



**US 83 Virtual Public Meeting  
with an In-Person Option**

**Feasibility Study from US 190 North of Menard  
to FM 2291 South of Menard  
Menard County, Texas**

US 83 Routes near Menard May 9, 2024 **1**

Welcome to the Texas Department of Transportation (or TxDOT) San Angelo District’s Virtual Public Meeting with an In-Person Option for the US 83 feasibility study from US 190 North of Menard to FM 2291 South of Menard. This is a prerecorded presentation. My name is Catherine Ramirez, and I am a part of the consultant team working on this study on behalf of the Texas Department of Transportation. I would like to welcome and thank you for participating in this public meeting.

The In-Person Public Meeting will be held on Thursday, May 9, 2024, from 5:00 p.m. to 7:00 p.m. at the Menard High School Community Center located at 303 Travis Street, Menard, TX 76859. The meeting presentation will be available for online viewing with an opportunity to provide comments until Friday, May 24, 2024.

Please note that you may pause this presentation at any point to allow more time to view the slides, and you may also navigate forward or backward as needed. The meeting materials, study information and details on the in-person option can also be found at [www.txdot.gov](http://www.txdot.gov) by typing “US 83 Menard Study” in the search bar.



# HELP #EndTheStreakTX

End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)



#EndTheStreakTX Toolkit



November 7, 2000, was the last deathless day on roadways in Texas. That means for more than 23 years, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to End the Streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs. So please do your part and share this message with your friends and family. Thank you.



### National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by the Federal Highway Administration and TxDOT.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo o han sido realizadas por TxDOT de conformidad con la Reglamentación 23, Sección 327 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 9 de diciembre de 2019, ejecutado por la FHWA (Administración Federal de Carreteras) y TxDOT.

Prior to Dec. 16, 2014, the Federal Highway Administration, otherwise known as FHWA, reviewed and approved documents prepared under the National Environmental Policy Act (NEPA). However, on Dec. 16, 2014, TxDOT assumed responsibility from FHWA for reviewing and approving certain assigned NEPA environmental documents. This memorandum of understanding was renewed on Dec. 9, 2019. This review and approval process applies to this proposed project as it is receiving federal funds; therefore, TxDOT is required to assess the potential environmental effects of the proposed project in accordance with Federal standards.

## Overall US 83 Corridor from Concho County line to I-10

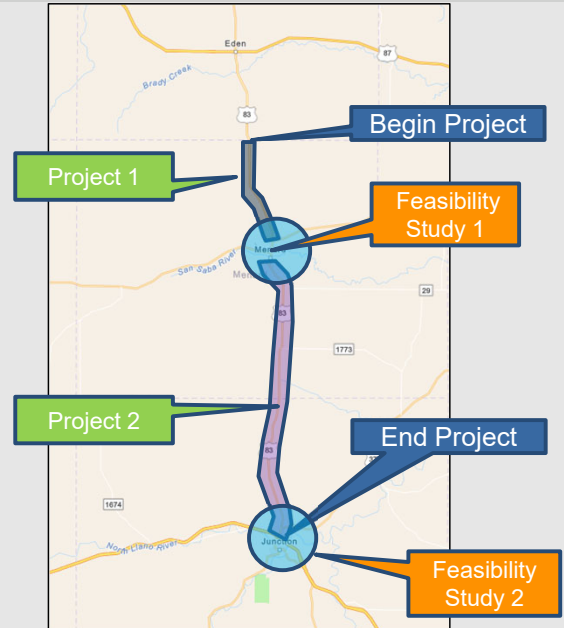


Project 1 –  
Concho County line to North of Menard

Feasibility Study 1 –  
Alternate Route Study near Menard

Project 2 –  
South of Menard to North of Junction

Feasibility Study 2 –  
Realignment Study near Junction



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TxDOT is proposing to improve US 83 corridor from the existing two-lane highway to a four-lane divided highway from the Concho County Line to I-10. The corridor development will be divided into two segments, from the Concho County Line to north of Menard and from south of Menard to I-10.

