



US 67/US 87 Relief Route Study

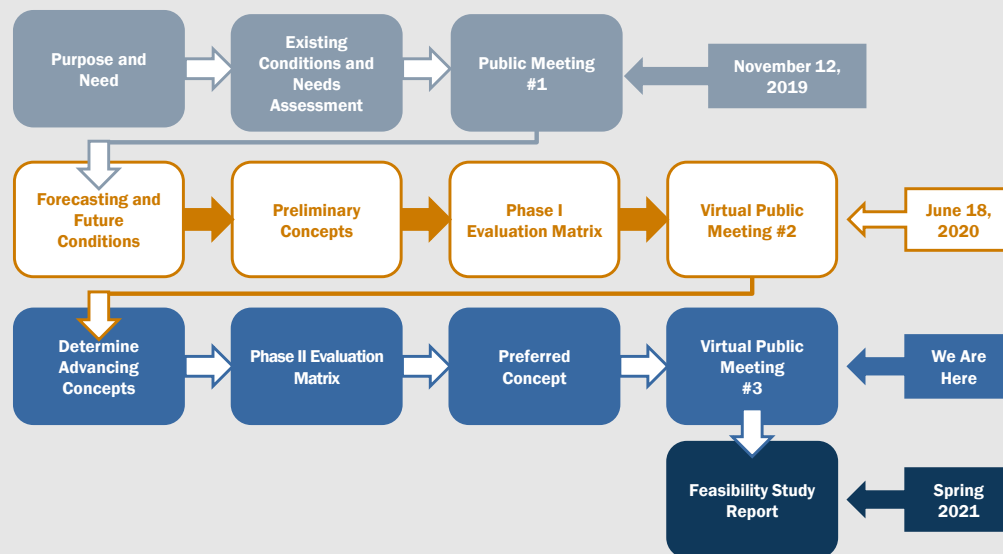
Virtual Public Meeting
San Angelo, Texas



January 20, 2021

Welcome to the virtual public meeting for the US 67/US 87 Relief Route Study in San Angelo, Texas. This meeting is being hosted by the Texas Department of Transportation. This is the third public meeting held for the project. The public will be able to access this slide presentation and provide comments through February 5, 2021.

US 67/US 87 Relief Route Study Process



US 67/US 87 Relief Route Study
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This slide presents the process used for the US 67/US 87 Relief Route Study. Following the public comment period for the second public meeting that was held for this project on June 18, 2020, the TxDOT team conducted traffic analysis, and applied the Phase II Screening Matrix to determine the Preferred Concept.

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

What We Heard From You (Feedback from Public Meeting #1 – November 12, 2019)



Top Goals:

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

Comments Included:

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



At the first public meeting on the project on November 12, 2019, TxDOT presented the purpose of the study, goals of the study, the study area, as well as a constraints map of existing conditions, traffic data, and transportation needs and asked for the public's input.

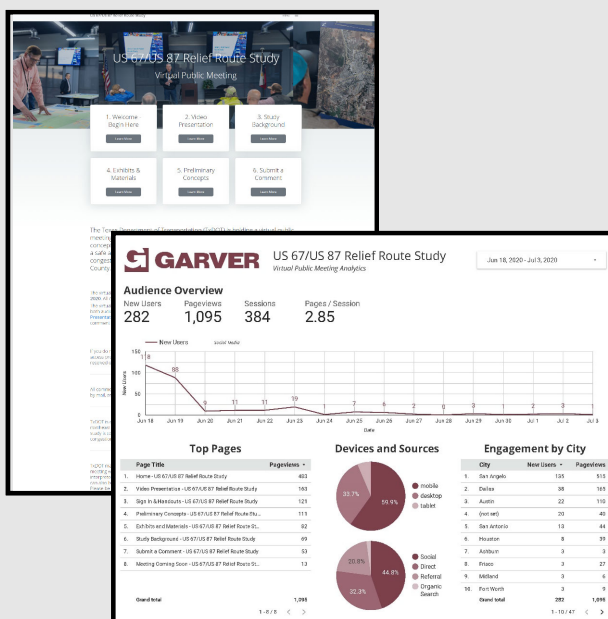
A total of 35 participants attended the meeting. Attendees were asked to rank goals for the project as well as to provide feedback about issues or concerns that existed within the proposed study area.

