



I-20 Texas Corridor Study – West Working Group Evaluation Meeting – Summary

Date: October 19, 2021

Time: 9:30 am – 12:00 pm

Location: Microsoft Teams

Attendees: *West Working Group*

Judge Debi Hays – Ector County (Chair)

Judge Kathryn Wiseman – Howard County

Nate Southard, Director of Operations – Tom Green County

John Medina, Assistant City Manager – City of Big Spring

Cameron Walker – Permian Basin MPO

E’Lisa Smetana – Abilene MPO

Eric Bruntmeyer – Abilene Chamber of Commerce

John Osborne – Ports-to-Plains Alliance

Scott Scheffler – Permian Road Safety Coalition

Justine Ruff – Midland International Air & Space Port

Peter LeCody – Texas Rail Advocates

Patrick Mayers – CHEVRON

Kayleigh Dunn – CHEVRON

Tyler Graham – Palo Petroleum

Rhonda Reed – Bird Electric Enterprises

TxDOT Districts

Glenn Allbritton – Abilene District

Elias Rmeili – Brownwood District

Jason Scantling – Brownwood District

Lisa Tipton – Brownwood District

John Speed – Odessa District

Chad Windham – Odessa District

Robert Ornelas – Odessa District

Rick Betancourt – Odessa District

Gene Powell, PIO – Odessa District

TxDOT

Bill Hale – Chief Engineer

Cary Karnstadt – TPP

Loretta Brown – TPP

Caroline Mays – TPP

Lorena Echeverria de Misi – TPP

Jessica Butler – TPP

Annie Sikes – TPP

Geena Maskey – TPP

Roger Beall – TPP

Giacomo Yaquinto – TPP

Aisa Showery – TPP

Lance Simmons – Engineering and Safety Operations

Study Team

Nishant Kukadia – Jacobs

Dan Seedah – Jacobs

Nair Barrios – Jacobs

Adriana Torcat – Jacobs

Travis Norton – Jacobs

Stephanie Lind – Jacobs

Felipe Dias – Jacobs

Lynda Rife – Rifeline

Lorenzo Long – Rifeline

Jennifer Patterson – K-Strategies

Danielle Hightower – K-Strategies

- Agenda:
- 1) Safety Minute
 - 2) Welcome and Introductions
 - 3) West Working Group Chair
 - 4) Previous Activities
 - 5) Corridor Conditions
 - 6) Corridor Issues Workshop
 - 7) Break
 - 8) Corridor Resilience Workshop
 - 9) Committee Discussion and Questions
 - 10) Three Month Look Ahead and Next Steps

- Attachments:
- Attachment A – West Working Group Evaluation Meeting Summary
 - Attachment B – Action Items
 - Attachment C – West Working Group Evaluation Meeting Presentation
 - Attachment D – Mentimeter Results
 - Attachment E – Roll Call

Attachment A – Meeting Summary

Lorena Echeverria de Misi, Corridor Branch Planning Manager at TxDOT, welcomed everyone to the second West Working Group meeting and introduced herself and her role within TxDOT. She said she was looking forward to a meaningful discussion and thanked everyone involved for their time and effort. This study is the first end-to-end study for the 635-mile long I-20 Corridor, which is critical for statewide connectivity and movement. Connectivity is very important for a state as big as Texas because each region has a role to play. She thanked everyone again for their participation and willingness to contribute. Then, she passed it to Nishant Kukadia (Jacobs) to present the Safety Minute.

Safety Minute (Nishant Kukadia – Jacobs)

Nishant Kukadia (Jacobs) welcomed everyone to the virtual meeting before presenting a Safety Minute on distracted driving. Then, he passed the presentation back to Lorena Echeverria de Misi (TxDOT) to briefly go through the meeting agenda and some virtual meeting ground rules. Next, Lorena asked Caroline Mays, Director of Freight, Trade, and Connectivity Section at TxDOT, to begin introductions before going through the working group roll call.