Each of these segments have varying objectives and independent utility and will be developed with separate studies, schematics, environmental documents and public involvement opportunities.

As part of the overall corridor improvements, TxDOT will also be developing separate feasibility studies for a potential route through or around Menard as well as potential realignment of US 83 near I-10.

## Overall US 83 Corridor Objectives



- Widen US 83 from current Super 2 roadway to a four-lane divided highway in Menard and Kimble Counties, Texas
- Ultimately upgrade US 83 to Interstate design standards (US 83 Corridor was recently designated as a future Interstate Highway)
- Alternatives through and around Menard and alternative connections to I-10 near Junction will be studied, but no schematic, design, or construction is anticipated at this time

The current goal for the corridor is to widen the existing facility to a four-lane divided highway.

Since the US 83 corridor has been designated as a future interstate highway, TxDOT is developing the four-lane divided roadway to interstate standards, including design for future access control.

The proposed improvements will tie to the north and south of the City of Menard.

As stated in the overview, routes around Menard and alternative alignments for connecting to I-10 will be studied, but no design or construction of the alternatives is anticipated at this time.

## Study Overview



### Study Area:

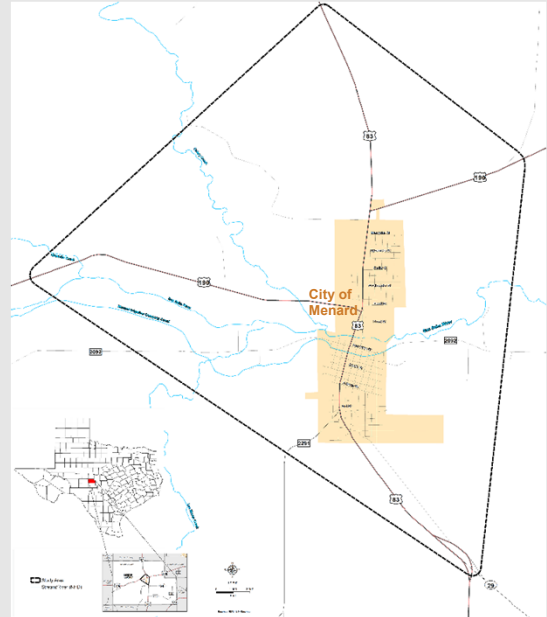
Includes approximately 18 square miles

### Location:

Menard County, Texas

### Study Description:

Analyze potential alternate routes for US 83 through and around Menard, including tie-ins to US 190 and other major roadways.



US 83 Routes near Menard

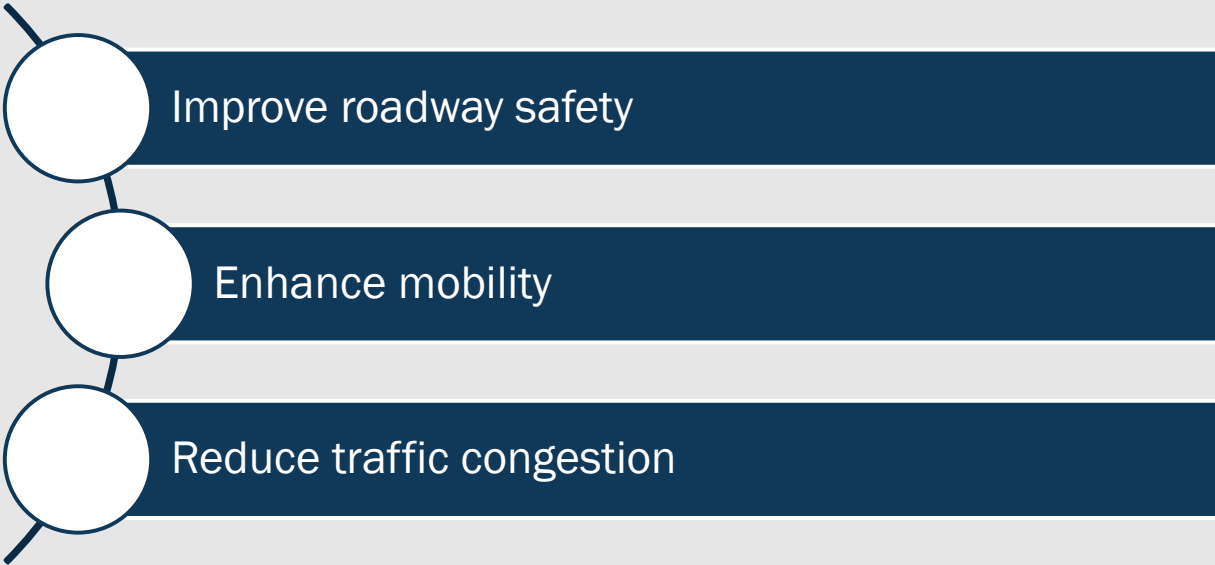
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The proposed study area includes approximately 18 square miles around the City of Menard. Our study team has identified five conceptual alternatives corridors for US 83 through and around Menard, as well as conceptual alternatives for tie-ins to US 190. These alternatives will be revised and refined based on input from this meeting.

