



# WELCOME

## SH 349

From CR 140 in Midland to Spur 576 in Rankin

CSJs: 0380-09-095, 0380-10-024,

0380-11-029, 0380-12-026

Midland and Upton counties, Texas

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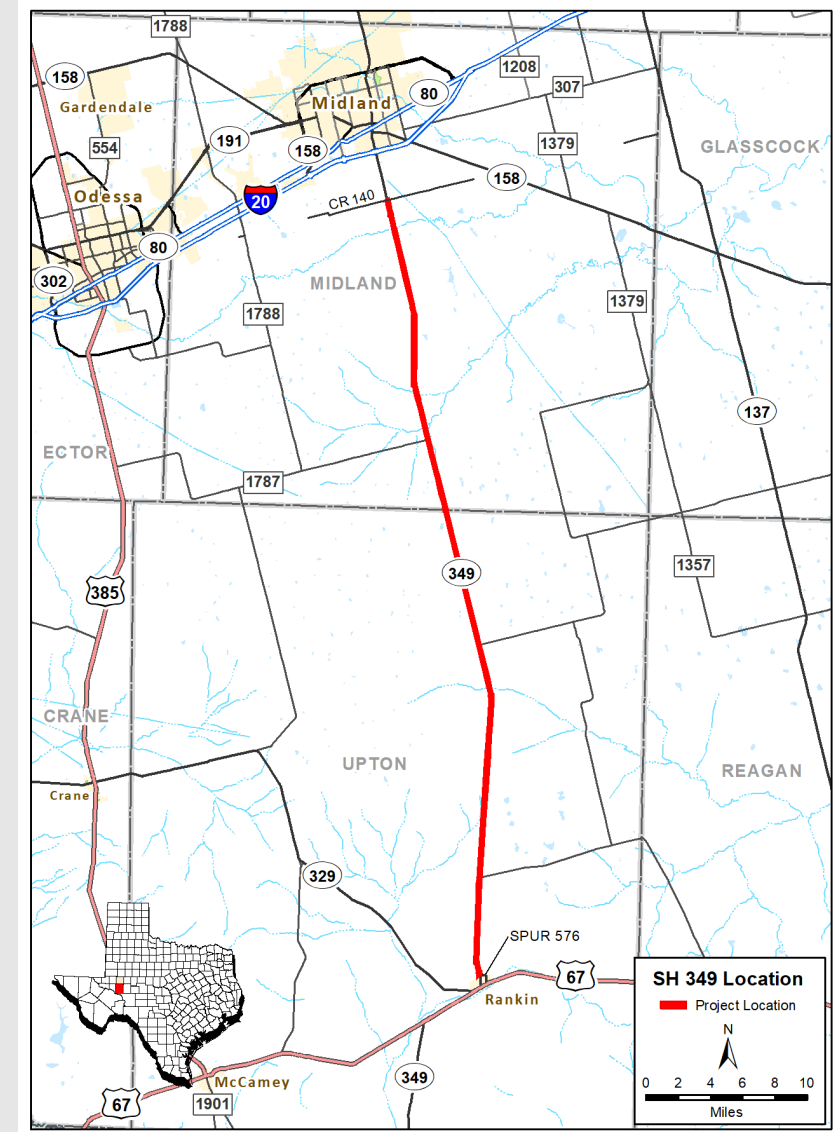
**Virtual Public Meeting**

Wednesday, June 30, 2021

# Project Overview



- SH 349 from CR 140 in Midland to Spur 576 in Rankin is about 50 miles in length.
- Proposed improvements to SH 349 would include:
  - Widening to a four-lane divided highway, with two lanes in each direction
  - A center median or barrier
  - Turn lanes throughout the entire length of the project