Welcome and Introductions (Caroline Mays and Lorena Echeverria de Misi – TxDOT)

Caroline Mays (TxDOT) introduced herself and her role within TxDOT before introducing Judge Debi Hays (Ector County) as the West Working Group Chair. She said Judge Debi Hays (Ector County) has been instrumental in TxDOT efforts over the years as she also led the Permian Basin Regional Freight Plan.

Judge Debi Hays (Ector County) thanked Caroline for her kind words and said leading a group of professional individuals and great leaders and standing next to them is a privilege for her. Next, she briefly went through her background. She grew up in the Metroplex and lived right off of where I-20 is now in Arlington. She lived there before I-20 ran through that entire area. From her back door, she could walk into a field and go quail hunting. That was back in the 1970s. She is amazed at how TxDOT has made transportation improvements across the state of Texas in a relatively short amount of time. She encouraged the working group members to think of ways to make I-20 safer, provide opportunities to improve their communities and examine strategies to support future growth. She also gave everyone on the call her cell phone number and encouraged working group members to reach out to her to share their ideas, enthusiasm, and concerns.

Caroline Mays (TxDOT) thanked Judge Debi Hays (Ector County) for her remarks and said she is looking forward to working with her again. Then, she recognized all of the TxDOT District Engineers on the call and moved on to Lorena Echeverria de Misi (TxDOT) to start the working group roll call.

Lorena Echeverria de Misi (TxDOT) completed the working group roll call and passed it to Judge Debi Hays (Ector County) to deliver the mission statement.

West Working Group Chair (Judge Debi Hays – Ector County)

Judge Debi Hays (Ector County) conveyed the study's mission statement to the Working Group members. Nishant Kukadia (Jacobs) clarified that "multimodal," "resiliency," "economic development," and "Texas and beyond" were added to the mission statement after the Working Group's comments from the last meeting. Having no additional comments from the Group, the meeting moved on to the next agenda item.

Previous Activities – Working Group Input (Nishant Kukadia – Jacobs)

Nishant Kukadia (Jacobs) presented and discussed the following topics:

Recap of Previous Activities

Previous Studies Overview

Answer Recap: In 2050, what do you want I-20 to look like?

Answer Recap: Where are there safety concerns along I-20?

Answer Recap: Ranked Priorities for the Future of the I-20 Corridor

Glenn Allbritton (TxDOT – Abilene District Engineer) said the US 84 Roscoe Interchange improvements were completed in August 2021 and should be launching soon.

Corridor Conditions – Population and Traffic Forecasts (Nishant Kukadia – Jacobs)

Nishant presented and discussed the following topics:

Share of Study Segment Population 2020

Study Segment Population Forecasts: 2010-2050

Population Forecasts: 2020-2050

Corridor Traffic Volumes and Truck Percentages: 2019

West Segment Current Traffic and Truck Percentages: 2019

Corridor Projected Traffic Volumes and Truck Percentages: 2050

West Segment Projected Traffic and Truck Percentages: 2050

Caroline Mays (TxDOT) asked if any information on the “West Segment Current Traffic and Truck Percentages: 2019” slide was surprising to working group members. Judge Debi Hays (Ector County) said she was both surprised and not surprised. During the 2018-2019 timeframe, traffic would sometimes be at a complete standstill through where a 53-56% proportion of truck traffic is marked on the map towards the west side of the segment. Cameron Walker (Permian Basin MPO) said he agreed. The interchanges were stacked up so much that the District extended the access ramp lengths to allow more queuing space. An example is between Midland and Odessa at FM 1788. That bridge was always stacked up going over I-20, and the off-ramps were dangerous at times because trucks were in the path of moving vehicles in the right lane.

Judge Kathryn Wiseman (Howard County) said Howard County looks like it is marked as Mitchell County on the map. Caroline Mays (TxDOT) said the study team would double-check that and fix it.