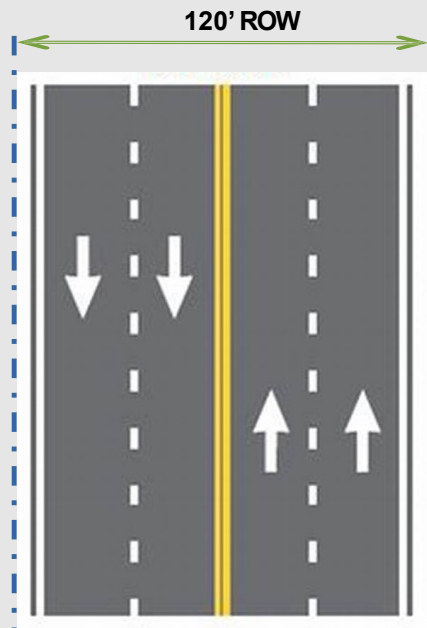
As stated in the overview, routes around Menard will be studied but no design or construction of the alternatives is anticipated at this time.

## Proposed Study's Goals and Objectives



The goals and objectives for this study are to improve roadway safety, enhance mobility, and reduce traffic congestion.

## Existing Typical Section

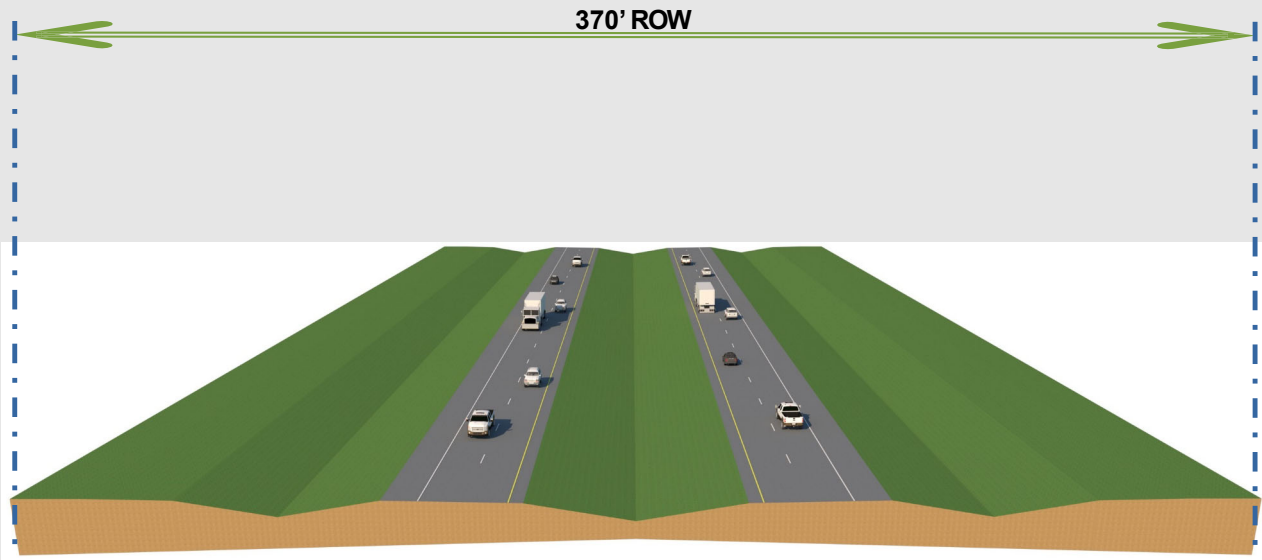


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Through Menard, US 83 is currently a four-lane undivided roadway.

## Proposed Interim Four-Lane Divided Typical Section



US 83 Routes near Menard

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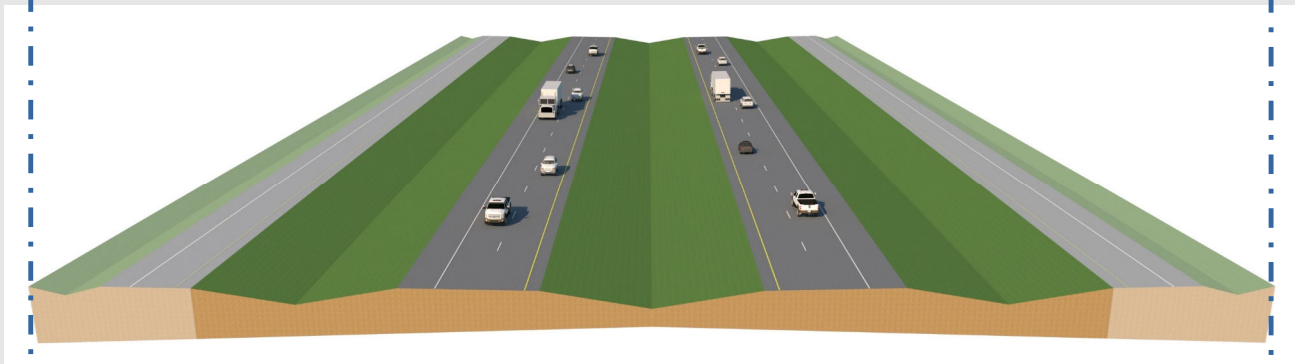
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The proposed alternate route improvements to US 83 are for a four-lane divided highway.

## Proposed Ultimate Future Interstate Typical Section



370' ROW



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As noted previously, the US 83 corridor has been designated as a future Interstate Highway, which would provide controlled access on and off of the corridor, including ramping, frontage roads, and grade separation. These future improvements would be constructed as traffic and adjacent property access needs grow.

## US 83 in Menard Traffic Data



Year	Traffic (AADT)	Cars	Trucks
2014	7,373	5,208 (71%)	2,142 (29%)
2015	6,738	5,335 (79%)	1,403 (21%)
2016	7,007	5,450 (78%)	1,557 (22%)
2017	6,338	4,978 (79%)	1,360 (21%)
2018	7,052	5,223 (74%)	1,829 (26%)
2019	7,414	5,690 (77%)	1,724 (23%)
2020	7,373	5,460 (74%)	1,913 (26%)
2021	7,410	6,211 (84%)	1,199 (16%)
2022	8,024	6,129 (76%)	1,895 (24%)

**Generally, the capacity of a four-lane undivided roadway is approximately 13,000 vehicles per day.**

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This slide shows the average annual daily traffic, or AADT, in the vicinity of Menard. As shown, traffic has generally been increasing in this area. An alternate route around Menard could reduce freight traffic and improve safety along the existing corridor.