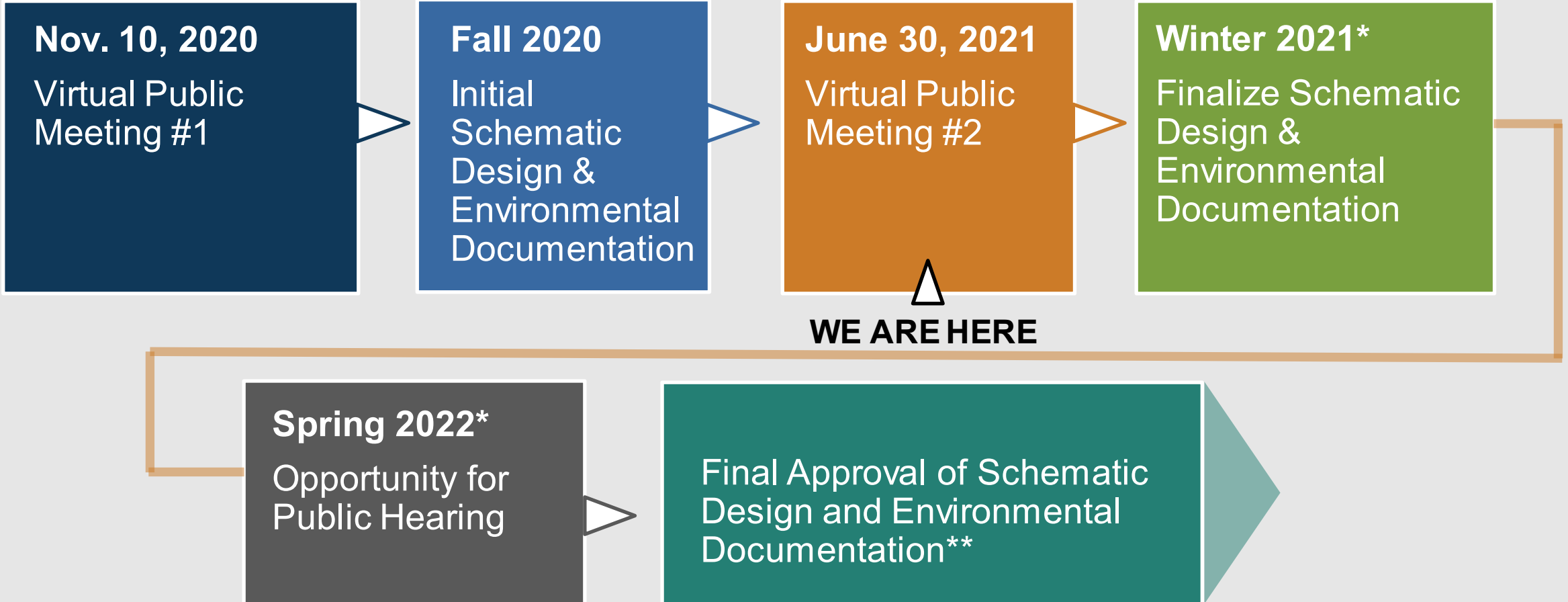


- Need:
  - To accommodate increased freight and energy truck traffic volumes due to growing oil and gas production,
  - to address safety concerns,
  - and to address the aging roadway infrastructure
  
- Purpose:
  - Improve mobility and safety,
  - and upgrade the roadway to meet current design standards



- Public Meeting #1 was held Nov. 10 through Nov. 25, 2020.
  - 73 people attended the virtual public meeting
