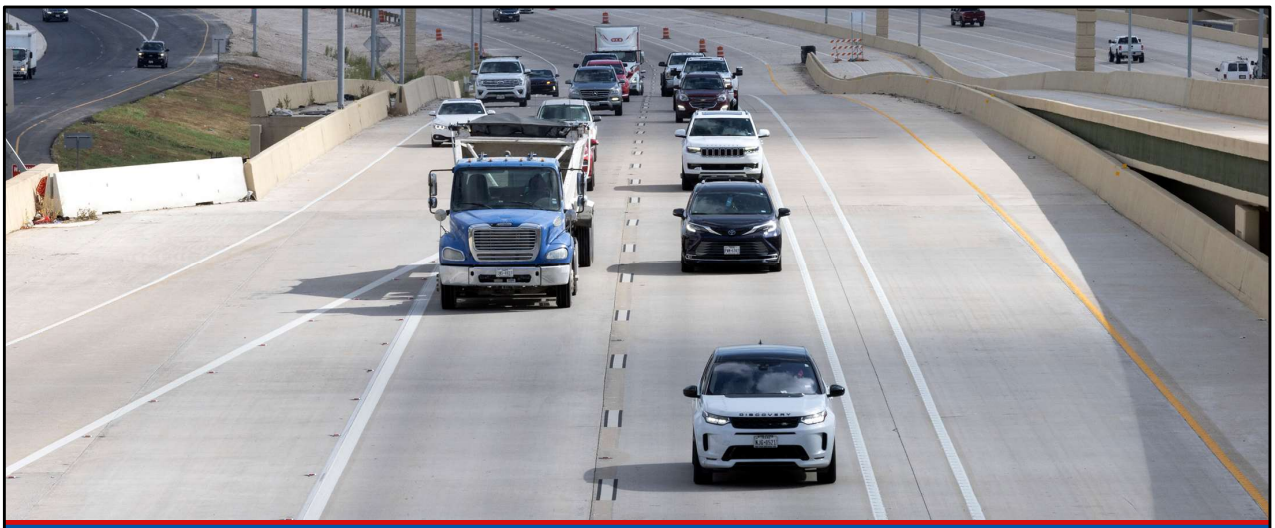

San Angelo North Relief Route

From US 87 to US 67, CSJ: 0907-24-055

October 16, 2024

Welcome to the Texas Department of Transportation (or TxDOT) San Angelo District's Virtual Public Meeting with an In-Person Option for the San Angelo North Relief Route from US 87 to US 67. This is a prerecorded presentation. My name is Elvia Leyva, 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 was held on Wednesday, October 23, 2024, from 6 to 8 p.m. at the TxDOT San Angelo District Office located at 4502 Knickerbocker Road, San Angelo, TX 76904. The meeting presentation is available for online viewing with an opportunity to submit comments until Thursday, November 7, 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 by typing "San Angelo North Relief Route" in the search bar.

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.

Texas Department of Transportation

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Project Background

- A relief route around the City of San Angelo was identified for potential use in the Ports-to-Plains or I-14 corridors.
- Feasibility Study Report completed in December 2022
- Identified conceptual routes and key interchanges (at upper right).
- Three public meetings held for the feasibility study.
- Recommended Concept 8 (at lower right) chosen to be carried forward into the schematic/environmental phase of the project.

3

A potential relief route project was identified during local and regional planning as a potential component of the Ports-to-Plains and I-14 routes near San Angelo. A feasibility study was completed for the proposed project in December 2022. The study identified eight preliminary route concepts which were screened against pre-selected criteria; including safety, mobility, cost, potential environmental impacts, and public input. The preliminary concept route shown in the lower right was selected in the feasibility study to be carried forward into the schematic and environmental phase of the project, which is where the project currently is.