## US 83 in Menard Crash Data



Crash Year	Crashes	Deaths	Injury Count
2014	16	0	4
2015	16	0	3
2016	8	0	5
2017	20	0	14
2018	11	0	1
2019	10	0	1
2020	16	0	5
2021	11	0	2
2022	13	0	0
2023	13	0	1
	<b>134</b>	<b>0</b>	<b>36</b>

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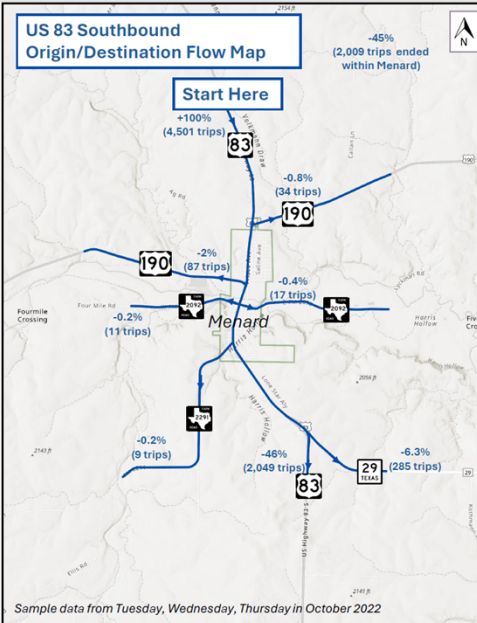
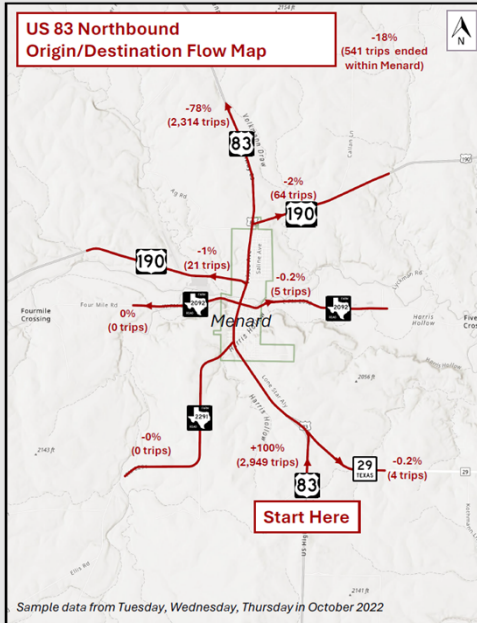
As shown, crashes are generally associated with intersections. Between 2019 and 2023 there have been 63 reported crashes along the US 83 corridor through Menard. An alternate route around Menard could reduce freight traffic and improve safety along the existing corridor.

# US 83 Existing Traffic Origin and Destination



## From South:

- 78% Continue North
- 18% Go to Menard
- 2% Go to US 190 E
- 1% Go to US 190 W



## From North:

- 46% Continue South
- 45% Go to Menard
- 1% Go to US 190 E
- 2% Go to US 190 W

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Existing traffic utilizing US 83 from the south of Menard is generally continuing through Menard with approximately 18% staying in Menard. From the north, there is almost an even split for traffic continuing through Menard and traffic destined for Menard.

This information shows that traffic from I-10 is traveling north of Menard as a final destination, whereas the traffic from the north - for example from Eden or San Angelo - is commuting back and forth to Menard.

## Environmental and Engineering Factors Considered in Analysis



### Environmental Factors

For the Feasibility Study, human and natural environmental impacts that will be considered include, but are not limited to:



Parcel and  
ROW Impacts



Social &  
Community Impacts



Hazardous  
Materials



Biological  
Resources



Historic &  
Archeological Resources



Water  
Resources

### Engineering Factors

- Meets Goals and Objectives
- Accommodates future freight movement to and through the City of Menard
- Minimizes adverse impacts to future development of Menard

