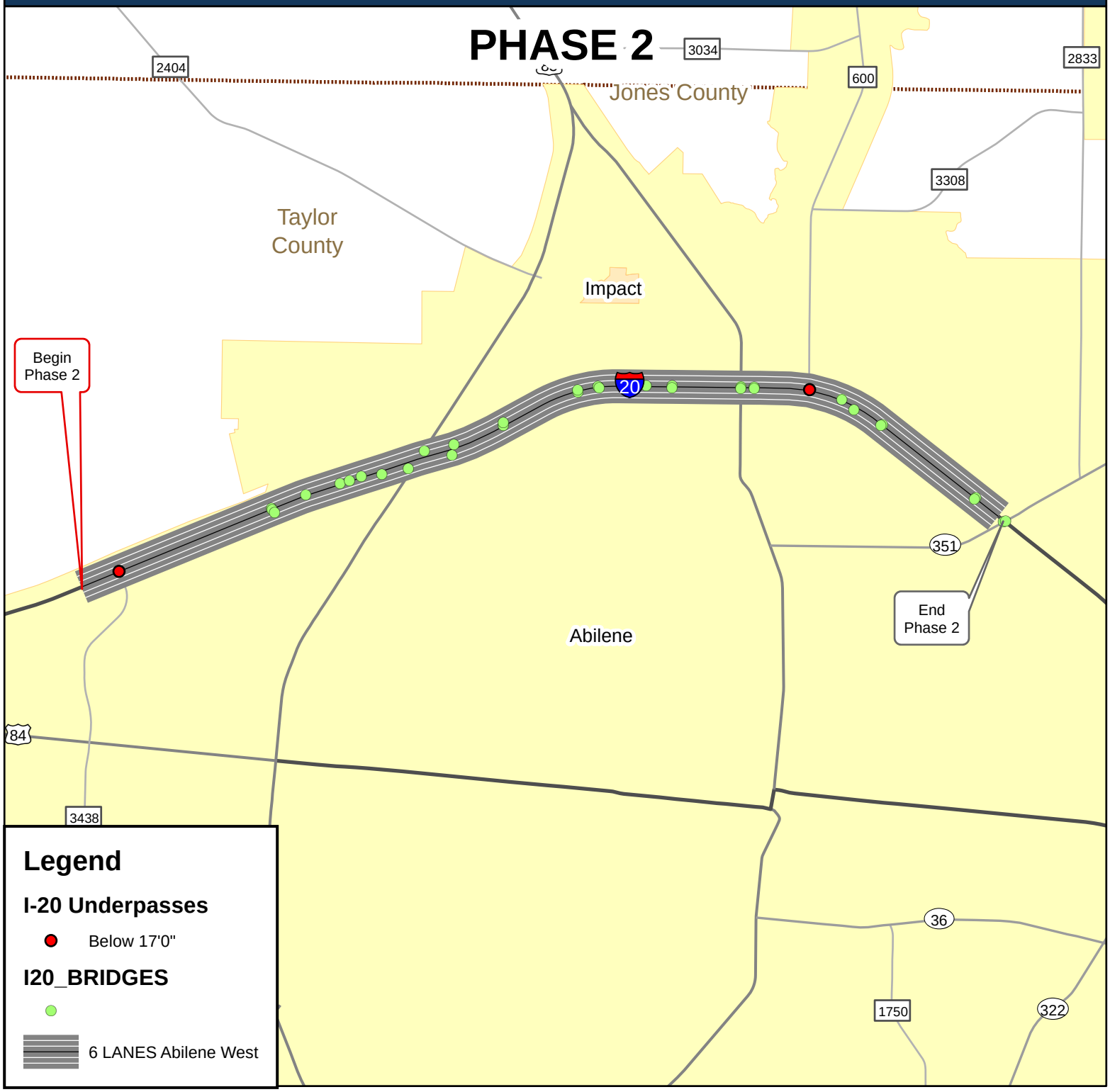
0 0.2 0.4 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 31, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