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Project Overview

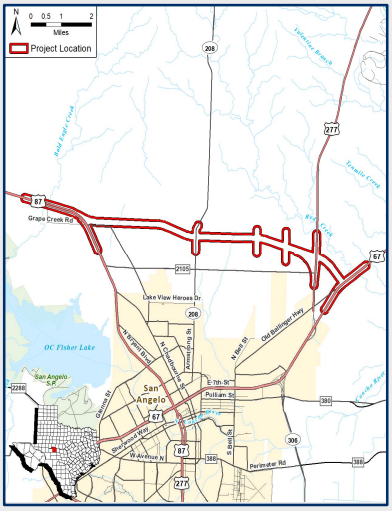
Location: Tom Green County, north of San Angelo

Limits: US 87 to US 67

Length: Approximately 11 miles

Project Concept: New location relief route with three mainlanes in each direction, separated by a median, and two-lane frontage roads with a typical right of way width of approximately 500 feet.

The map at the right shows a 1,200-ft-wide study area along the preferred alignment. Proposed right of way has not been determined at this time.



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The proposed study area includes approximately 11 miles north of San Angelo. This map shows a study area along the preferred alignment identified in the feasibility study, but no proposed right of way has been determined at this time. The proposed right of way footprint would be narrower, approximately 500 feet, and fall somewhere within this study area. This will be discussed in more detail later in the presentation.

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Need and Purpose

- The project is needed due to congestion, mobility and safety issues associated with traffic (local, through, and freight) currently being routed through downtown San Angelo.
- The purpose of the project is to provide an alternative freight route, reduce congestion, enhance mobility, and improve safety through the City of San Angelo and Tom Green County.

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The need and purpose of this project are to provide an alternative freight route around San Angelo, improve roadway safety, enhance mobility, and reduce traffic congestion.

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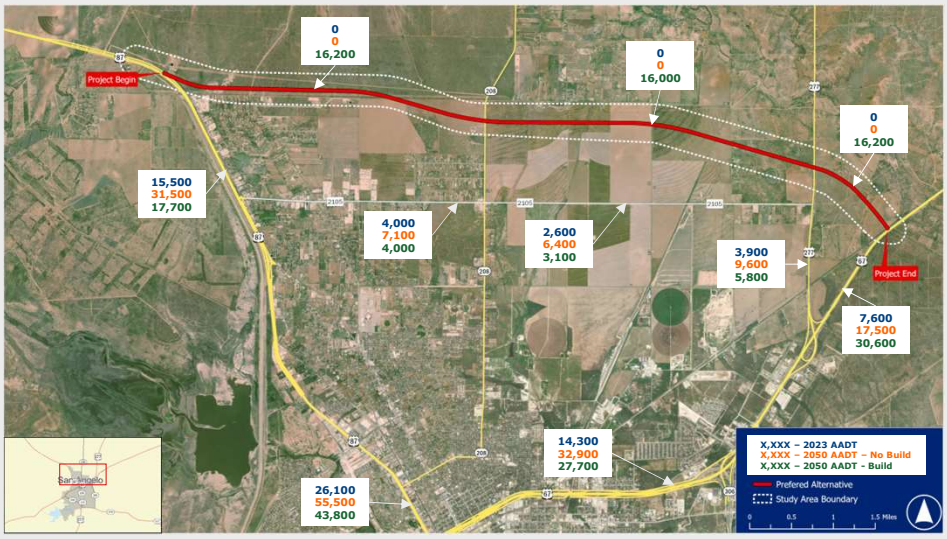
Proposed Relief Route Future Traffic



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This slide shows the current traffic along major roadways within and north of San Angelo, as well as predicted traffic with and without the proposed project. On US 87, traffic within downtown San Angelo is anticipated to increase to 55,500 vehicles per day due to the Ports-to-Plains and I-14 projects. The proposed project is predicted to reduce this traffic on by approximately 21 percent, compared to the no-build condition. This traffic resulting from the Ports-to-Plains corridor is anticipated to shift to US 67 outside of San Angelo, rather than using the interchange downtown. This includes approximately 3,000 through-trips from freight trucks expected by 2050 on the Ports-to-Plains Interstate highway corridor.

In addition, this route will allow traffic on FM 2105 west of SH 208 to maintain near its current levels, minimizing increases in congestion on that road.