  - TxDOT received 29 comments
  - The comments and responses for the public meeting are available online on the TxDOT website
  
- In addition to the public meeting, TxDOT has been coordinating with key stakeholders along the corridor.
  - On April 12, 2021, TxDOT reached out to 69 stakeholders requesting their input
  - Coordination with stakeholders is ongoing

# Project Timeline



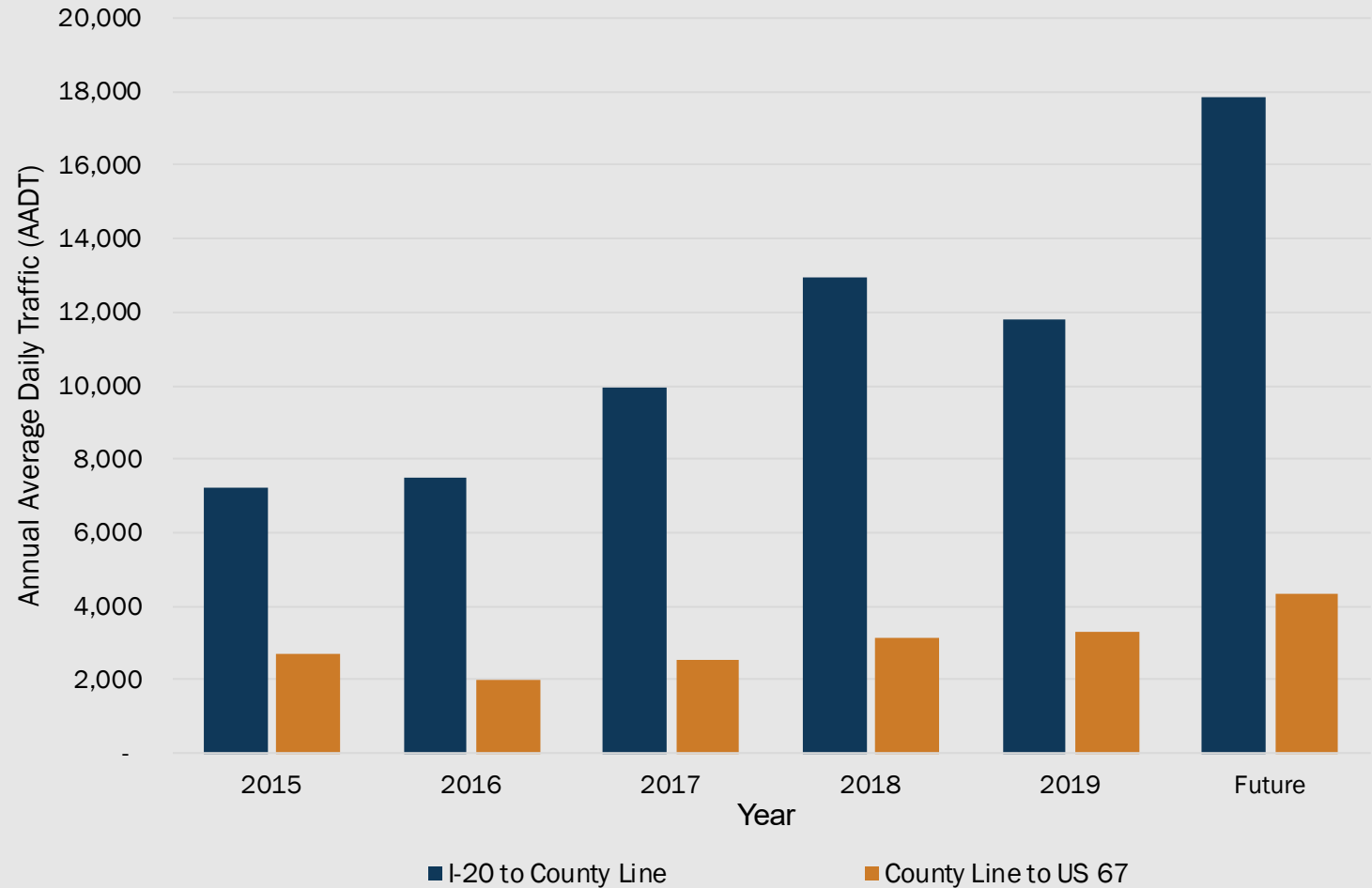
\*All dates are subject to change.