Freight Corridor Recommendations



Underpasses Needing Raised

NBI#	COUNTY	ROADWAY	LOCATION	LOWEST CLEARANCE	ESTIMATE
082210000606323	221	FM 600	2.95 MI E of US 83	16'9"	$450,000
082210000605213	221	FM 3438-HAYTER RD	2.10 MI SW OF US 83	16'2"	$450,000

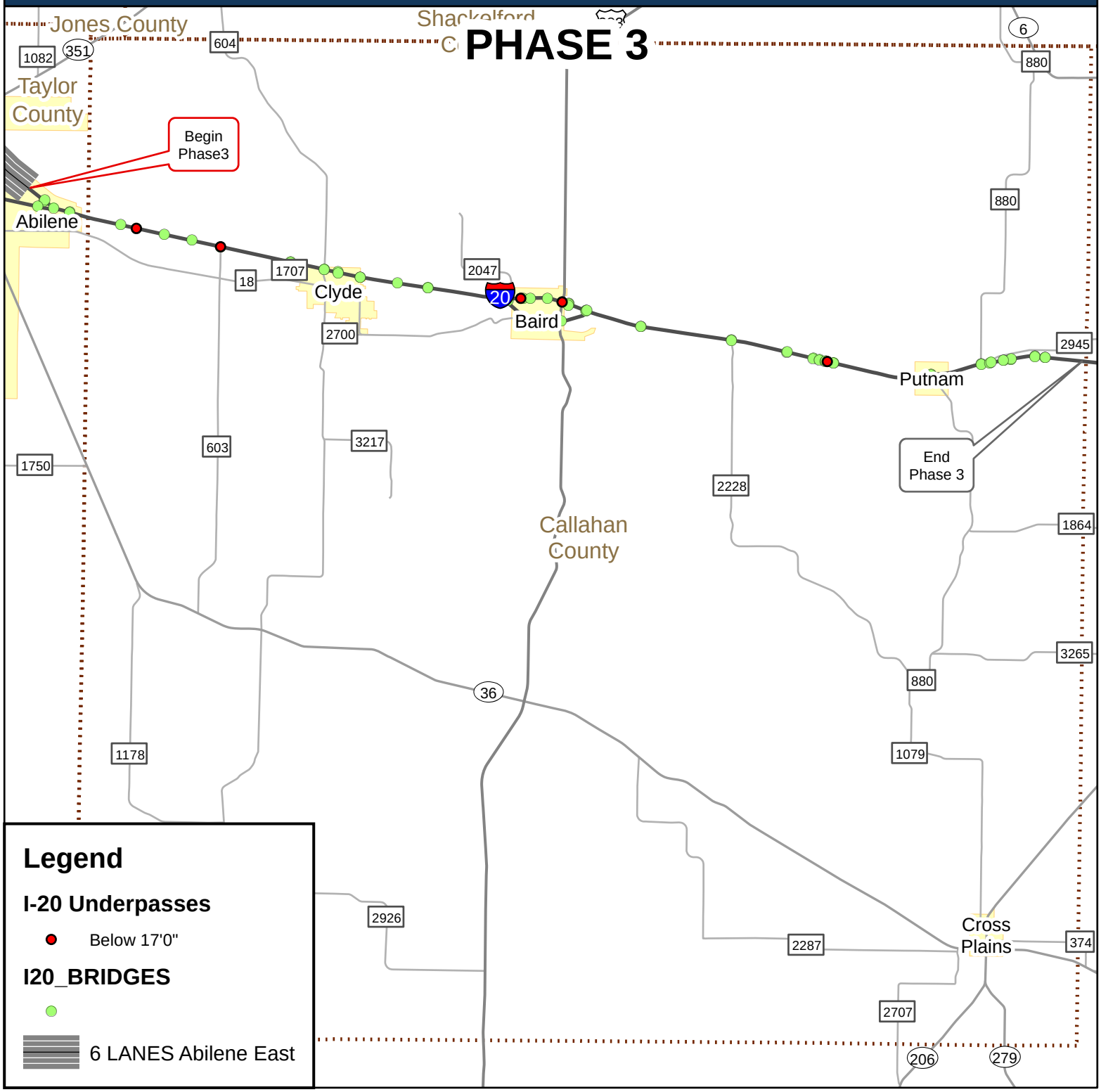
0 0.5 1 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 31, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