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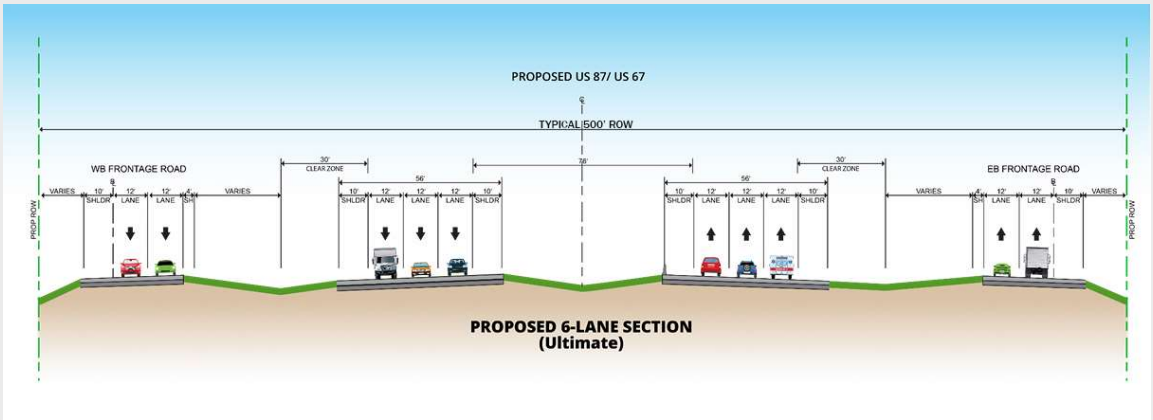
Conceptual Typical Section



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The proposed relief route to US 87 to US 67 would ultimately consist of three mainlanes divided by a median, and two-lane frontage roads. The project may be constructed in phases, such as first completing the mainlanes as an interim condition. While the actual width of the ultimate typical section shown will vary to address slopes and drainage, the average width is anticipated to be approximately 500 feet.

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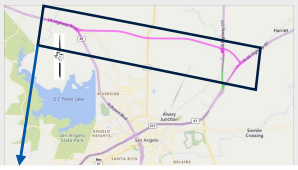
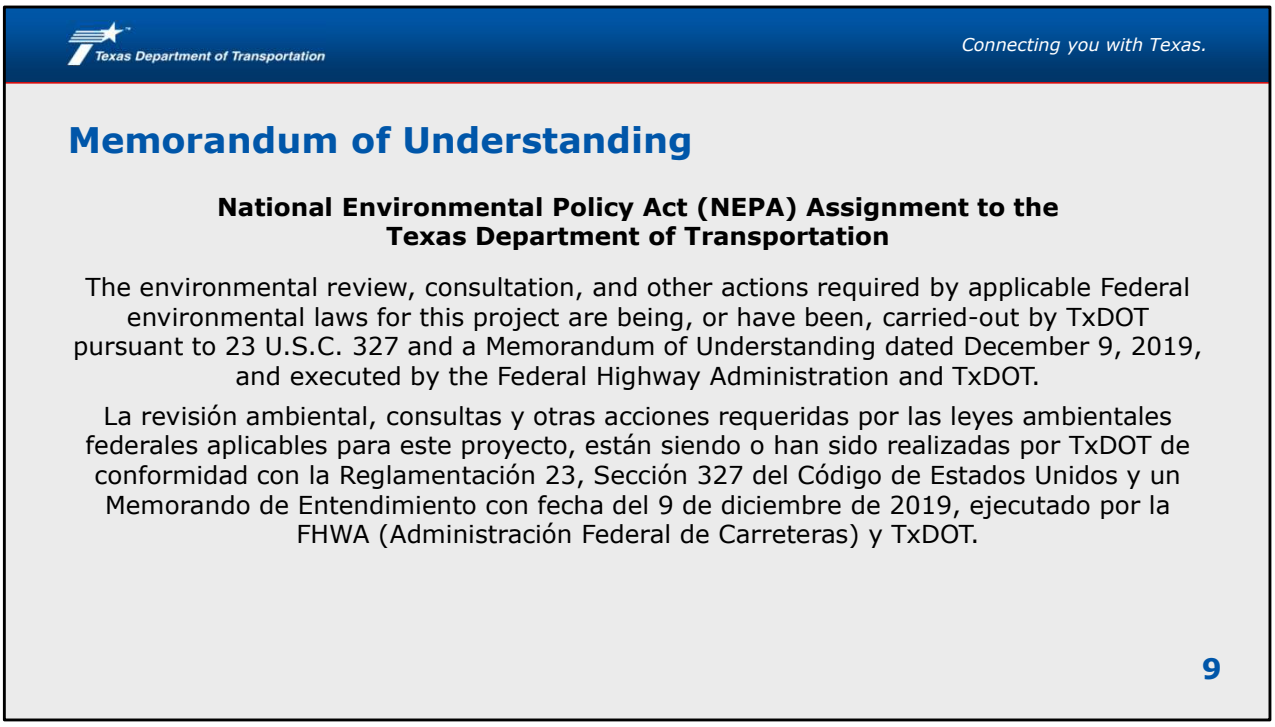
Conceptual Roadway Footprint