\*\*Approval date dependent on project funding.

# SH 349 Traffic Volumes



- AADT based on TxDOT Statewide Planning Map
- 30% traffic volume increase from 2015 – 2019
- 45% traffic volume increase from 2019 – 2038
- In 2021 the corridor truck percentage ranges between 13% - 51% with a corridor average of 33% higher than statewide average

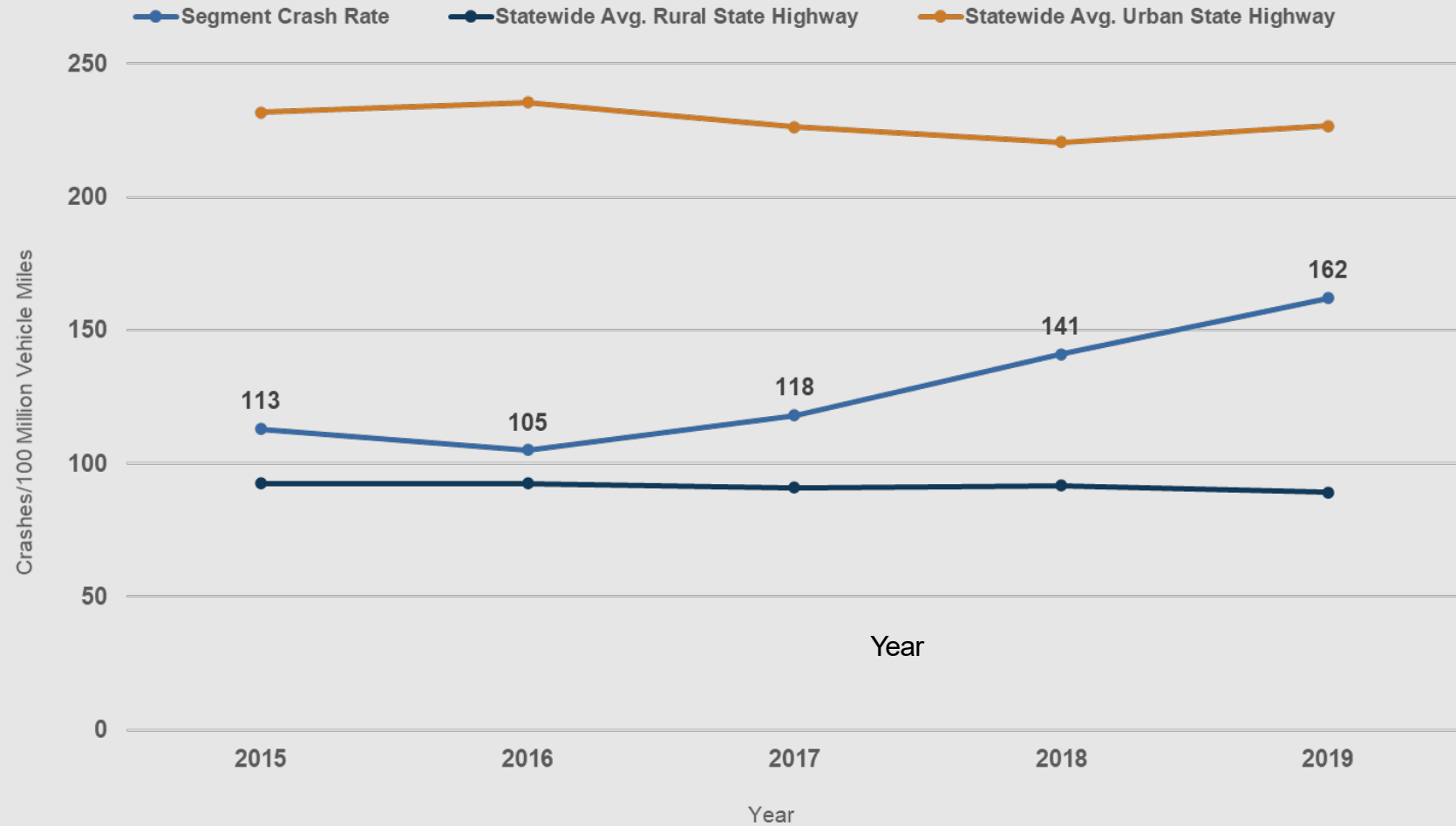


Note: AADT based on Texas Department of Transportation Statewide Planning Map (AADT and Future Traffic and Percent Truck layers), Future year: 2038

# Crash Analysis (Years 2015-2019)



- Crash data from 2015 through 2019
- Obtained from TxDOT Crash Records Information System database
- Historic corridor crash rates higher than statewide rural State Highway average

