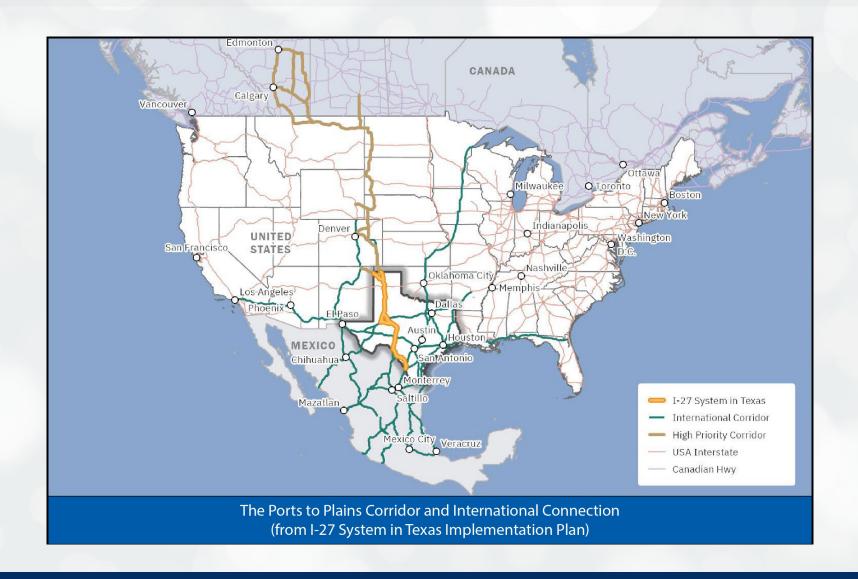
BALANCING ACCESS AND EFFICIENCY; CITY LOCATION STUDIES THAT DRIVE TRADE FORWARD



Terry G. McCoy, PE

I-27 System in Texas Implementation Plan



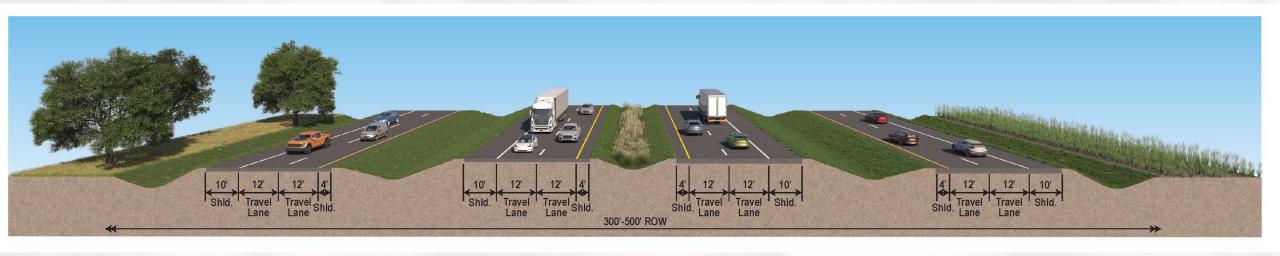
I-27 INTERSTATE STANDARDS

From I-27 System in Texas Implementation Plan

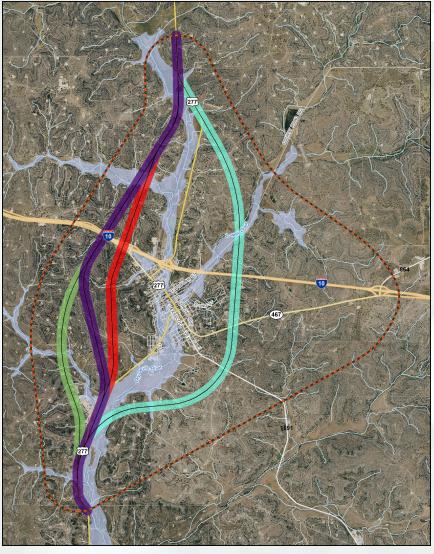
- "Full Control of Access"
- "No Driveways connecting to main lanes"
- "Entrance and Exit Ramps with deceleration and acceleration lanes"
- "No Stop signs or traffic signals on main lanes"