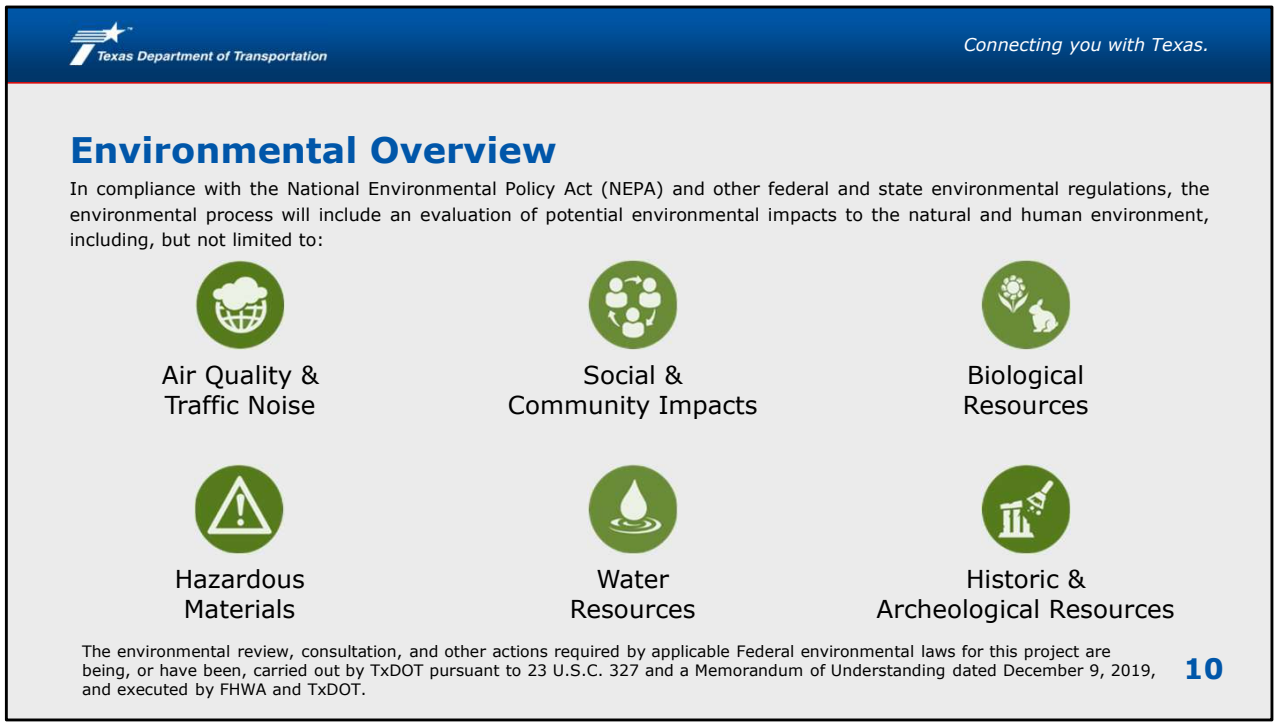
8

This slide shows a potential roadway footprint for the proposed project, including three major interchanges at US 87, US 277, and US 67; as well as three overpasses on local and state roads. It also includes a bridge overpass at the railroad as part of the US 67 Interchange. This will provide a high-speed alternative to travelling through downtown San Angelo.