Freight Corridor Recommendations



Underpasses Needing Raised

NBI#	COUNTY	ROADWAY	LOCATION	LOWEST CLEARANCE	ESTIMATE
080300000702106	30	BRUSHY CREEK RD	2.95 MI E OF FM 2228	15'1"	$450,000
080300000701095	30	US 283	1.65 MI E of FM 2047	16'9"	$450,000
080300000701091	30	Gunn Rd	0.40 MI E of FM 2047	15'0"	$450,000
080300000607279	30	FM 603	4.10 MI E of Taylor C/L	15'2"	$450,000
080300000607276	30	BUCK CREEK RD	1.50 MI E OF TAYLOR C/L	15'5"	$450,000

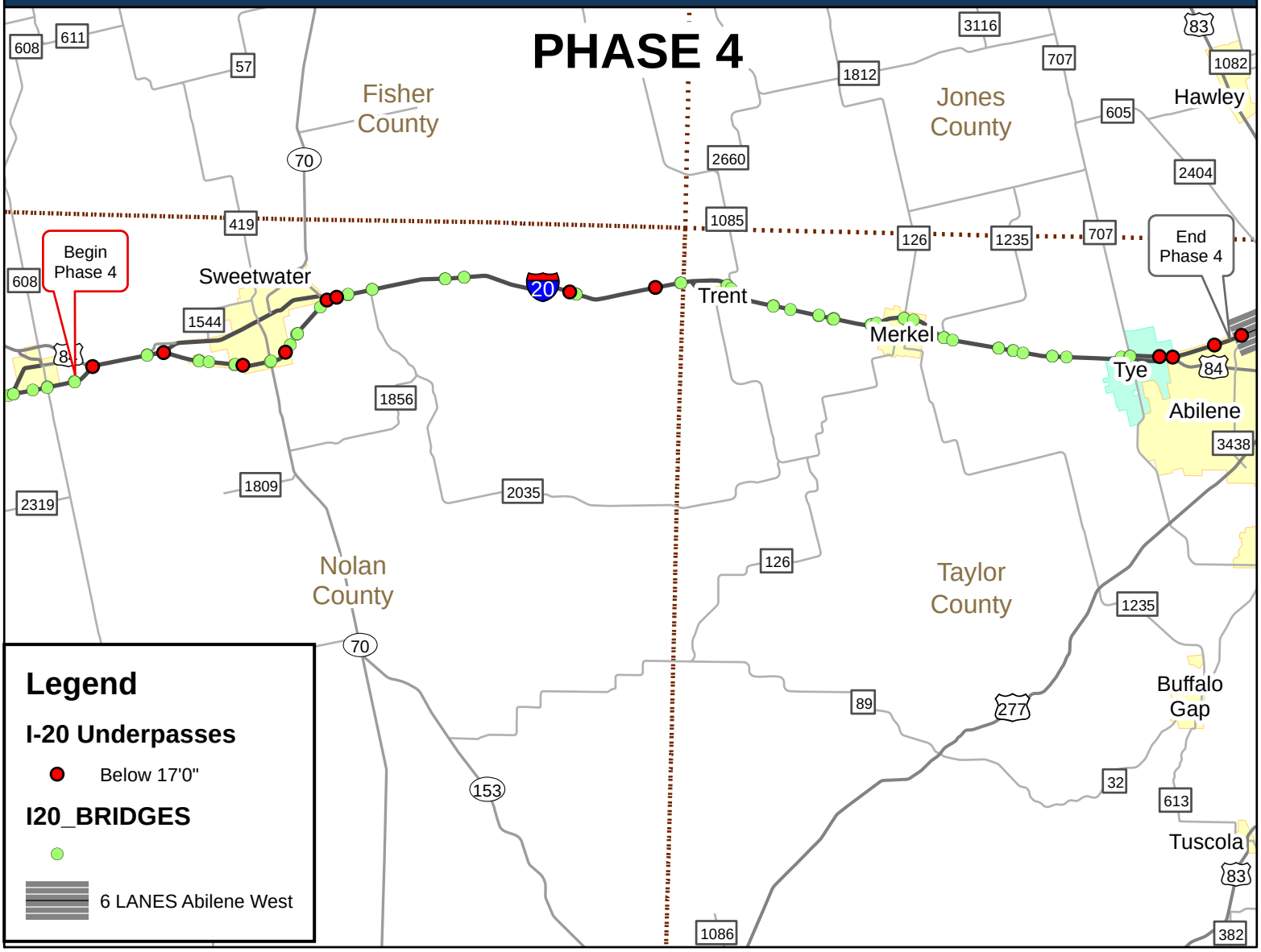
0 2 4 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 31, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