Some of the public's comments included impacting the least amount of property owners and making sure a safe alternative was provided.

Following the first public meeting, TxDOT reviewed the public comments and developed preliminary concepts.

The summary of the meeting can be found on the [TxDOT.gov](https://www.txdot.gov) website.

What We Heard From You (Feedback from Virtual Public Meeting #2 – June 18, 2020)



- Virtual Public Meeting with recorded presentation was available for the 15-day comment period
- 282 distinct visitors
- 43 sign-ins
- 15 comments with preferences of Preliminary Concepts

Comments Included:

- Support for the relief route
- Support for the preliminary concepts with the least amount of impacts
- Concern to future agricultural operations
- Suggestions for potential modifications to the Preliminary Concepts

TxDOT held a second public meeting on the project on June 18, 2020.

The meeting was held virtually, due to no in-person meetings as a result of social distancing restrictions from the COVID-19 pandemic. The recorded presentation from the meeting was available for the 15-day comment period.

At this meeting TxDOT presented the preliminary concepts and asked for public input.

A total of 282 distinct visitors viewed the virtual public meeting website and 43 logged their attendance via the sign-in form.

The comment form provided an opportunity for written comments and for a preliminary concept preference to be provided. Some of the public's comments included support for preliminary concepts with few impacts, concern with impacts to current and future agricultural operations, and suggesting potential modifications to existing preliminary concepts.

Following the second public meeting, TxDOT reviewed the public comments and identified a preferred concept being presented at this public meeting.

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



Purpose

- An alternative route to the existing US 67/US 87 through the City of San Angelo and Tom Green County has been planned and constructed in phases. The purpose of the alternative connection between existing US 67 and US 87 is to reduce congestion, enhance mobility and improve safety through the City of San Angelo and Tom Green County.

Need

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

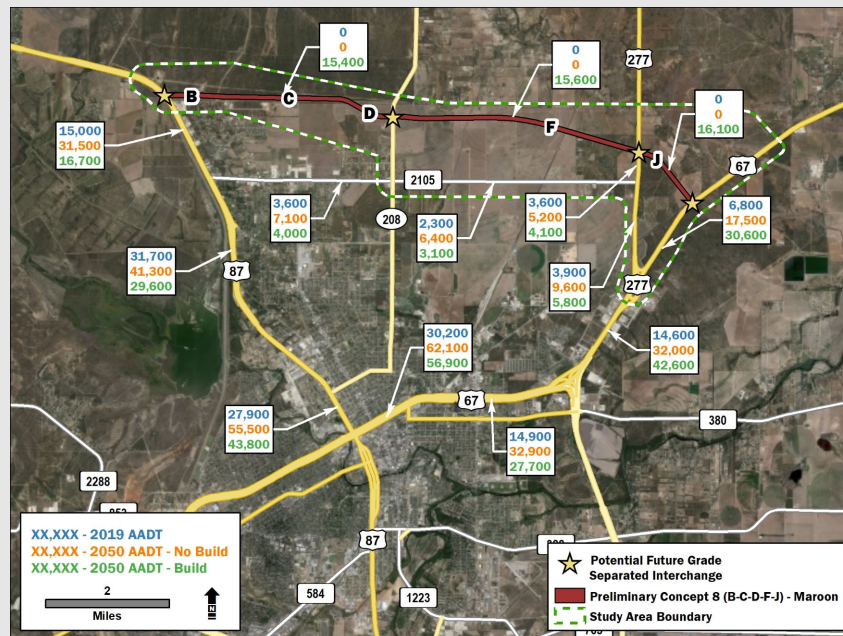
The Ports-to-Plains Advisory Committee recommended a relief route around San Angelo for the future I-27 corridor. The relief route may serve as that future I-27 corridor as determined through additional environmental studies.