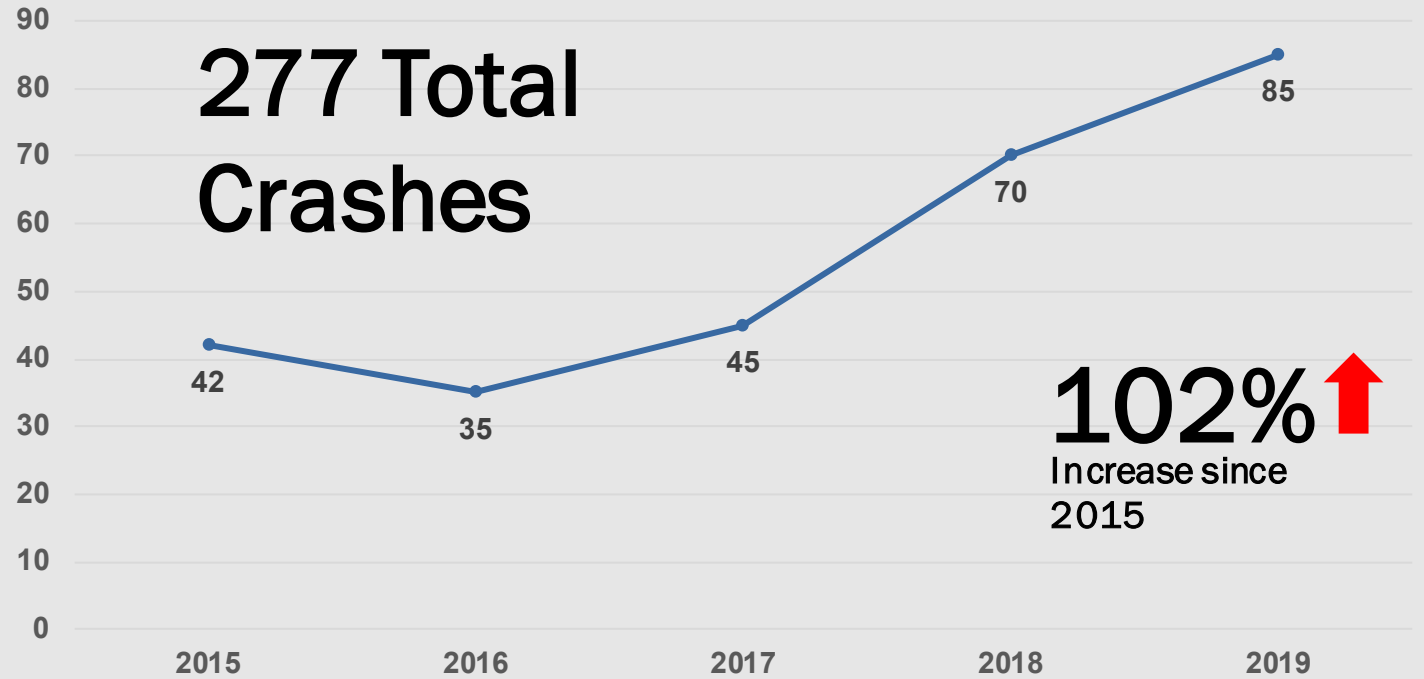


Note: Traffic crashes per 100 million vehicle miles

# 2015 – 2019 SH 349 Crash Statistics



## 277 Total Crashes



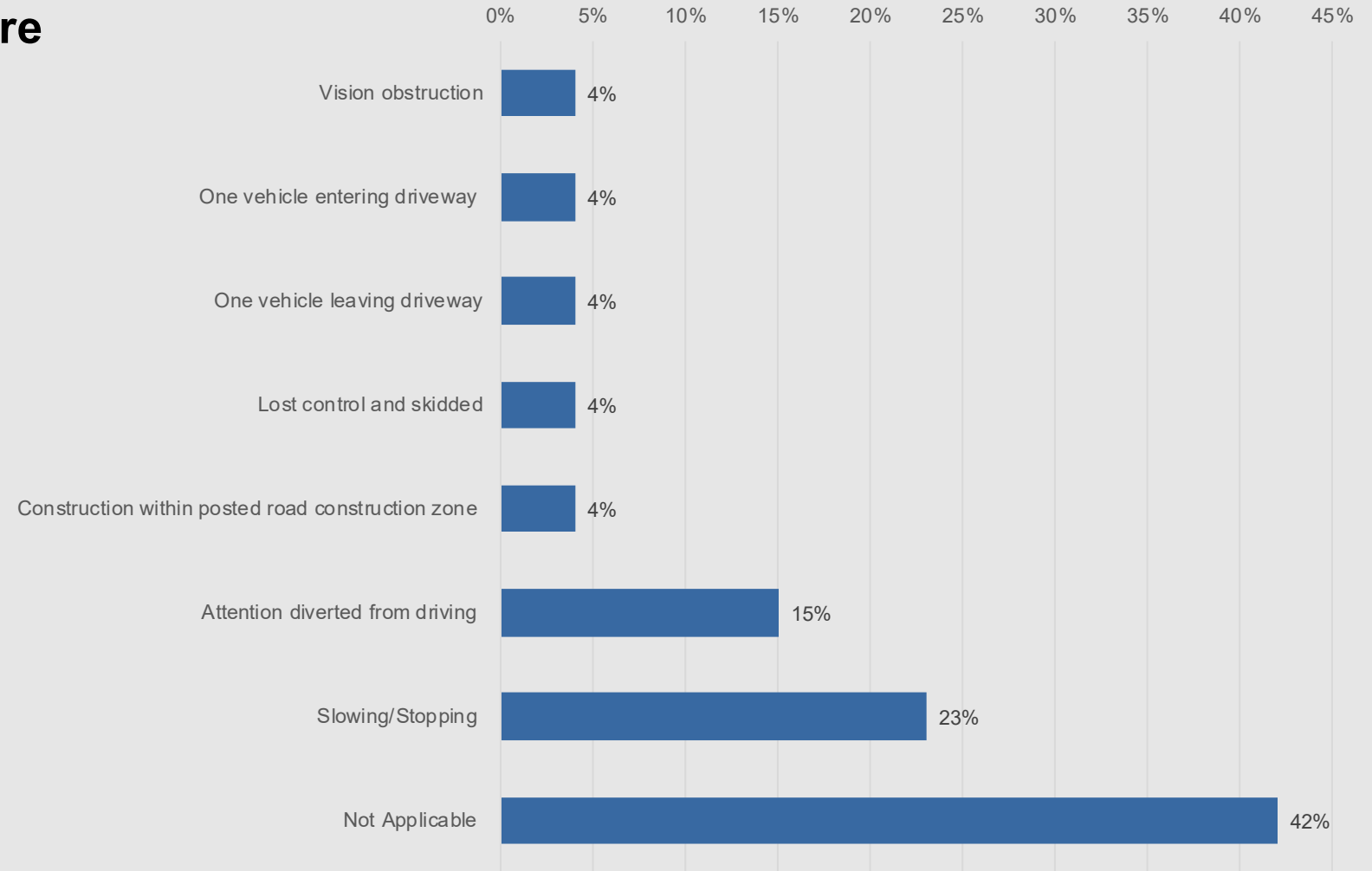
- The number of fatalities along the corridor are 20 times above the statewide average rate of 0.2%
- The suspected serious injuries are 4.5 times more than the statewide average rate of 1.1%