Regarding truck percentages and overall volumes, John Speed (TxDOT – Odessa District Engineer) said it looks like traffic growth is not as consistent in Nolan County and the Sweetwater area compared to other areas along the corridor. He asked if there was a reason for that? Judge Debi Hays (Ector County) asked if it could be because of the sand hauling trucks coming from New Mexico. John Speed (TxDOT – Odessa District Engineer) said that certainly seems possible, but that same growth would be in Howard and Mitchell Counties, and it's not. Nishant Kukadia (Jacobs) said the west end high population growth could be a reason for the higher traffic growth. However, the energy sector's sand hauling is contributing more to the truck traffic. John Speed (TxDOT – Odessa District Engineer) said he would like to speak about it offline because he thinks that the growth in Howard and Mitchell Counties may not be accurate. Caroline Mays (TxDOT) said the study team would follow up with him after the meeting.

Judge Kathryn Wiseman (Howard County) said the Ports-to-Plains Corridor is pushing for an extension of I-27 from Lubbock through Big Spring and beyond. Any ten- to twenty-year projections need to consider that. She said they are hoping to relieve the traffic from I-35 and let people have an option to come through West Texas instead of East Texas. They are hoping to establish a huge corridor from Canada and beyond to Mexico.

Cameron Walker (Permian Basin MPO) said there had been many bridge strikes on the overpasses in the Midland-Odessa area and the entire western part of the corridor. Improvements to widen I-20 have remedied the situation, but it's a big issue when it happens, and it still does.

Corridor Conditions – Geometric Review (Nishant Kukadia – Jacobs)

Nishant Kukadia (Jacobs) presented and discussed the following topics.

Corridor: Percent of Ramps with Geometric Concerns per County

Geometric Review: West-Odessa Segment

Geometric Review: West-Abilene/Brownwood Segment

John Speed (TxDOT – Odessa District Engineer) said all of the locations in Reeves County are included in a study for a schematic redevelopment of I-20 in that area currently in early stages. Nishant Kukadia (Jacobs) said they would reach out to TxDOT to get more details on that study.

Glenn Allbritton (TxDOT – Abilene District Engineer) said a project in Nolan County has just been completed that addresses many of the ramps listed on the “Geometric Review: West-Abilene/Brownwood Segment” slide. The project finished about a month ago. Nishant Kukadia (Jacobs) said the study team would work with TxDOT to update that slide.

Eric Bruntmeyer (Abilene Chamber of Commerce) said he was surprised to see only one ramp of concern in Taylor County. He said multiple ramps need attention. He would love to drive the corridor in that area with a member of the study team. Nishant Kukadia (Jacobs) clarified that the ramps showed on the “Geometric Review: West-Abilene/Brownwood Segment” slide are just some of the ramps with major issues. He offered to share the full spreadsheet with Eric Bruntmeyer (Abilene Chamber of Commerce). Caroline Mays (TxDOT) said the district personnel on the call would love to discuss this in-depth and be more proactive in addressing those issues. Glenn Allbritton (TxDOT – Abilene District Engineer) said they are currently working on a schematic to take I-20 through Abilene to six lanes. The first public meeting will be in a couple of months.

In the chat, Cameron Walker (Permian Basin MPO) asked where the weigh station mentioned on the “Geometric Review: West-Abilene/Brownwood Segment” slide was. Nishant Kukadia (Jacobs) said it should be Howard County, but the study team will double-check and provide information. Judge Kathryn Wiseman (Howard County) said she doesn’t think they have a weigh station in Howard County. It was clarified that it was a rest area and not a weigh station.

Corridor Issues Workshop (Lynda Rife – Rifeline)

Nishant Kukadia (Jacobs) described the main areas of concern in the western segment. Then, he passed the presentation to Lynda Rife (Rifeline) to review some of the issues and get the working group’s feedback.

Lynda Rife (Rifeline) introduced the Corridor Issue Identification Tool and said they would start in Reeves County and head east along I-30. Then, she asked if there were any issues in the Reeves/Pecos/Ward area that should be discussed or added to the map. Nishant Kukadia (Jacobs) said the link to the tool was in the chat if the working group members prefer to add issues themselves.