Again, this alignment and footprint is conceptual, and may change within the project study area as a result of environmental constraints, public input, and other project needs.

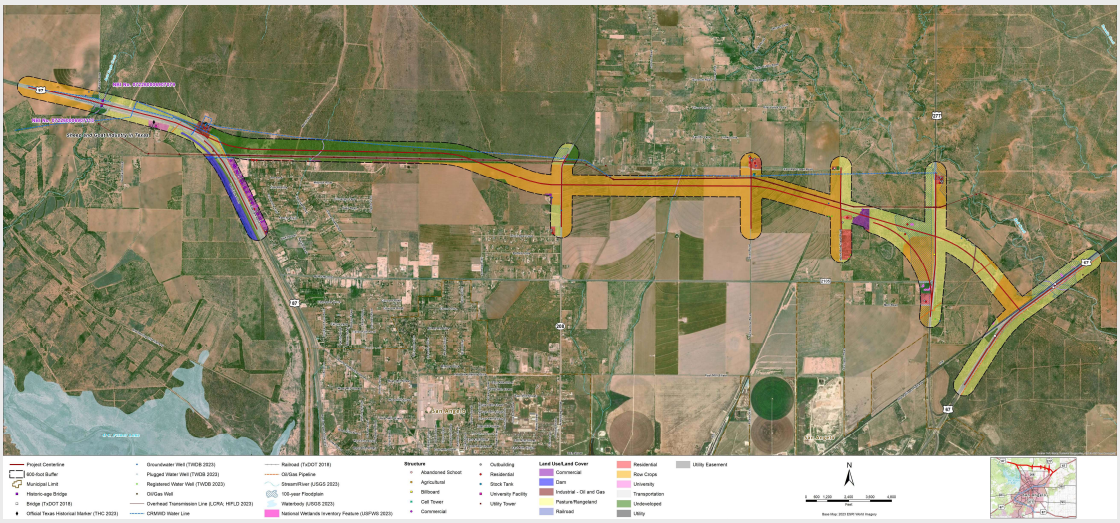


Prior to Dec. 16, 2014, the Federal Highway Administration, otherwise known as FHWA, reviewed and approved documents prepared under the National Environmental Policy Act (NEPA). However, on Dec. 16, 2014, TxDOT assumed responsibility from FHWA for reviewing and approving certain assigned NEPA environmental 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.