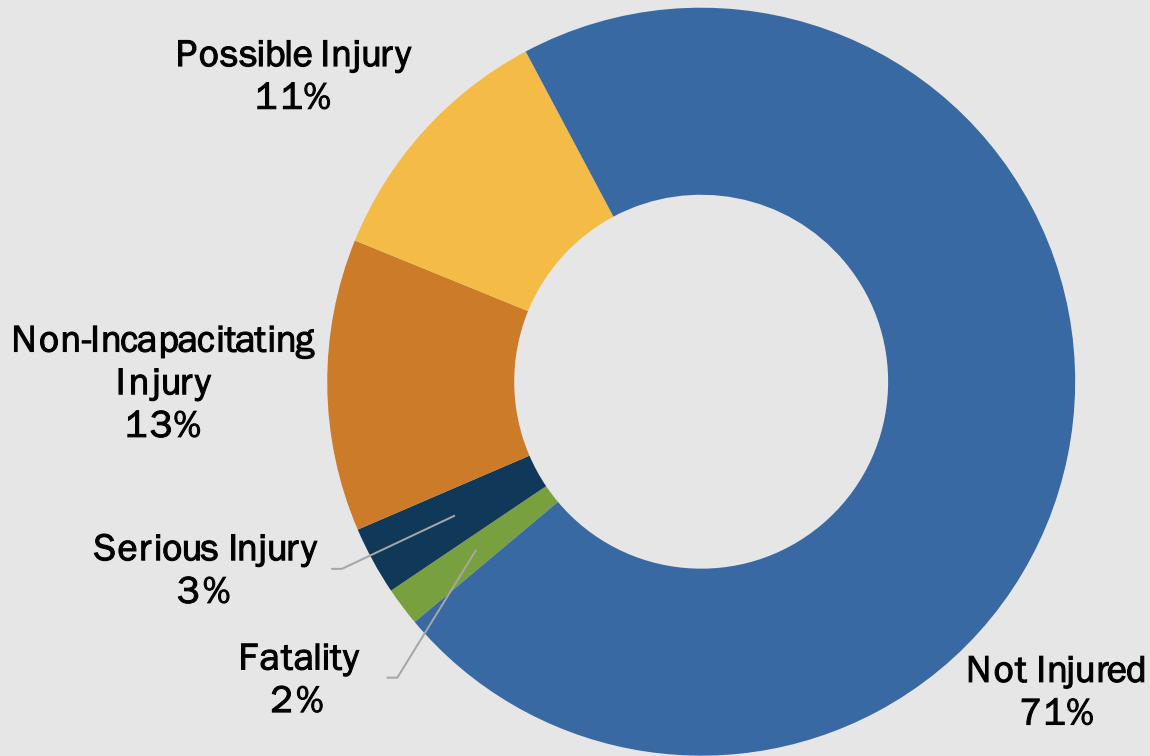
## Causes of Fatalities and Severe Injuries