John Speed (TxDOT – Odessa District Engineer) said that area is where the study through Pecos has been completed. That study will identify some additional details that might be of interest and encouraged the study team to obtain that information from TxDOT. Lynda Rife (Rifeline) thanked John Speed (TxDOT – Odessa District Engineer) for his comments and moved the discussion to the Crane/Ector area.

Judge Debi Hays (Ector County) said an area of concern is around I-20 and FM 866. There is going to be a new facility there and around Penwell. Another area of congestion is around the S Grant Avenue/ US 385 exit on I-20 in Odessa.

Cameron Walker (Permian Basin MPO) gave John Speed and the Odessa District kudos for installing barriers and medians along I-20. John’s efforts to improve safety in the region have prevented head-on collisions involving lane departures, which is a problem in the Permian Basin area. John Osborne (Ports-to-Plains Alliance) said they would appreciate a good interchange in the area where I-20 will connect to the future I-27 – not just stop signs or flashing lights.

Scott Scheffler (Permian Road Safety Coalition) asked how long the Stakeholder Input Tool would be open for comment. He missed the opportunity the first time. Nishant Kukadia (Jacobs) said until the end of the month officially, but it can be extended if needed. The study team would like to summarize the data for the Steering Committee Meeting on December 6th.

John Speed (TxDOT – Odessa District Engineer) asked if converting two-way frontage roads to one-way frontage roads would be addressed in most rural areas. Two-way frontage road conversions may still be the best solution for a lot of the access issues. He asked if the study team would provide recommendations and/or criteria to help guide that process as it moves forward. Nishant Kukadia

(Jacobs) confirmed that the study team would be analyzing the need for frontage roads conversion. John Speed (TxDOT – Odessa District Engineer) said the MPO and District are working with the Texas A&M Transportation Institute to do a resiliency evaluation for getting around major traffic crashes. The use of those frontage roads and lack of access to them may factor in. He suggested the study team connect with Cameron Walker (Permian Basin MPO) to get in touch with TTI to marry the findings.

Peter LeCody (Texas Rail Advocates) asked if the study team could overlay the Union Pacific rail line. Even though it doesn't operate on I-20, it parallels the corridor most of the way. There may be at-grade rail crossings that could be affected by high-centered trucks and buses that get stuck. He's not sure if the Rail Division has been working with the District on that yet. Nishant Kukadia (Jacobs) said the study team would look at that. Caroline Mays (TxDOT) said the Rail Division is working right now to improve at-grade crossings on other corridors in the region. Peter LeCody (Texas Rail Advocates) said major crossings on US Highways or state roads probably wouldn't be affected, but secondary roads need to be examined. Caroline Mays (TxDOT) agreed and said they would be looking at them from safety, mobility, and congestion perspectives.

Judge Kathryn Wiseman (Howard County) said Twin Eagle is transferring sand and gravel onto trucks in Howard County. The reroute of US 87 around the city has made the transition to I-20 difficult. She would like to see that transition become smoother. It's a big concern right now. Whatever helps Twin Eagle do business easier is a huge asset to Howard County. Judge Kathryn Wiseman (Howard County) said the map doesn't include the reliever route that ties US 87 to I-20, and it needs to be added because it affects traffic. Caroline Mays (TxDOT) said they would add it to the map.

Lynda Rife (Rifeline) moved the discussion to the Abilene/Brownwood area. E'Lisa Smetana (Abilene MPO) said there is much development going on along the SH 351 corridor. In addition to that, there have been some new businesses that have come in where I-20BL connects. An RFQ has been submitted for a study of that area because of traffic impacts. The areas around SH 322, SH 36, I-20BL, and FM 18 have much growth. The connections to I-20 in those areas will have a lot more traffic flow because of the businesses and development at those intersections. Eric Bruntmeyer (Abilene Chamber of Commerce) said the SH 322 interchange is a mess. The most dangerous part is at Pine and Cloverleaf. He understands it's tough against rail and bridge and going uphill, but it needs to be redone.

