



WELCOME
Virtual Public Meeting

I-20 Six-Lane Widening Project
From east of US 83 to near Buck Creek Road
CSJs: 0006-05-090, 0006-06-105, 0006-06-081, 0006-07-082

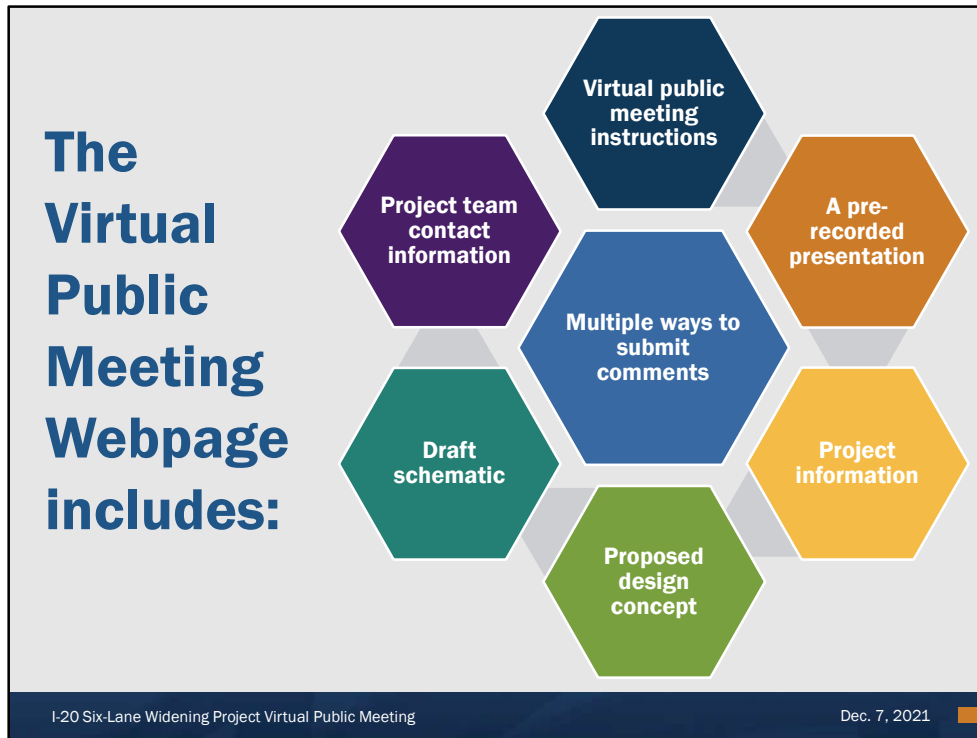
I-20 Six-Lane Widening Project Virtual Public Meeting Dec. 7, 2021

Hello and welcome to the I-20 Six-Lane Widening Project Virtual Public Meeting hosted by the Texas Department of Transportation Abilene District. TxDOT appreciates your interest and involvement in this proposed project.

This pre-recorded presentation is approximately 17 minutes long and will give you a detailed look at the proposed project.

I would like to thank you for your time and attention today. Your input is critical to the project development process and to help shape TxDOT's decision-making.

All project information, including this presentation, can be found on the TxDOT website. Visit TxDOT.gov and keyword search "I-20 Six-Lane Widening Project."



When you visit the TxDOT virtual public meeting web page, you will find the following:

- Multiple ways to submit comments
- Virtual public meeting instructions
- This pre-recorded presentation
- Project information
- The proposed design concept
- A draft schematic
- Project team contact information

Virtual public meeting purpose




TxDOT welcomes you to:

- Learn about the proposed project
- Review the proposed roadway design
- Consider your preferences regarding three design options
- Provide comments

We welcome you to learn about the proposed project, review the proposed roadway design, consider your preferences regarding three design options, and provide your comments.

Federal environmental laws



National Environmental Policy Act (NEPA) Compliance

Memorandum of Understanding: 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 Dec. 9, 2019, and executed by the Federal Highway Administration and TxDOT.

WHAT DOES THIS MEAN?
TxDOT is following all applicable state and federal laws to identify and review potential solutions for long-term safety and mobility problems along the I-20 corridor.