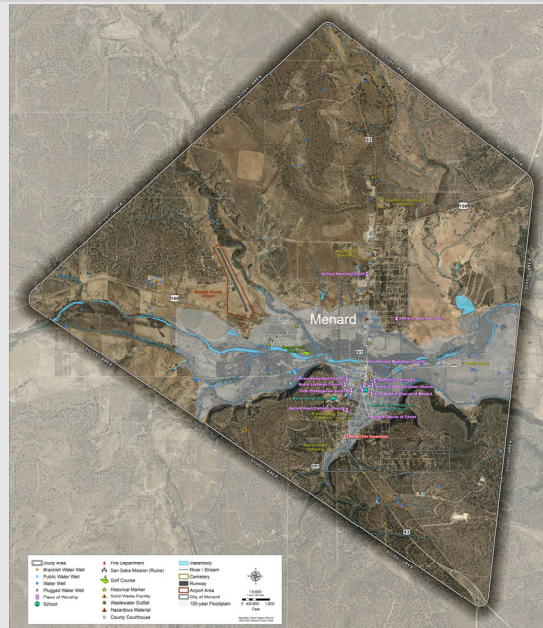
### Your Input

- Other constraints we should consider or have missed
- Anything else you can share

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

This slide shows some of the environmental and engineering factors that are being considered in the feasibility study. The study team would like your input to help with our analysis.

## Potential Environmental Constraints



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The study area utilized to create the environmental constraints map was developed based on the inclusion of conceptual alternate routes through and around Menard. Note that the study boundary does not indicate proposed right of way. A desktop analysis resulted in the identification of high-level potential environmental constraints within the study area. The identified constraints will be taken into consideration during the study development process. A copy of this map can be downloaded from the TxDOT website at [www.txdot.gov](http://www.txdot.gov), keyword search “US 83 Menard Study”.

The environmental constraints map shows existing conditions within the study area based on various sources of information. As you can see on the map, different color coding and markers are used to identify wells and other features. For example, the bright blue areas are water features.

These details will help in analyzing the proposed alternatives as the study develops with the goal of avoiding and/or minimizing impacts to the human and natural environment where possible.

## Next Steps



- Review and respond to all comments made as a result of the Public Meeting.
- Prepare a Public Meeting Summary.
- Conduct alternative analysis for alternate route options.
- Prepare Feasibility Study Report that identifies recommended alternative(s) for further study.

This slide shows the next steps in developing the feasibility study.

## Public Comment Process



Comments can be submitted by:



### In-Person

Fill out a comment card and drop it in the labeled box at the in-person public meeting.



### Online

[www.txdot.gov](http://www.txdot.gov)  
and search  
"US 83 Menard  
Study"



### Email

US83MendardStudy@icf.com



### Mail-in Comments

Fill out a comment card and mail to:  
ICF  
Attn: US 83 Menard Study  
5 Lakeway Centre Court,  
Suite 200  
Austin, TX 78734

While comments are always welcome, they must be received or postmarked by **Friday, May 24, 2024** to be included in the official meeting documentation.

Comments can be submitted by the following methods:

- Submitting your comment online by visiting [www.txdot.gov](http://www.txdot.gov) and searching "US 83 Menard Study"
- Emailing your comment to [US83MenardStudy@icf.com](mailto:US83MenardStudy@icf.com)
- Mailing your comments to the address shown on the slide; or by
- Filling out a comment card at the in-person public meeting and dropping it in a comment box.

While comments are always welcome, they must be received or postmarked by Friday, May 24, 2024, to be included in the official meeting documentation. Responses to written comments received during the comment period will be included in the Public Meeting Summary report that will be posted on the meeting webpage when completed.



Thank you for your interest in

US 83



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Russell.Pehl@txdot.gov

Thank you for participating in this Public Meeting. Please don't hesitate to contact us with any questions at any time during the study development process. Russell Pehl, the TxDOT Transportation Engineer, can be reached by phone at (325) 944-1501 or by email at [Russell.Pehl@txdot.gov](mailto:Russell.Pehl@txdot.gov). Please remember to submit comments by May 24, 2024. Questions and comments can be submitted at any time during the study development process, but comments will only be included as part of the official Public Meeting Summary Report if received during the comment period.

This concludes the public meeting presentation.