Nate Southard (Tom Green County) said connector routes are the main issue, specifically US 277 and SH 70 through Sweetwater and how those tie into I-20. Those need to be looked at in the future.

E'Lisa Smetana (Abilene MPO) said the City of Abilene is improving the rail line that runs along I-20BL. She's unsure if that will affect I-20 connections, but it might be worth speaking to the city.

Corridor Resilience Workshop (Nair Barrios – Jacobs)

Nair Barrios (Jacobs) presented and discussed the following topics.

- Resilience in Transportation Planning*
- Hazard Characterization Along the I-20 Corridor*
- Transportation Asset Identification Along the I-20 Corridor*
- Criticality of Assets Along I-20*
- Vulnerability of Assets Along I-20*

Discussion: What major disruptions have you observed along the I-20 corridor?

Twenty-one responses were received through Mentimeter during this discussion section. The complete list of responses is listed below and screenshots of Menti screens are included at the end of this document in Attachment D.

- Snow Storm
- Bridge strikes, ice on roads, snow on roads, flooding, traffic crashes, lack on/off ramps between Midland and airport

- Belly dumps losing loads
- 18-wheeler wrecks
- Accidents
- Construction
- Lane Closures from utility crossings causing traffic backups/accidents
- Construction
- Oversized loads
- Work zones
- Oversized loads blocking traffic
- Bridge hits, accidents, barriers hit, overturns
- Lack of truck parking
- DPS could help alleviate some backup situations by permitting guided turnarounds to the frontage roads where possible
- Traffic backed up onto exit ramps and into traffic lane
- Oil spills or other spills
- Truck stuck on humped rail crossings
- Flooding of roadways (for example east of Stanton)
- Low clearance bridge
- Fires

Nair Barrios (Jacobs) asked for elaboration on “Lane closures from utility crossings causing traffic backups/accidents.” Chad Windham (TxDOT – Odessa District) said it typically happens when power lines need to be crossed aerially. Those usually require lane closures or full closures, which sometimes cause issues.

Nair Barrios (Jacobs) asked for elaboration on “Belly dumps losing loads.” Scott Scheffler (Permian Road Safety Coalition) said that relates to sand hauling and dropping of the sand. Gene Powell (TxDOT – Odessa District PIO) said it’s not just sand. A belly dump is any large vehicle that gets rid of its load from underneath. It can be different raw materials.

Nair Barrios (Jacobs) asked for an example of “Hazmat cleanup.” Gene Powell (TxDOT – Odessa District PIO) said it could be similar to belly dumps. If they lose a hazardous load, which is possible, or any crash that causes a diesel spill or any kind of material. There are many chemicals used in oil field production, and some of them require Texas Commission on Environmental Quality (TCEQ) involvement during cleanup.

Nair Barrios (Jacobs) asked the working group members to input specific places related to flooding in the Corridor Issue Identification Tool after the meeting. John Speed (TxDOT – Odessa District Engineer) said the drainage and flooding design criteria originally used when I-20 was constructed began to deteriorate the further west you go. It’s not what you would expect to see. Many areas on frontage roads were designed to allow water to go across the road, even though it doesn’t have any place to go once it gets there.

Discussion: What assets along the I-20 corridor do you consider the most critical?

Eighteen responses were received through Mentimeter during this discussion. The complete list of responses is listed below and screenshots of Menti screens are included at the end of this document in Attachment D.

- One way frontage roads
- Changeable message signs
- Widening to 3 lanes
- Connections between IH 20 and other major freeway types
- High load detection equipment
- North-South connections to the corridor and connections to local areas
- Rebuild entire corridor to current design standards
- Safer rest areas
- More safety at safety areas
- Need more truck parking
- Parking/crossing prevention between main lanes and service roads
- Need more lanes
- Truck Parking
- Need more capability on I-20
- Durable road surface
- Some states have numerical counters of remaining available truck parking at next two rest areas
- Head on crash/crossing main lanes prevention fencing
- What about painting large chevrons on the road surface indicating the direction of travel?