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With any project that will or has the potential to receive federal funds, TxDOT is required to evaluate the potential environmental consequences of the proposed project. The environmental review process we follow is in accordance with the National Environmental Policy Act of 1969, otherwise known as NEPA.

The NEPA process results in documentation that is provided to decision makers so they have all the data needed to make an informed decision if the project should proceed.

On screen is the Memorandum of Understanding between the Federal Highway Administration and TxDOT.

So, what does it mean? It means that TxDOT will follow all state and federal laws to identify and review potential solutions for long-term safety and mobility problems on the I-20 corridor.

Project description



TxDOT has identified potential long-term safety and mobility solutions for the I-20 corridor:

- Widen I-20 to three lanes in each direction
- Implement improvements to ramps and frontage roads

PROJECT LIMITS: I-20 from east of US 83 to near Buck Creek Road
LENGTH: Approximately 11 miles
LOCATION: Taylor and Callahan counties

A separate I-20 widening project is under development from the Abilene western city limits to east of US 83.



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TxDOT has identified potential long term safety and mobility solutions for the I-20 corridor in Abilene. This includes widening I-20 to three lanes in each direction and implementing improvements to ramps and frontage roads.

We are currently looking at a stretch of I-20 from east of US 83 to near Buck Creek Road, a distance of approximately 11 miles within Taylor and Callahan counties.

TxDOT does plan to widen I-20 west of these limits with a separate project.

What are TxDOT's goal and objectives?

-  **Identify a long-term solution that will:**
 - Improve safety and mobility in the corridor
 - Enhance accessibility for residents and businesses
 - Improve emergency response times
 - Support economic development
 - Minimize impacts to the community and natural environment
-  **Receive and consider public input**
-  **Propose a roadway design**
-  **Develop a recommended right-of-way footprint**

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TxDOT has the following goals and objectives with this project:

- To identify a long-term solution that will:
 - Improve safety and mobility in the corridor
 - Enhance accessibility for residents and businesses
 - Improve emergency response times
 - Support economic development
 - Minimize impacts to the community and natural environment
- To receive and consider public input
- To propose a roadway design, and
- To develop a recommended right-of-way footprint

What is the problem TxDOT is trying to solve?

Increasing traffic volumes on I-20, including both local traffic and heavy truck traffic, impacting safety and mobility

An aging roadway in need of upgrades (e.g., ramp configurations)

Need for improved emergency response time

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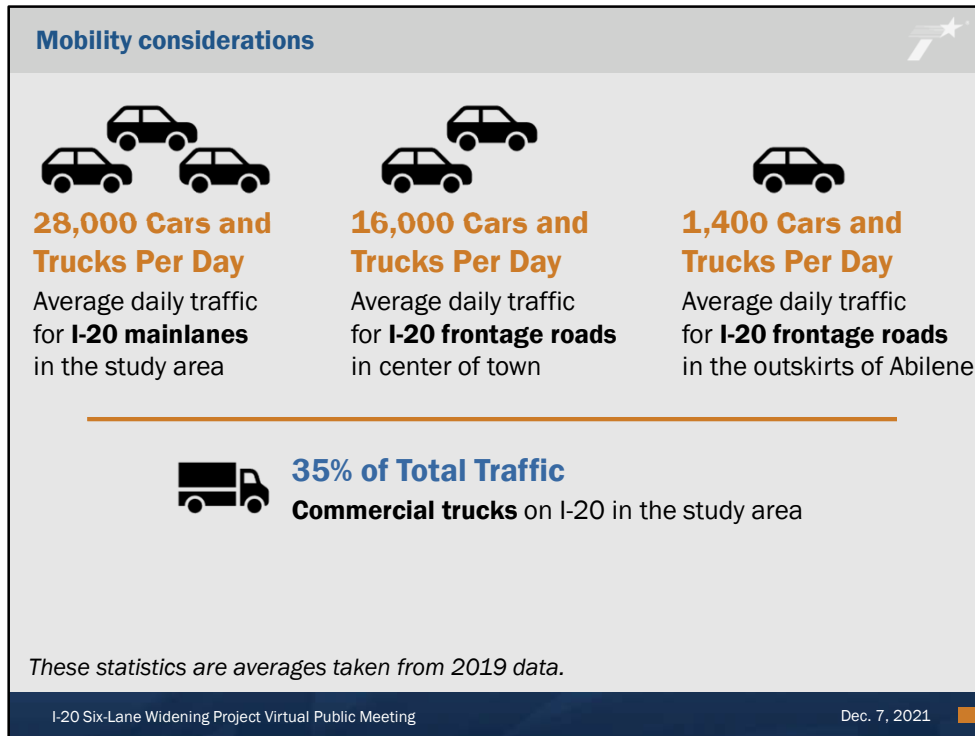
We'd like to now talk about the problem we are trying to solve. The items here were identified by data collected by our project team and from public input.