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

Environmental Constraints



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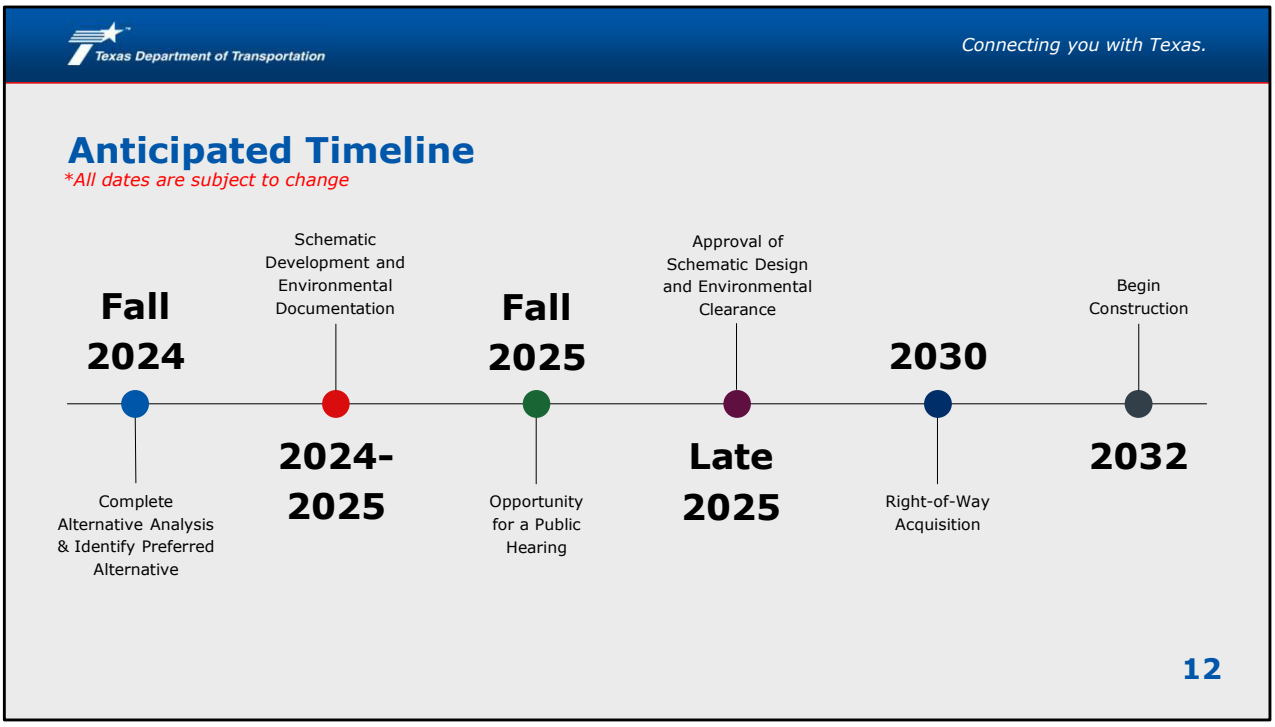
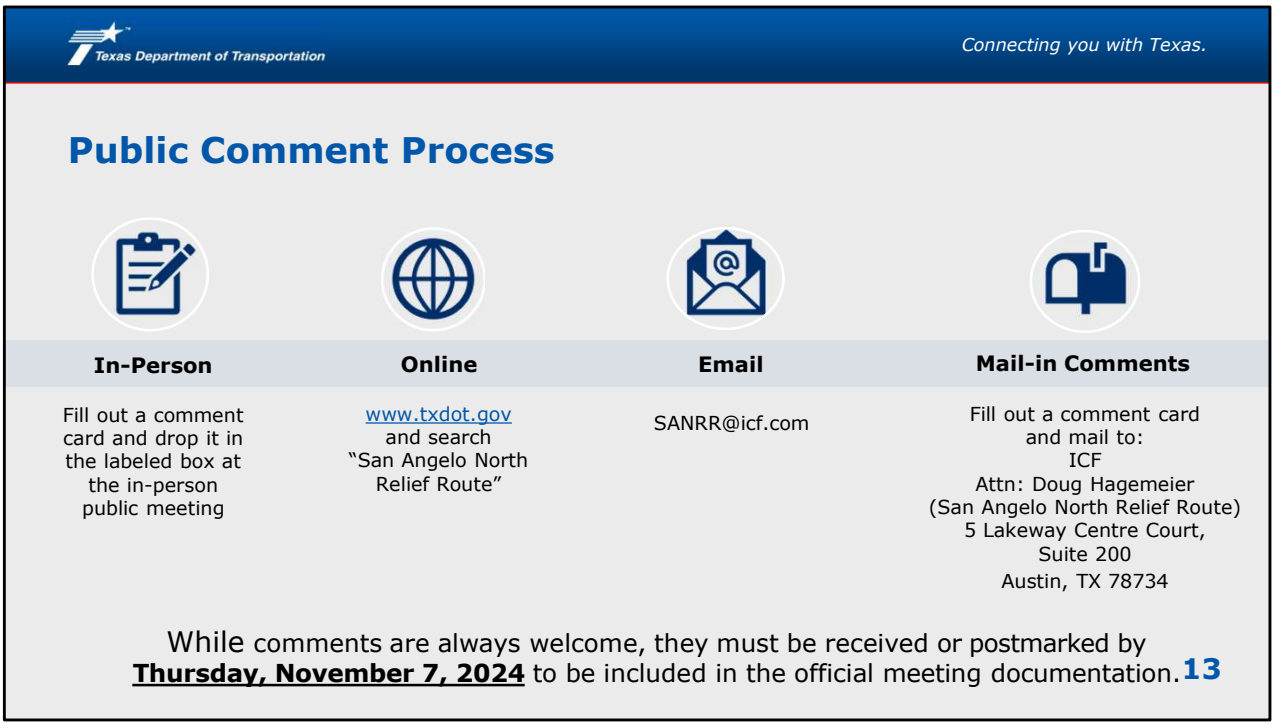
The study area utilized to create the environmental constraints map was developed based on the inclusion of the conceptual relief route north of San Angelo. Note that the study boundary does not indicate proposed right of way. A desktop analysis resulted in the identification of high-level potential 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, keyword search "San Angelo North Relief Route".