Nair Barrios (Jacobs) asked for elaboration on “Safer rest areas.” Gene Powell (TxDOT – Odessa District PIO) said part of the issue with rest areas is more along the lines of truck parking. Trucks are parking in unauthorized locations. He hasn’t seen it a lot along I-20 in the Odessa District, but it does happen. People park on the right-of-way and sleep. The entering and exiting of the road become an issue because it is unexpected for other motorists. Judge Debi Hays (Ector County) agreed with Gene’s remarks. She said they have issues with truck parking around Loop 338, SH 335, and I-20. It is especially hazardous in West Odessa, where school buses are using those routes.

Nair Barrios (Jacobs) asked for elaboration on “Parking/crossing prevention between main lanes and service roads.” Patrick Mayers (Palo Petroleum) said this is a big issue between Loop 250 in Midland and FM 1788. When there are disruptions on the main interstate lanes, motorists make their own ramps to get off the highway.

Nair Barrios (Jacobs) asked for elaboration on “Widening to 3 lanes in each direction.” John Speed (TxDOT – Odessa District Engineer) said that comment falls back to the study in Ector and Midland Counties. Scheduled construction projects are expected to start happening in other areas soon.

Nair Barrios (Jacobs) asked for elaboration on “North south connections to the corridor and connections to local areas.” E’Lisa Smetana (Abilene MPO) said this goes back to issues in Abilene with one-way and two-way frontage roads. Many people use I-20 to access the Expo Center and some other facilities in town.

Nair Barrios (Jacobs) asked for elaboration on “Head on crash/crossing main lanes prevention crossing.” Patrick Mayers (Chevron) said he thinks TxDOT is doing a pretty good job of building prevention fencing, which blocks traffic from getting across and having head-on collisions. Those projects are currently being implemented now, and he thinks they are appropriate.

Nair Barrios (Jacobs) asked for elaboration on “Durable road surfaces.” Patrick Mayers (Chevron) said they see a lot of concrete road surfaces in the Metroplex area that seems to be much more durable than what is in West Texas. Those surfaces hold up better than asphalt with heavyweight vehicles.

Regarding head-on crashes, E'Lisa Smetana (Abilene MPO) said sometimes they have people entering the wrong ramp going the wrong way on I-20 because of two-way frontage roads. In this case, crossing the median isn't causing head-on crashes. It's because they are in the wrong lane of travel.

Discussion: What assets along the I-20 corridor do you consider the most vulnerable?

Eleven responses were received through Mentimeter during this discussion section. The complete list of responses is listed below and screenshots of Menti screens are included at the end of this document in Attachment D.

- Bridges
- Sections of 20 without frontage roads
- West Loop 250 EB exit ramp backups
- High traffic volume and lack of exit ramps for long distances
- No alternate east-west rail reliever routes
- FM 1788 exit ramp both directions
- Interchanges
- US 277 interchange with wind turbine movement
- Bridge over rail crossings
- FM 1936 exit and entry design
- Frontage road sections with flooding history

Nair Barrios (Jacobs) asked for elaboration on "US 277 interchange with wind turbine movement." E'Lisa Smetana (Abilene MPO) said US 277 carries many wind turbines. The wind turbine parts can't travel on just any roadway. The blades are too long. If the roadway gets shut down, it's hard to maneuver those wind turbines. It has to be a roadway that can sufficiently handle the weight and blade length. She said they have also had issues with them knocking out power lines.