• Interstates of the Future

Interstate Typical Section with Frontage Roads



US 277 Sonora Safety Route Study



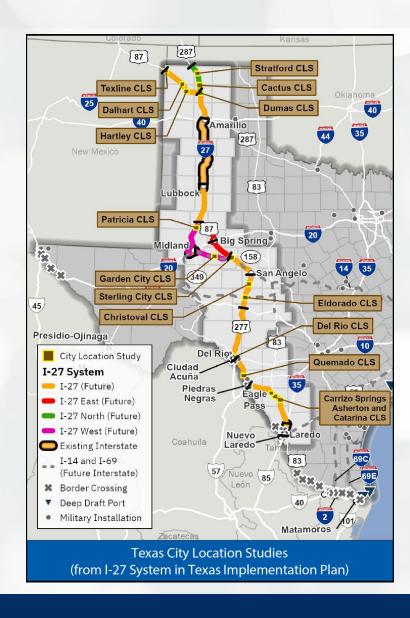
From TxDOT Public Meeting Exhibit, April 2020

CITY LOCATION STUDY (CLS)

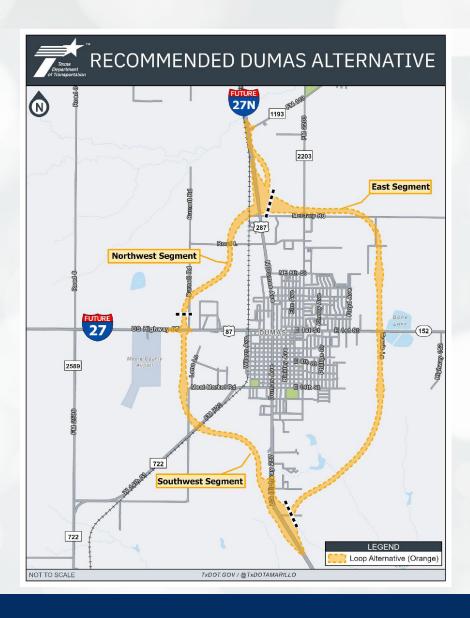
"City Location Studies are recommended around communities or environmental features where upgrading the existing facility to interstate standards may not be feasible or reasonable. The City Location Studies are expected to yield project recommendations, which will potentially modify the future implementation of the interstate upgrade projects. District should prioritize conducting City Location Studies in the near-term (0-4 years), barring any local sensitivities."

- From I-27 System in Texas Implementation Plan

IDENTIFICATION OF CITY LOCATION STUDIES



IDENTIFICATION OF CITY LOCATION STUDIES



CONTROL OF ACCESS RIGHTS

"Under the provisions of Section 203.034 of the (Texas) Transportation Code, abutting property owners are denied access to any new location, controlled access highway, unless there is a specific grant of access. Damages may not be claimed for denial of access to the new facility. The reasoning is that the owner cannot be damaged by losing something that he never had."

From TxDOT ROW Acquisition Manual

New Routes; I 10 in Texas Hill Country

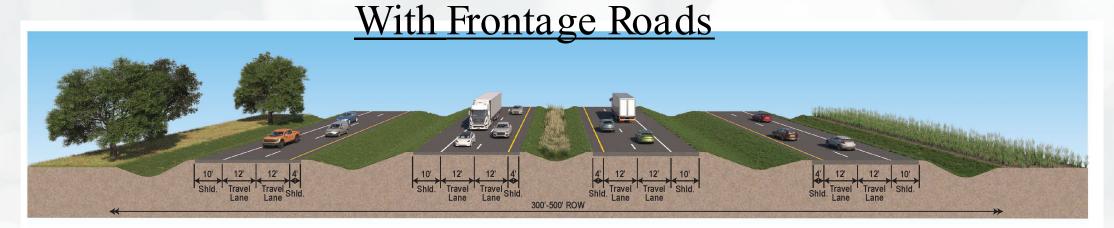


New Route Typical Sections

Without Frontage Roads

Vithout Frontage Roads

Vithout Frontage Roads



CLS QUESTIONS

Property Owners:

Loss of property

Displacement

Noise and air quality

Visual impacts

Bisecting property

Access

Property values

Business Interests:

Reduced traffic/loss of revenue

Too much traffic/loss of revenue

New route development potential

Special Interests:

Environmental (protected species, waters/wetlands, etc)

Cultural resources (historic & archeological)

Induced development

CITY LOCATION STUDY vs ROUTE STUDY





ENGINEERING

NON-ENGINEERING

CITY LOCATION STUDY; RAISING THE BAR



CLS; RAISING THE BAR

How?