- 15% by distracted driving
- 23% by slowing or stopping

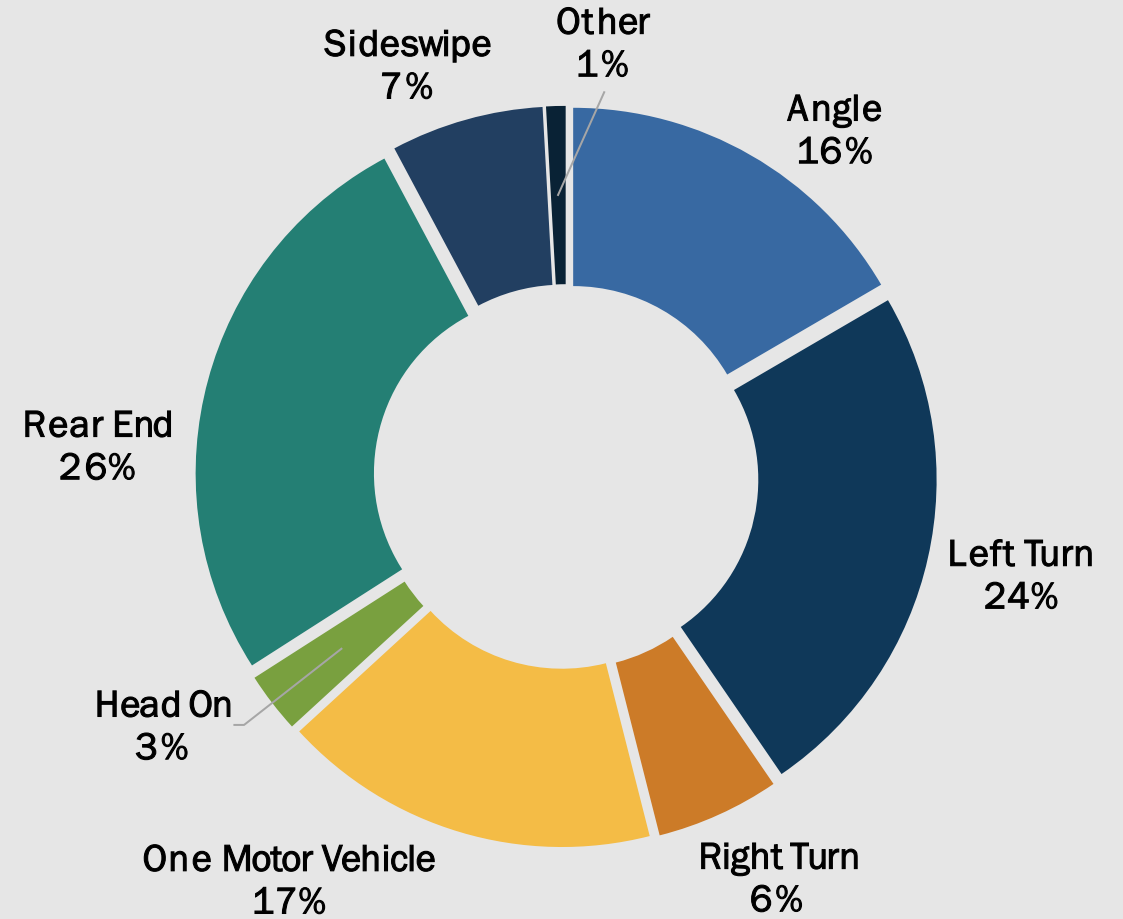


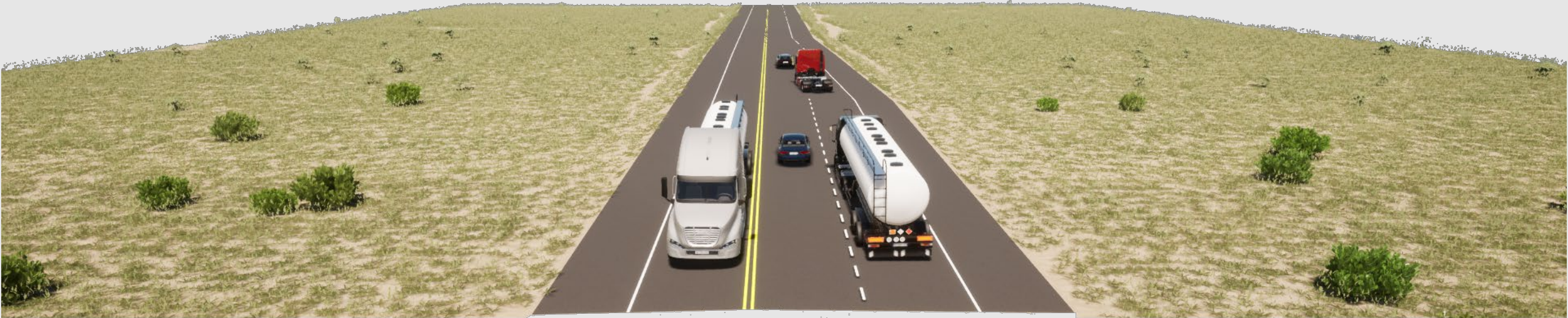


## Crash Severity



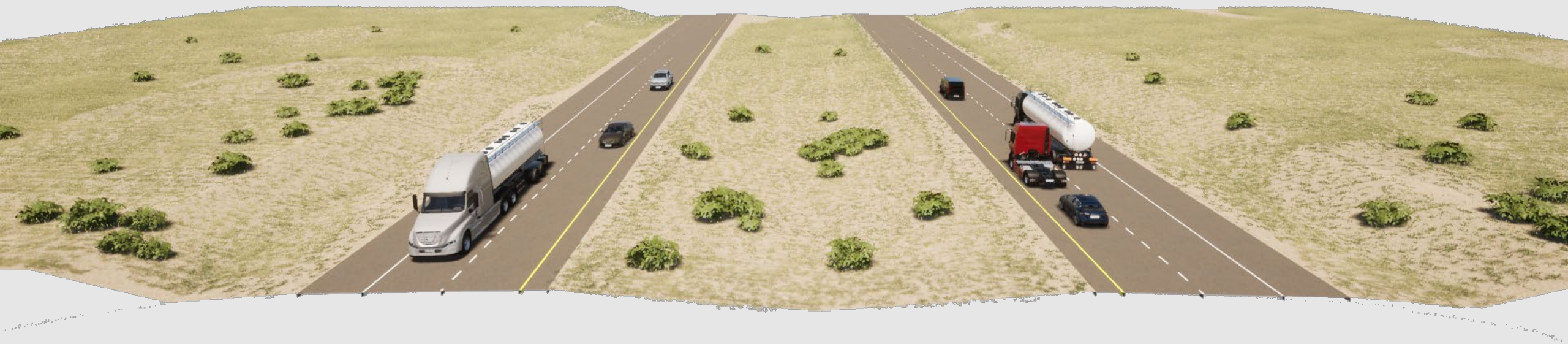
## Crash Type





Existing right of way varies: from 120 feet to 220 feet  
Two travel lanes plus intermittent passing lane