Nair Barrios (Jacobs) asked for elaboration on "Frontage road sections with flooding history," specifically related to the recent snowstorm. Patrick Mayers (Chevron) said they had some unprecedented rains this year in Midland and thinks an area flooded just east of Loop 250 and I-20. It overflowed onto the service road. Gene Powell (TxDOT – Odessa District PIO) said he isn't aware of the exact location Patrick talked about since there is much flooding in different areas. They do have several projects planned between East Midland and West Odessa, about \$850 million worth, that will add main lanes in each direction and address a lot of the drainage issues. Nair Barrios (Jacobs) asked if which areas are more susceptible to storm issues. Patrick Mayers (Chevron) said there are a lot of cotton fields west of Big Spring between Big Spring and Stanton, where dust storms have happened in recent years. The interstate has been shut down before because of major dust storms, but he's not aware of any times in recent memory.

Corridor Resilience Workshop – Alternative Routes (Nair Barrios – Jacobs)

Nair Barrios (Jacobs) presented and discussed the following topics.

I-20 Alternative Routes

I-20 Alternative Routes – Connecting US Highways

Nair Barrios (Jacobs) asked if there are any other alternative routes closer to I-20 that the working group members take. John Speed (TxDOT – Odessa District) asked if I-20 BL routes were included. Nair Barrios (Jacobs) said I-20BL is included in their data, but it isn't included on the slide. It will be moving forward. Patrick Mayers (Chevron) said east of SH 158, going out of Midland and going over to Sterling City is a route between US 67 and I-20. John Speed (TxDOT – Odessa District) said SH 176 across Andrews, Martin, and Howard Counties. It's considered something of a parallel route; and SH 302 goes directly west out of Ector County and on over to US 285. In the chat, Cameron Walker (Permian Basin MPO) said, "Possibly SH 176 from NM to Big Spring. SH 176 goes through Andrews, Martin Co. SH 137 in Stanton (Martin Co)."

Discussion: What alternative routes have you used when there are closures on I-20?

Nine responses were received through Mentimeter during this discussion section. The complete list of responses is listed below and screenshots of Menti screens are included at the end of this document in Attachment D.

- SH 158 from Midland East
- US 180 and US 377
- US 176 toward NM
- SH 350 to US 180
- SH 176 from Big Spring West to Andrews
- SH 115 from Andrews to Kermit and Peyote
- SH 277 from Rober Lee Area to Abilene
- SH 302 out of Odessa
- SH 302 from Odessa to SH 285

Three Month Look Ahead and Next Steps (Lorena Echeverria de Misi – TxDOT)

Nair Barrios (Jacobs) said English and Spanish MetroQuest public surveys would open next Monday, October 25th. It will be used to gather information from the general public and remain open until December 2021. She asked the Working Group for their help in getting the word out. Information and promotional materials will be provided.

Lorena Echeverria de Misi (TxDOT) went over the study team's next steps and three-month look ahead. Judge Debi Hays (Ector County) thanked everyone for their time and encouraged the working group members to reach out to her to discuss anything directly. Caroline Mays (TxDOT) said they looked forward to seeing everyone at the next meeting before ending the call.

The meeting was adjourned at 11:50 am

Attachment B – Action Items

Action Items from meeting

DATE ID'd	ACTION ITEMS	PERSON(S) RESPONSIBLE	DUE DATE	COMMENTS
10/19/2021	Double-check Howard County is marked correctly on Corridor Conditions – Population & Traffic Forecasts maps	Study Team	TBD	Completed - Mitchell County label is off.
10/19/2021	Schedule a meeting with John Speed (TxDOT – Odessa District Engineer) traffic projections for Howard County, Mitchell County, and Nolan County (all vehicles and trucks) and compare with the other projections for surrounding areas.	Study Team	TBD	
10/19/2021	Follow-up with Robert Ornelas (Odessa District) and Chad Windham (Odessa District) for a copy of the study for the improvements in the City of Pecos.	Study Team	TBD	
10/19/2021	Follow-up with Glenn Allbritton (Abilene District) for a copy of the schematics for the improvements in Nolan County.	Study Team	TBD	
10/19/2021	Share West-Abilene/Brownwood geometric review ramp spreadsheet with Eric Bruntmeyer (Abilene Chamber of Commerce) and discuss ramp issues in Taylor County.	Study Team	TBD	Set up one-on-one. District staff to lead the conversation.
10/19/2021	Confirm if weigh station in Howard County exists and update the map	Study Team	TBD	Completed - It is a rest area
10/19/2021	Follow up with Scott Scheffler (Permian Road Safety Coalition) for input on the Issue Identification Tool.	Study Team	TBD	
10/19/2021	Connect with Cameron Walker (Permian Basin MPO) to discuss the resiliency study developed with Texas A&M and TTI.	Study Team	TBD	
10/19/2021	Follow-up with Peter LeCody (Texas Rail Advocates) review overlay of rail lines with I-20 and confirm at-grade rail crossings where high centered trucks and buses might get stuck.	Study Team	TBD	