An alternative route to existing US 67/US 87 through the city of San Angelo and Tom Green County has been planned and constructed in phases. The purpose of the alternative connection between existing US 67 and US 87 is to reduce congestion, enhance mobility and improve safety through the city of San Angelo and Tom Green County.

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

The Ports-to-Plains Corridor Advisory Committee recommended a relief route around San Angelo for the future I-27 corridor in their Ports-to-Plains Feasibility Study. This US 67/US 87 relief route may serve as that future I-27 corridor as determined through additional environmental studies.

Forecast Traffic



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The TxDOT team developed year 2050 average daily traffic forecasts for the US 67/ US 87 Relief Route under the No Build and Build conditions.

The No Build condition assumes the US 67/US 87 relief route is not constructed but all other planned and programmed projects in the San Angelo Metropolitan Planning Organization long-range plan and transportation improvement program are constructed.

The Build condition assumes the US 67/US 87 relief route is constructed along with the planned and programmed projects.

The traffic forecasts include statewide traffic diversion effects of the proposed “Interstate Highway” upgrade to the Ports-to-Plains corridor. The Ports-to-Plains Corridor proposes to traverse San Angelo from US 87 toward Sterling City on the north to US 277 toward Sonora on the south.

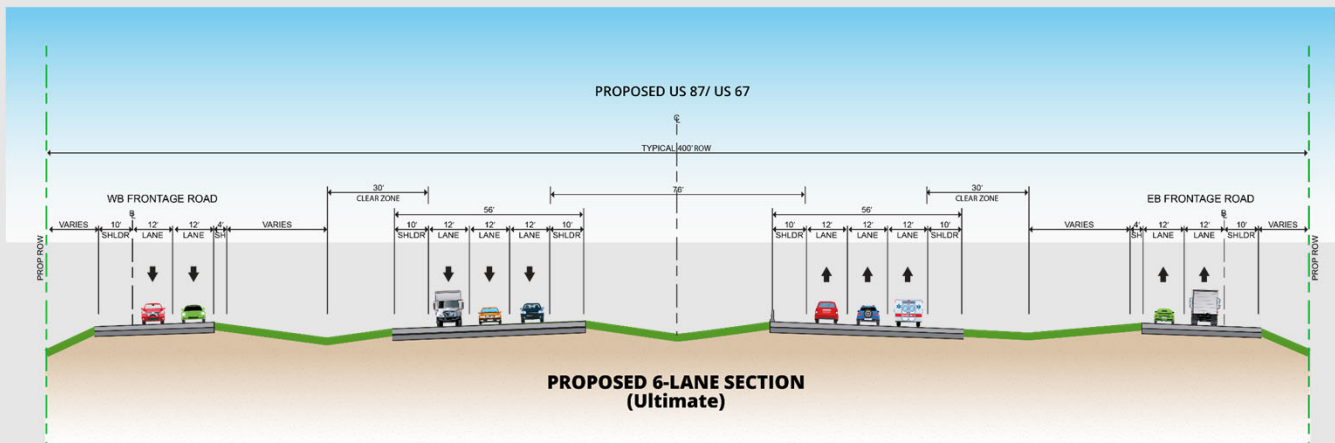
This map illustrates year 2019 daily traffic, and year 2050 daily traffic under both the No Build and Build conditions.

Under year 2050 Build condition, the US 67/US 87 Relief Route is expected to attract between 15,400 and 16,100 vehicles per day along its length.