Freight Corridor Recommendations



Underpasses Needing Raised

NBI#	COUNTY	ROADWAY	LOCATION	LOWEST CLEARANCE	ESTIMATE
082210000605216	221	FULWILER RD	1.10 MI E OF FM 707	16'4"	$450,000
082210000605193	221	BUS LOOP 20	1.10 MI E OF FM 707	16'8"	$450,000
082210000605191	221	US 84 WB	1.40 MI E OF FM 707	16'4"	$450,000
081770000603318	177	SH 70 / BUS 20 CON	1.25 MI W OF FM 1856	16'10"	$450,000
081770000603270	177	Arizona St	0.65 MI NE OF BUS 70	16'5"	$450,000
081770000603190	177	SH 70 / BUS 20	1.60 MI W OF FM 1856	16'5"	$450,000
081770000603177	177	Sylvester Rd	1.00 MI W OF TAYLOR C/L	16'8"	$450,000
081770000603173	177	Stink Creek Rd	4.15 MI W OF TAYLOR C/L	16'5"	$450,000
081770000602340	177	US 84 EB	9.55 MI E of Mitchell C/L	16'4"	$450,000
081770000602237	177	Robert Lee St	1.00 MI W OF SH 70	15'10'	$450,000
081770000602189	177	Bus 20 EB	3.85 MI W of SH 70	16'1"	$450,000