DATE ID'd	ACTION ITEMS	PERSON(S) RESPONSIBLE	DUE DATE	COMMENTS
10/19/2021	Contact the City of Abilene to find out what improvements are in store for the rail lines close to I-20 and how/if they might impact the I-20 corridor.	Study Team	TBD	
10/19/2021	Add reliever route that ties US 87 to I-20 to maps	Study Team	11/01/2021	Completed
10/19/2021	Add I-20BL routes to maps for alternate routing	Study Team	11/01/2021	

Attachment C – West Working Group Evaluation Meeting Presentation

Attachment D – Mentimeter Results

What major disruptions have you observed along the I-20 corridor? (West Study Area)



Snow storm	18 wheeler wrecks	Construction
Bridge strikes, ice on roads, snow on roads, flooding, traffic crashes, lack of on/off ramps between Midland and airport	Accidents	Lane closures from utility crossings causing traffic backups/accidents
Belly dumps losing loads.	Construction	Hazmat cleanup



What major disruptions have you observed along the I-20 corridor? (West Study Area)



Oversized loads	Work zones	bridge hits, accidents, barriers hit, overturns,
Oversized loads blocking traffic	DPS could help alleviate some backup situations by permitting guided turnarounds to the frontage roads where possible	Oil spills or other spills
Lack of truck parking	Traffic backed up onto exit ramps and into traffic lane	Trucks stuck on humped rail crossings.



What major disruptions have you observed along the I-20 corridor? (West Study Area)



Flooding of roadways (for example east of Stanton)

Low clearance bridges

Fires



What assets along the I-20 corridor do you consider the most critical?



One way frontage roads

Connections between IH 20 and other major freeway type corridors

Rebuild entire corridor to current design standards

Changeable message signs

High load detection equipment

Safer rest areas

Widening to 3 lanes each direction

North south connections to the corridor and connections to local areas

More safety rest areas



What assets along the I-20 corridor do you consider the most critical?



Need more truck parking	Truck parking	Some states have numerical counters of remaining available truck parking at next two rest areas
Parking /crossing prevention between main lanes and service roads	Need mor capability on I-20	Head on crash/crossing main lanes prevention fencing
Need more lanes	Durable road surfaces	What about painting large chevrons on the road surface indicating the direction of travel?



What assets along the I-20 corridor do you consider the most vulnerable?



Bridges	High traffic volume and lack of exit ramps for long distances	Interchanges
Sections of 20 without frontage roads	no alternate east-west rail reliever routes	US 277 interchange with wind turbine movement
West Loop 250 EB exit ramp backup	FM1788 exit ramp both directions	Bridges over rail crossings



What assets along the I-20 corridor do you consider the most vulnerable?



Fm1936 exit and entry design

Frontage road sections with flooding history



What alternative routes have you used when there are closures on I-20?



SH158 from Midland East

SH 350 To US 180

SH 277 from Robert Lee Area to Abilene

US 180 and 377

SH176 from Big Spring West to Andrews

302 out of Odessa

176 toward NM

SH115 from Andrews to Kermit to Peyote

SH302 from Odessa to SH285



Attachment D – Roll Call