Data shows that traffic volumes have increased on I-20. This increased traffic of both local traffic and heavy truck traffic on a major interstate has impacted the safety and mobility of the traveling public.

As an aging roadway, I-20 is in need of upgrades like ramp configurations which will improve the speed discrepancies between the ramps and mainlanes.

It's also critical to improve emergency response times as well.

If no changes are made to the corridor, problems are projected to worsen in the future due to continued development and increased traffic.



Let’s review some of the data that prompted the proposed project on I-20 and problems we’re trying to address.

- The I-20 mainlanes have an average of 28,000 cars and trucks per day.
- In comparison, on the I-20 frontage roads within the center of town, we see an average of 16,000 cars and trucks per day.
- In the outskirts of town, we see significantly less traffic on the I-20 frontage roads. The average number of cars and trucks per day is 1,400.
- 35% of the total traffic on I-20 is commercial trucks such as an 18-wheeler truck.

This information is from 2019, and we will continue to update the data as we study the corridor.



The process to identify, review, approve, and implement long-term safety and mobility solutions for the I-20 corridor takes several steps and will last several years.

First, we PLAN. TxDOT is in the process of preparing an environmental study and a preliminary roadway design known as a schematic. We anticipate approval in 2023.

Funding will also need to be identified for the next phases. If the proposed project’s schematic design is approved, it could be split into several construction projects that will then individually move forward.

In DESIGN, TxDOT will advance the schematic design into a final design ready for construction. Additional activity occurs such as right-of-way acquisition and utility adjustments. This effort can take approximately two years.

Finally, CONSTRUCTION. Construction can take up to three years for completion.


So, this will not be the last time you hear from us. As the project progresses through development and implementation, TxDOT will continue to engage the public and request input as the project is further defined.

Previous public involvement

Nov. 12, 2019
Open House

- 81 attendees
- 48 comments received


2019 Project Limits:
I-20 from SH 351 to near Buck Creek Rd.



Sept. 22, 2020
Virtual Public Meeting

- 349 unique online visitors
- 30 comments received

2020 Project Limits:
I-20 from Abilene western city limits to near Buck Creek Rd.



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On Nov. 12, 2019, TxDOT held an open house regarding the I-20 corridor. This meeting was to introduce a proposed project on I-20 between SH 351 in Abilene to near Buck Creek Road, just outside of the city limits in Callahan County. We would like to thank the eighty-one members of the public who attended.

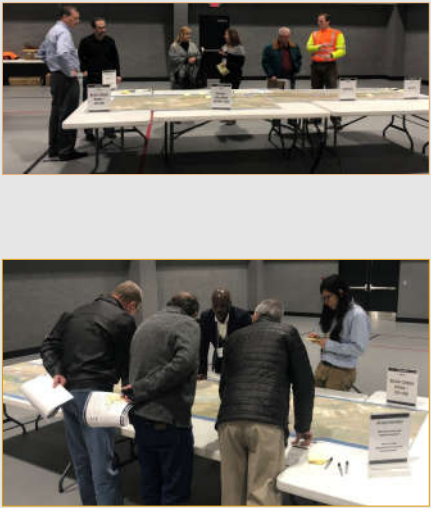
One of the major comments received was a request to extend the study limits further west. So, in September of 2020, we held a virtual public meeting to cover these I-20 improvements from the western city limits of Abilene to near Buck Creek Road. We had over 300 visitors online, thank you.