The US 67/ US 87 Relief Route helps channel long distance traffic not destined for San Angelo to the east of the city using Loop 306. Thus, increases in traffic are evident along US 67 east of Loop 306, the east leg of Loop 306 from US 67 to US 87, and the south leg of Loop 306 that overlaps US 87 to US 277.

A key benefit of the Relief Route is traffic relief to US 87 north of US 67 and among the three alternate routes where US 87 meets US 67, particularly long-distance heavy truck trips.

Typical Section



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

Preliminary Concepts



PRELIMINARY CONCEPTS

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

This slide shows the eight preliminary concepts. The stars represent potential grade separated interchanges with the letters denoting the segmentation limits. The concepts represent general alignments that were presented at the June 18th meeting for public comment.

Phase I Evaluation Matrix



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

*The width of each alternative is 400 feet which includes 3 mainlanes and 2 frontage road lanes in each direction

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This slide shows the phase I evaluation matrix that was shown at the June 18th meeting. This matrix was used to evaluate the concepts initially. Stakeholder feedback was received at the meeting and is shown in the phase II evaluation matrix.

All of the Preliminary concepts have safety and mobility benefits. Additionally, environmental constraints were comparable for each preliminary concept. In addition, the public did not express a preference for any one preliminary concept during public comment from the June 18th meeting. Therefore, TxDOT carried all 8 concepts forward to the phase II screening matrix.

Phase II Evaluation Matrix: Safety and Mobility



Criteria	Preliminary Concepts								
	No Action	Preliminary Concept 1 (A-C-E-H) - Green 10.45 miles	Preliminary Concept 2 (A-C-D-G-K) - Orange 9.53 miles	Preliminary Concept 3 (A-C-D-F-J) - Purple 10.44 miles	Preliminary Concept 4 (A-C-D-F-J) - Pink 9.53 miles	Preliminary Concept 5 (B-C-E-H) - Brown 9.95 miles	Preliminary Concept 6 (B-C-D-G-K) - Gold 9.03 miles	Preliminary Concept 7 (B-C-D-F-J) - Blue 9.94 miles	Preliminary Concept 8 (B-C-D-F-J) - Maroon 9.03 miles
Safety									
Provides route with updated design criteria (yes/no)	NO	YES	YES	YES	YES	YES	YES	YES	YES
Improves access of emergency services to emergency facilities (yes/no)	NO	YES	YES	YES	YES	YES	YES	YES	YES
Improves access of motorists to emergency services (yes/no)	NO	YES	YES	YES	YES	YES	YES	YES	YES
Meets geometric design criteria	n/a	YES	YES	YES	YES	YES	YES	YES	YES
No. of skewed Intersections	n/a	0	0	0	1	1	1	0	2
Estimated Reduction in Crashes per Year	n/a	3	4	3	4	4	4	4	4
Mobility									
Reduces oversize traffic through downtown San Angelo (yes/no)	NO	YES	YES	YES	YES	YES	YES	YES	YES
Travel time savings vs US 87NW to US 67NE via FM 2105 route (minutes)	NO	5.8	5.3	5.9	5.3	5.8	5.3	5.9	5.3
Travel time savings vs US 87NW to US 67NE via US 67 & US 87 route (minutes)	NO	8.8	8.3	8.9	8.3	8.8	8.3	8.9	8.3
US Highway compatibility (yes/no)	NO	YES	YES	YES	YES	YES	YES	YES	YES
Travel distance reduction US 87NW to US 67NE via FM 2105 route (miles)	NO	1.95	1.37	1.96	1.37	1.95	1.37	1.96	1.37
Travel distance reduction US 87NW to US 67NE via US 87 & US 67 route (miles)	NO	5.05	4.47	5.06	4.47	5.05	4.47	5.06	4.47
Traffic diversion (Forecast 2050 AADT range, no P2P: west-east ends)	NO	5,200 to 5,900	5,200 to 5,900	5,200 to 5,900	5,200 to 5,900	5,200 to 5,900	5,200 to 5,900	5,200 to 5,900	5,200 to 5,900
Traffic diversion (Forecast 2050 AADT range, with P2P: west-east ends)	NO	15,200 to 15,900	15,200 to 15,900	15,200 to 15,900	15,200 to 15,900	15,200 to 15,900	15,200 to 15,900	15,200 to 15,900	15,200 to 15,900

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This slide shows the safety and mobility in the Phase II evaluation matrix that was used to evaluate and compare each preliminary concept.