- Tailored for each City
- Resources and Expertise
 - Project Manager
 - Planners with economic impacts proficiency
 - Corridor Planning Branch with TPP (Lorena)
 - > Statewide lessons learned from evaluations of relief routes in operation
 - Research Organizations
 - Professional Public Involvement Specialist
 - Engineers and Environmental Specialists

CLS; RAISING THE BAR; HOW? (continued)

- Coordination and <u>Two-Way</u> Communication
 - Local project Champion and Steering Committee
 - City Manager and Staff and Elected Officials
 - Economic Development Corporation
 - Potentially affected business owners
 - Potentially affected property owners
 - Community
- GOAL Comprehensive Understanding of Local Issues, Concerns, and Suggestions
- GOAL Transparency and Trust

CLS; RAISING THE BAR; HOW? (continued)

- Analyses
- Economic Development Opportunities
- Innovation
- Optimization Plans (in concert with Engi
- Model Impacts (Future Role of AI)
- Coordination and Two-Way Communicat

GOAL – Evaluation of Route Alternatives

GOAL - Preferred Route Identified



CLS; RAISING THE BAR; HOW? (continued)

GOAL – Approval of CLS

- TxDOT District Office
- TPP Division Corridor Planning Branch
- Citizen Committee

GOAL – Preservation of Corridor

GOAL – Advance CLS into Schematic and Environmental Phase

Driving City Location Studies Forward that Drive Trade Forward



Marble Falls seeks 'relief route' study



Traffic along U.S. 281 is a concern for Marble Falls residents and leaders, who hope the Texas Department of Transportation can provide some help with a 'relief route' in Burnet County. Pictured is the view of the U.S. 281 bridge from the parking lot of Starbucks at around 10:45 a.m. June 26, 2025. Staff photo by Dakota Morrissiey

Driving City Location Studies Forward that Drive Trade Forward

I-27 System in Texas Project Development Process

STAKEHOLDER INPUT

Planning Study 1-2 years

- Purpose and Need
- Environmental Setting
- Route Options
 Development, Evaluation and Screening
- Possible Identification of a Preferred Route Option(s)
- Stakeholder/Public Involvement

Environmental Study 1-3 years

- Build and No-Build Alternatives Analysis
- Schematic Development
- Environmental Effects
- Public Input Throughout
- · Environmental Decision

Right-of-Way Acquisition, Utility Relocations, and Final Design

1-3 years

- Offers and Negotiations with Property Owners
- Right-of-Way Acquisition
- Utility Relocations
- Detailed Design
- Plans, Specifications and Estimates
- Bid Ready

Construction

2-4 years

- Contract Award
- Construct Facility
- Open to Operations

Timeframes are estimates. Also, the timeframe to complete all phases of work are estimates and span approximately a total of 10-12 years.

Project Development Process (from I-27 System in Texas Implementation Plan)



QUESTIONS?

Thank you for consultations:

- TxDOT CRP: Mike Walsh, DE and Paula Sales-Evans, TPD
- TxDOT AUS: Mike Arellano, DDE, Heather Ashley-Nguyen, TPD and Megan Dutton, Advance Planning Engineer
- TxDOT LRD: Epigmenio Gonzales, DE and Roberto Rodriguez, TPD
- TxDOT TPP: Lorena Echeverria de Misi
- TxDOT ROW: Kyle Madsen, Director
- Rifeline: Lynda Rife, Public Engagement Specialist
- RK&K: John De Witt, *retired TxDOTSJT-TPD*

Terry McCoy tmccoy@rkk.com, 512-818-9554