# Conceptual Rural Typical Section



Proposed right of way would be 220 feet  
Four travel lanes

# Preliminary Alternatives Constraints Matrix



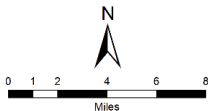
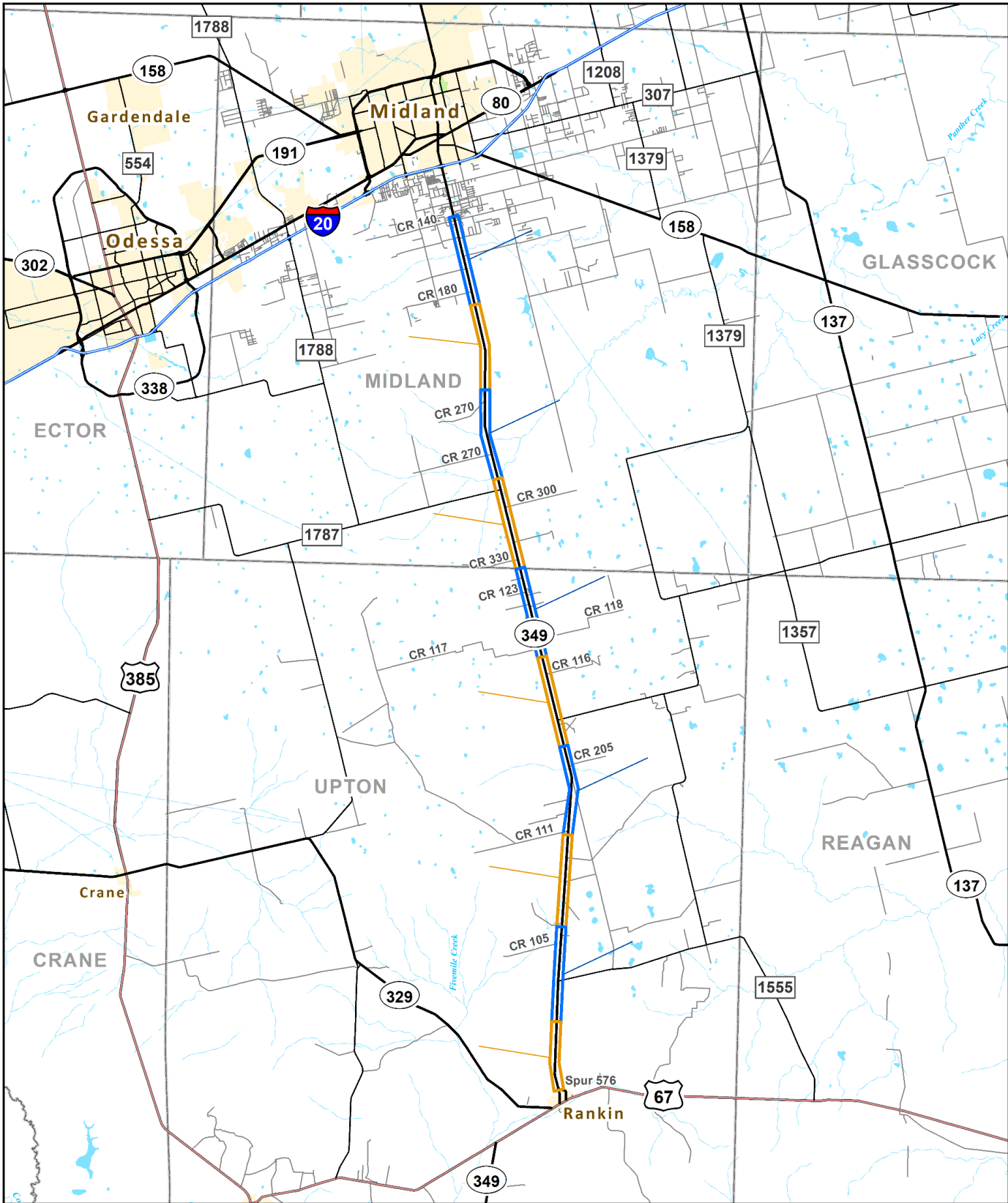
- The matrix was based on engineering and environmental constraints, such as:
  - Design requirements
  - Mobility & truck capacity
  - Safety
  - Human environment
  - Natural environment
- Constraints were ranked according to level of impact anticipated with development of each alternative.
- West alternative takes ROW from west side of SH 349, East alternative takes ROW from east side of SH 349.

Constraints	Improvement Alternatives			
	West	East	Mixed	No-Build
Safety	3	3	3	-3
Sustainability	2	2	2	0
System Compatibility (Planning)	2	2	2	-2
Mobility	2	2	2	-2
Right-of-way Impacts	-3	-2	-3	0
Community and Environment	-2	-3	-2	0
Cost Effectiveness	-3	-3	-2	0
<b>RANKING TOTALS</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>-7</b>

- The Mixed alternative takes ROW from both sides of SH 349 and is the current proposed conceptual alternative and what is shown on the proposed conceptual schematic.

3 = Adds improvement beyond planned levels  
 2 = Adds improvement as planned  
 1 = Adds limited improvement  
 0 = No change  
 -1 = Minimize adverse conditions  
 -2 = Creates less favorable conditions  
 -3 = Creates unfavorable conditions

# Schematic Locator Map



Map Location  
Map Location



Environmental Documentation will be prepared in accordance with the National Environmental Policy Act (NEPA).



**Air Quality &  
Traffic Noise**



**Social &  
Community Impacts**



**Hazardous Materials**



**Biological Resources**



**Water Resources**



**Historic &  
Archaeological Resources**

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.



## COMMENTS:

Comments may be submitted through the Virtual Public Meeting site.

### Email comments to:

[SH349@blantonassociates.com](mailto:SH349@blantonassociates.com)

### Mail comments to:

Blanton & Associates, Inc.  
Attn: SH 349  
5 Lakeway Centre Court, Suite 200  
Austin, TX 78734

All comments must be received or postmarked by **Friday, July 16, 2021.**

## CONTACT INFORMATION:

If you have any questions or need additional information throughout the project development process, you may contact:

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