What we heard

Add new exit ramp between SH 351 and SL 322 for access and visibility to businesses near SH 351

Address drainage and low water crossing flooding on frontage roads

Address safety and mobility by lengthening on and off ramps



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Of the feedback we received from both meetings, the top three comments were as follows:

- A request for a new I-20 westbound exit ramp between SH 351 and SL 322 for improved access and visibility
- Concerns about drainage and the flooding resulting from low water crossings on the frontage roads, and
- A request for on and off ramps to be lengthened in order to address safety and mobility concerns.

We hope you will see that the draft schematic design we are presenting during this meeting addresses all three concerns.

What is the proposed design concept?

Proposed Design Concept Under Consideration

PROPOSED TYPICAL RIGHT-OF-WAY WIDTH: 290 FEET

PROPOSED RIGHT OF WAY (TYPE 9-74, MARK 105)

EXISTING RIGHT OF WAY (230'-420')

PROPOSED RIGHT OF WAY (TYPE 9-75, MARK 95)

To view the proposed design concept, visit the virtual public meeting web page and click on **“PROPOSED DESIGN CONCEPT”**

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As noted earlier, TxDOT plans to widen I-20 to three lanes in each direction, as seen on the screen here. The typical right-of-way footprint is proposed to be approximately 290 feet.

We also have considerations for bicycle and pedestrian accommodations adjacent to the frontage roads, that will be discussed in later slides.

To view this design closer, we welcome you to review the proposed design concept exhibit located at the virtual public meeting web page.

Proposed roadway design



CORRIDOR WIDE

- Widen I-20 to six mainlanes (three mainlanes in each direction)
- Reconstruct and lengthen ramps
- Raise elevation of frontage roads in certain areas to reduce roadway flooding
- Improve turning movements at several intersections for better mobility
- Improve vertical clearances on bridges for trucks

In addition to the widening, we plan to:

- Reconstruct and lengthen ramps
- Raise elevation of frontage roads in certain areas to reduce roadway flooding
- Improve turning movements at several intersections for better mobility
- Improve vertical clearances on bridges for trucks

Proposed roadway design



LOCALIZED IMPROVEMENTS

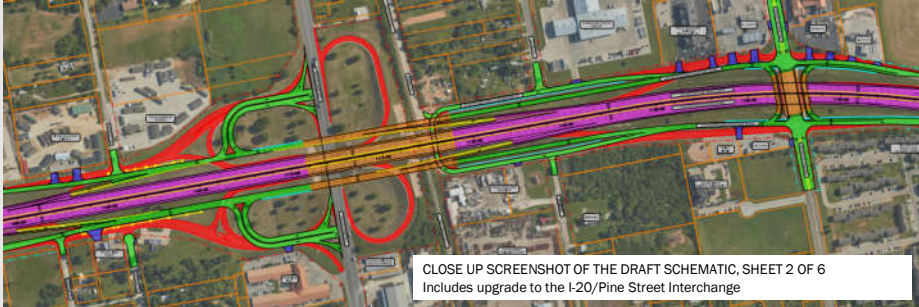
- Add new frontage roads where none exist today between Pine Street and FM 600
- Add a new I-20 overpass over Judge Ely Boulevard for improved connectivity
- Improve safety and mobility on frontage roads from SL 322 to Buck Creek Road by converting them to one way
- Upgrade I-20 westbound exit to Business 20 from a left exit to a right exit near the Abilene eastern city limits

There are also localized improvements such as the following:


- Adding new frontage roads where none exist today between Pine Street and FM 600
- Adding a new I-20 overpass over Judge Ely Boulevard for improved connectivity
- Improving safety and mobility on frontage roads from SL 322 to Buck Creek Road by converting them to one way
- Upgrading the I-20 westbound exit to Business 20 from a left exit to a right exit near the Abilene eastern city limits

WE WANT YOUR FEEDBACK
Proposed roadway design

To view the proposed roadway design and potentially impacted properties, visit the virtual public meeting web page and click on **“DRAFT SCHEMATIC”**



CLOSE UP SCREENSHOT OF THE DRAFT SCHEMATIC, SHEET 2 OF 6
Includes upgrade to the I-20/Pine Street Interchange


 **If you need assistance or have a question, call (512) 342-3281**

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We welcome you to review this proposed roadway design on our draft schematic maps. The draft schematic can be viewed on the virtual public meeting web page.