All of the concepts provide improvements to safety and mobility. Each concept improves access of emergency services, improves access of motorists to emergency services, and reduces the number of crashes per year.

The concepts have similar travel time savings, have highway compatibility, and reduce the oversize truck traffic through downtown San Angelo.

Phase II Evaluation Matrix: Cost and Environmental



Criteria	Preliminary Concepts								
	No Action	Preliminary Concept 1 (A-C-E-H) - Green 10.45 miles	Preliminary Concept 2 (A-C-D-G-K) - Orange 9.53 miles	Preliminary Concept 3 (A-C-D-F-J) - Purple 10.44 miles	Preliminary Concept 4 (A-C-D-F-J) - Pink 9.53 miles	Preliminary Concept 5 (B-C-E-H) - Brown 9.95 miles	Preliminary Concept 6 (B-C-D-G-K) - Gold 9.03 miles	Preliminary Concept 7 (B-C-D-F-J) - Blue 9.94 miles	Preliminary Concept 8 (B-C-D-F-J) - Maroon 9.03 miles
Cost*									
Parcels Impacted (count)	0	32	24	22	20	32	24	22	20
Right of way cost (dollars)	\$0	\$13,700,000	\$12,200,000	\$12,700,000	\$11,800,000	\$12,650,000	\$11,200,000	\$11,700,000	\$10,800,000
Construction cost (dollars)	\$0	\$764,500,000	\$489,200,000	\$686,300,000	\$467,500,000	\$747,800,000	\$472,500,000	\$669,600,000	\$450,800,000
Environmental (amounts are for within 1,000-foot corridor)**									
Streams (linear feet)	n/a	1,600	800	2,400	800	1,600	800	2,400	800
Dry Oil and gas wells (counts)	n/a	1	2	1	1	2	3	2	2
Pipeline crossings (feet)	n/a	1,259	1,360	1,992	1,226	1,300	1,401	2,033	1,267
Residences (count)	n/a	6	4	0	0	6	4	0	0
Businesses (count)	n/a	1	1	1	1	1	1	1	1
Environmental Justice - Low Income and/or Minority populations (1-mile)	n/a	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Parks and recreation areas (acres)	n/a	0	0	0	0	0	0	0	0
100-year floodplain (acres)	n/a	59.20	10.07	48.74	19.16	59.20	10.07	48.74	19.16
Stakeholder Involvement***									
Stakeholder Response		1	2	1	0	3	1	1	2

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

**The width of each alternative is 400 feet which includes 3 mainlanes and 2 frontage road lanes in each direction.

***Stakeholder input was given at the June 18th meeting

This slide shows the cost and environmental criteria in the Phase II evaluation matrix that was used to evaluate and compare each preliminary concept. The green and brown concepts impacted the greatest number of parcels while the maroon and pink concepts impacted the least number of parcels.

The green, brown, and purple concepts are the most expensive concepts to construct while the maroon concept is the least expensive.

The green, orange, and yellow concepts impact the most residences and businesses while the purple, pink, blue, and maroon concepts impact the least.

Preferred Concept – Concept 8 (B-C-D-F-J, Maroon)



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After applying the Phase II Screening Matrix to the Advancing Concepts, TxDOT decided to choose Preliminary Concept 8 (Maroon) as the Preferred Concept. TxDOT determined this concept best met the project Purpose and Need, the Phase I and II Screening criteria, and was the most technically preferred concept.