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 various man-made and natural features such as large utility lines, historic bridges, and wetlands. For example, the bright blue areas are water features.

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



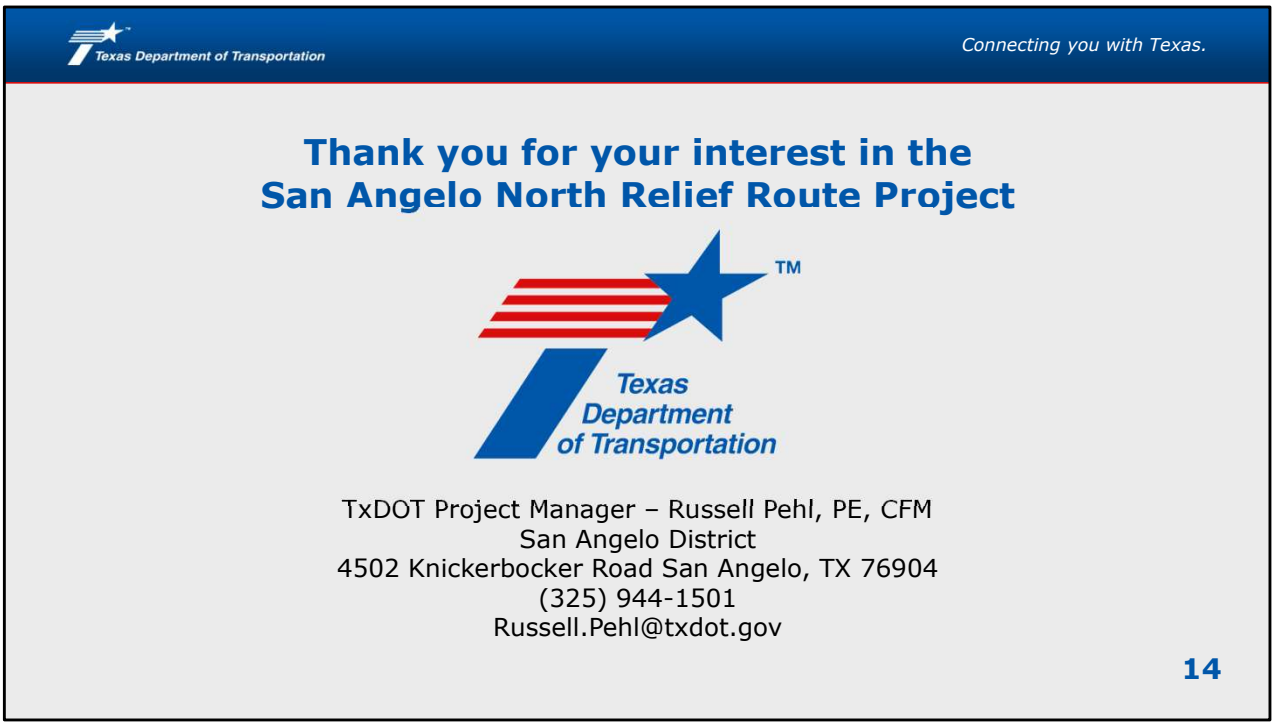
This slide shows the anticipated milestones for project development. All dates are estimated and are subject to change.



Comments can be submitted by the following methods:

- Submitting your comment online by visiting www.txdot.gov and searching "San Angelo North Relief Route",
- Emailing your comment to SANRR@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 Thursday, November 7, 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 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. Please remember to submit comments by November 7, 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.