On the screen you can see a close up screenshot of one section of these maps, which includes the upgrade to the I-20 and Pine Street interchange. If you are a property owner adjacent to the I-20 corridor, we welcome you to identify your property and its relation to this proposed design.

We understand that reviewing these maps without a project team member can be challenging. You are always welcome to call us at (512) 342-3281 to help navigate these maps

WE WANT YOUR FEEDBACK
Design options 

TxDOT is listening! There are three specific areas of the proposed design where we need your feedback.

#1 We are considering TWO different bicycle and pedestrian accommodation options	#2 We are considering TWO different pedestrian crossing options near Old Anson Road	#3 We are considering TWO different westbound I-20 exit ramps to SH 351
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To view the three proposed design options,
visit the virtual public meeting web page and click on
“PROPOSED DESIGN CONCEPT” and/or **“DRAFT SCHEMATIC”**

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There are three specific areas of the proposed design where we need your feedback.

- No. 1. We are considering TWO different bicycle and pedestrian accommodation options
- No. 2. We are considering TWO different pedestrian crossing options near Old Anson Road
- No. 3. We are considering TWO different westbound I-20 exit ramps to SH 351

You can get a close up look at these options by reviewing the PROPOSED DESIGN CONCEPT EXHIBIT on the virtual public meeting web page. You can also find them on the DRAFT SCHEMATIC.

Please include your thoughts on these three areas in your comments.

One-way frontage roads

The proposed design includes converting two-way frontage roads to one-way frontage roads along I-20 from SL 322 to Buck Creek Road

SAFETY IS TxDOT'S NO. 1 PRIORITY



BENEFITS OF ONE-WAY FRONTAGE ROADS

- Reduces serious head-on collisions and other crashes
- Improves safety at entrance and exit ramps
- Reduces wrong-way entry to mainlanes
- Improves intersection safety and efficiency
- Reduces congestion on frontage roads
- Meets driver expectations by bringing consistency to local frontage roads

Safety is TxDOT's number one priority. As such, the proposed design includes converting two-way frontage roads to one-way frontage roads along I-20 from SL 322 to Buck Creek Road.





You can see a map to the right with the limits of where we will be implementing this change in green.

The benefits to one-way frontage roads include

- the reduction of serious head-on collisions,
- increased safety at ramps and intersections, and
- a reduction of congestion on the frontage roads.

Environmental studies

These are some of the social, economic, and environmental issues being considered:

- 
Water Resources
- 
Traffic Noise
- 
Vegetation and Wildlife
- 
Social and Community Impacts

We will study the proposed roadway design as the **build alternative** and compare it to the **no build, or “do nothing,” alternative**.

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Part of the planning process is to evaluate environmental considerations in the study area and to assess the potential impacts to the human and natural environment. We look at things like water resources, traffic noise, vegetation and wildlife, and social and community impacts.

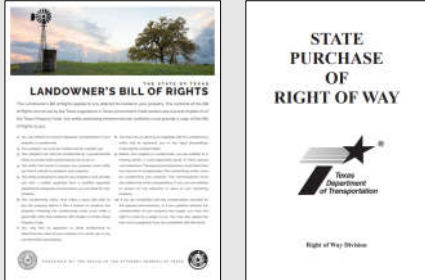
We will study the proposed roadway design as what is called a “build alternative” and compare it to the no build, or “do nothing,” alternative. The no build serves as a baseline for comparison and an option on the table. The results of these studies will be part of future public involvement.

Right-of-way acquisition

No final decisions have been made regarding the design or right-of-way footprint.

We welcome your input.

More public involvement will occur.



Available manuals on Landowner's Rights and acquisition process

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The proposed project would, subject to final design considerations, require additional right of way.