The Concept 8 (Maroon) would have the lowest right-of-way and construction costs, is among the shortest distance of the concepts, has the second lowest impacts to parks of the concepts, and potentially only impacts one business.

Public Involvement



Please provide your comments in the following ways:

- ✓ Provide Input on the Preferred Concept on the interactive map
- ✓ Fill out a Comment Form and submit online, or print and mail to:
Texas Department of Transportation
c/o Randee Shields, P.E.
4502 Knickerbocker Road
San Angelo, Texas 76904
- ✓ Call 325-947-9202 to submit a comment
- ✓ Email Randee.Shields@txdot.gov to submit a comment

Comment Form and Project Information can be found here:
<https://sanangeloreliefroute.transportationplanroom.com/>

The public may comment through the following ways:

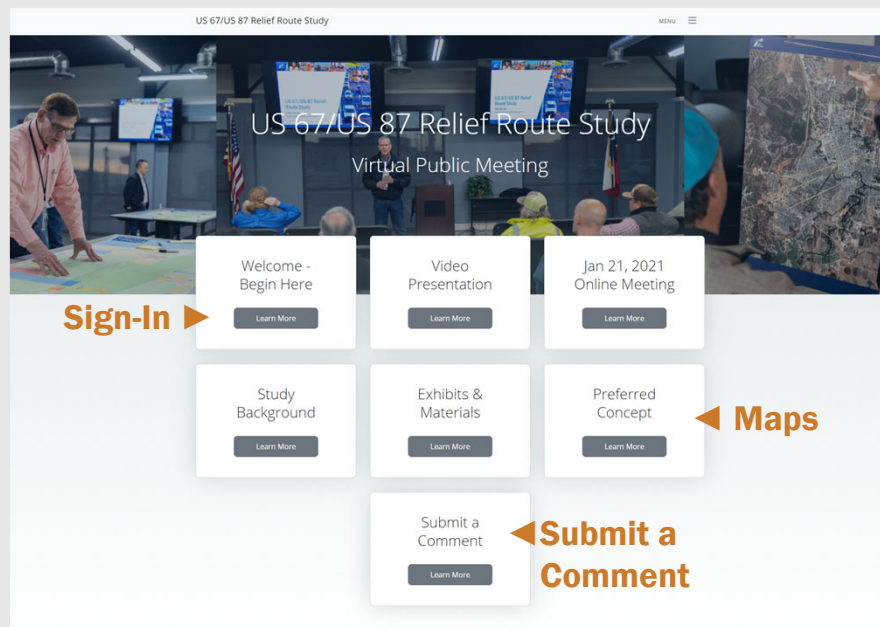
Provide Input on the Preferred Concept on the interactive map on the project website.

Fill out a Comment Form and submit it online or send it to the address shown.

Call the number shown.

Send an email to Randee Shields the TxDOT San Angelo District Design Engineer at the email shown.

The comment form and project information can be found at the website listed on this slide.



When you enter the website, you will be able to sign-in, locate the interactive map, access project information, and submit a comment, as shown on this slide.

Next Steps



Following the public comment period, which ends on February 5, 2021, TxDOT will:

- Evaluate comments received during the Public Meeting #3 comment period (January 20, 2021 – February 5, 2021)
- Complete Technical Reports - Purpose and Need, Concept Evaluation Analysis, and Traffic Reports.
- Prepare Feasibility Study Report
- Present Recommended Concept to San Angelo Metropolitan Planning Organization – late Spring

Following the comment period for this public meeting, which ends on February 5, 2021, TxDOT will:

Evaluate comments received during this Public Meeting comment period.

Complete the Technical Reports including Purpose and Need, Concept Evaluation Analysis, and the Forecasted Traffic Report.

Prepare the Feasibility Study Report.

TxDOT will then present the Recommended Concept for the US 67/US 87 Relief Route to the San Angelo Metropolitan Planning Organization in late Spring 2021.

This concludes our public meeting presentation.