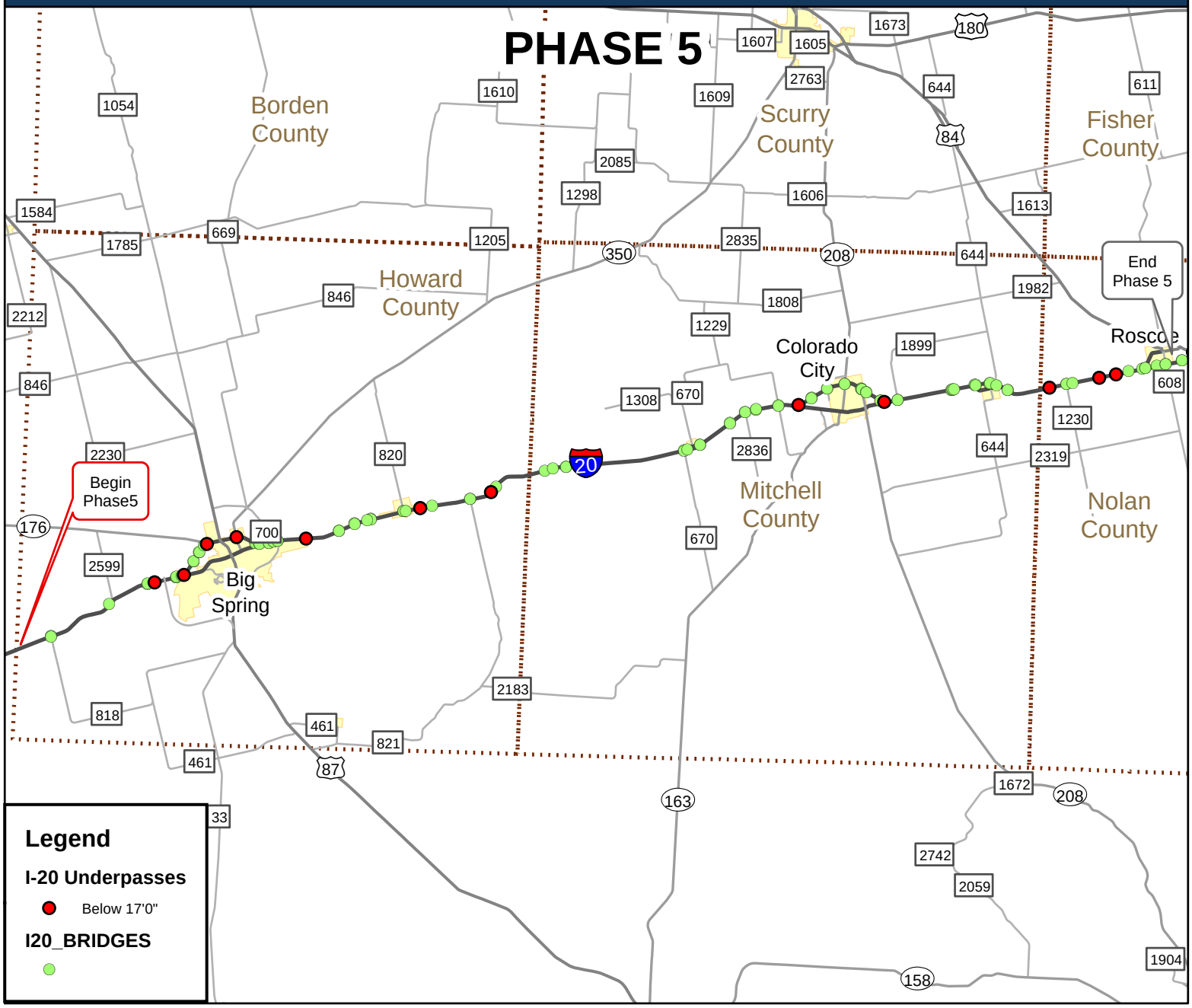
0 3 6 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 31, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014

TxDOT Abilene District

Freight Corridor Recommendations



Underpasses Needing Raised

NBI#	COUNTY	ROADWAY	LOCATION	LOWEST CLEARANCE	ESTIMATE
081770000602309	177	Duncan Hastings Rd	4.65 MI E of Mitchell C/L	15'6"	$450,000
081770000602308	177	JARRATT NORRIS RD	3.60 MI E OF MITCHELL C/L	15'11"	$450,000
081770000602302	177	Lehmann Whorton Rd	0.60 MI E of Mitchell C/L	15'11"	$450,000
081680000601266	168	BUS 20 WB	1.5 MI E OF SH 208 (S)	16'4"	$450,000
081680000508093	168	LOOP 377 (BUS 20)	1.0 MI E OF FM 1229	16'8"	$450,000
081150000506125	115	SH 350	1.0 MI E OF US 87	16'3"	$450,000
081150000506083	115	MIDWAY RD	5.2 MI E OF US 87	16'9"	$450,000
081150000506079	115	E HOWARD FIELD RD	5.3 MI E OF FM 820	16'7"	$450,000
081150000506073	115	MCGREGOR RD	1.0 MI E OF FM 820	16'10"	$450,000
081150000505155	115	SH 176	0.9 MI W OF US 87	16'9	$450,000
081150000505148	115	BUS 20 WB	3.0 MI W OF US 87	16'5"	$450,000
081150000505070	115	CAUBLE RD	4.8 MI W OF US 87	16'11"	$450,000

0 4.5 9 Miles

Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
October 31, 2016

Copyright 2016
Texas Department of Transportation
Notice
This map was produced for internal use within the Texas Department of Transportation. Accuracy is limited to the validity of available data as of December 31, 2014