At this time, no final decisions have been made regarding the design or right-of-way footprint, nor do we have any decisions made regarding any displacements.


Your input is welcome and there will be more public involvement moving forward before any final decisions are made.


To find out more about landowner rights and TxDOT's obligations, there are several materials available to you on the virtual public meeting web page.

How to comment

STEP ONE: REVIEW

 **Visit www.TxDOT.gov**, keyword search
“I-20 Six-Lane Widening Project” or visit:
www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/abilene/120721.html

 **Download and review materials**

 If you have questions or need technical assistance,
contact the project team at (512) 342-3281

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We understand that this virtual public meeting format is a bit different, so let’s take a few minutes and explain the comment process.

The first step to commenting is to review the meeting materials.


Please visit the virtual public meeting web page by going to www.TxDOT.gov, keyword search “I-20 Six-Lane Widening Project” or visit the precise web address as listed on the screen.


At the web page, if you scroll down toward the bottom of the page, you will see a list of materials next to the bolded topic “**DOWNLOADS.**” Please download and review the materials at your convenience.

If you have any questions or if you need technical assistance, please contact the project team at (512) 342-3281. And please know you can contact TxDOT and the project team at any time during the project development process to ask questions about the project.


How to comment 

STEP TWO: CONSIDER YOUR THOUGHTS

 **What are your thoughts and questions after reviewing the presentation and materials?**

 **TxDOT would like to know your thoughts on:**

- Project goals and objectives
- Mobility, connectivity and safety concerns on I-20 through Abilene
- Proposed roadway design under consideration
- Options regarding bicycle and pedestrian accommodations and the I-20 westbound ramp to SH 351
- Anything else you'd like to share

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As you consider your thoughts and questions regarding what you've reviewed, please know that we are especially interested in your thoughts on:


- Project goals and objectives
- Mobility, connectivity and safety concerns on I-20 through Abilene
- Proposed roadway design under consideration
- Options regarding bicycle and pedestrian accommodations and the I-20 westbound ramp to SH 351


We also welcome anything else you'd like to share with us.

How to comment

STEP THREE: COMMENT

 **Complete Our Comment Form**
Please access on the TxDOT.gov virtual public meeting web page

 **EMAIL**
IH20Project@gmail.com

 **MAIL**
Scott Darrow, P.E.
TxDOT Abilene District
4250 N. Clack St.
Abilene, TX 79601-9241

**To be included in the public meeting summary report,
COMMENTS MUST BE RECEIVED OR POSTMARKED BY
MONDAY, JAN. 3, 2022**

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Here are the ways to provide your comments:

- You may complete our online comment form which can be accessed on the virtual public meeting web page.
- You can email us at IH20Project@gmail.com
- You can send us your comments via mail by addressing Mr. Scott Darrow, our TxDOT Project Manager, at the TxDOT Abilene District, 4250 N. Clack St., in the city of Abilene, Texas, 79601.

All comments must be received by January 3, 2022 at midnight. If you are mailing a comment, be sure that it is postmarked by January 3 to be included in the record.

Your input helps us better understand community concerns and values. Comments are not a vote, but what you provide helps inform the decision making.

Please note that comments can be made throughout the comment period. You can send us more than one comment and via any of the methods mentioned.

Next steps

- **Document, evaluate and address public input**
- **Collect and analyze additional data**
- **Refine proposed roadway design**
- **Encourage and request additional public input in the future**

TxDOT is committed to developing this project in collaboration with the community in a way that meets the project goals while minimizing community impacts.

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From here, TxDOT will take the prior input received and any additional input submitted during the official comment period into account. The project team will collect and analyze additional data, and then refine the proposed roadway design. We will be back to the public in the future to encourage and request additional input.

If you would like to sign up for updates, please let us know.

TxDOT is committed to developing this project in collaboration with the community, in a way that meets the mobility and safety goals while minimizing community impacts.

We welcome your input!



Thank You

Please remember that to be included in the public meeting summary report, your comments must be received or postmarked by Monday, Jan. 3, 2022

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We appreciate your time today and encourage you to participate and stay engaged. Thank you and this concludes our presentation.