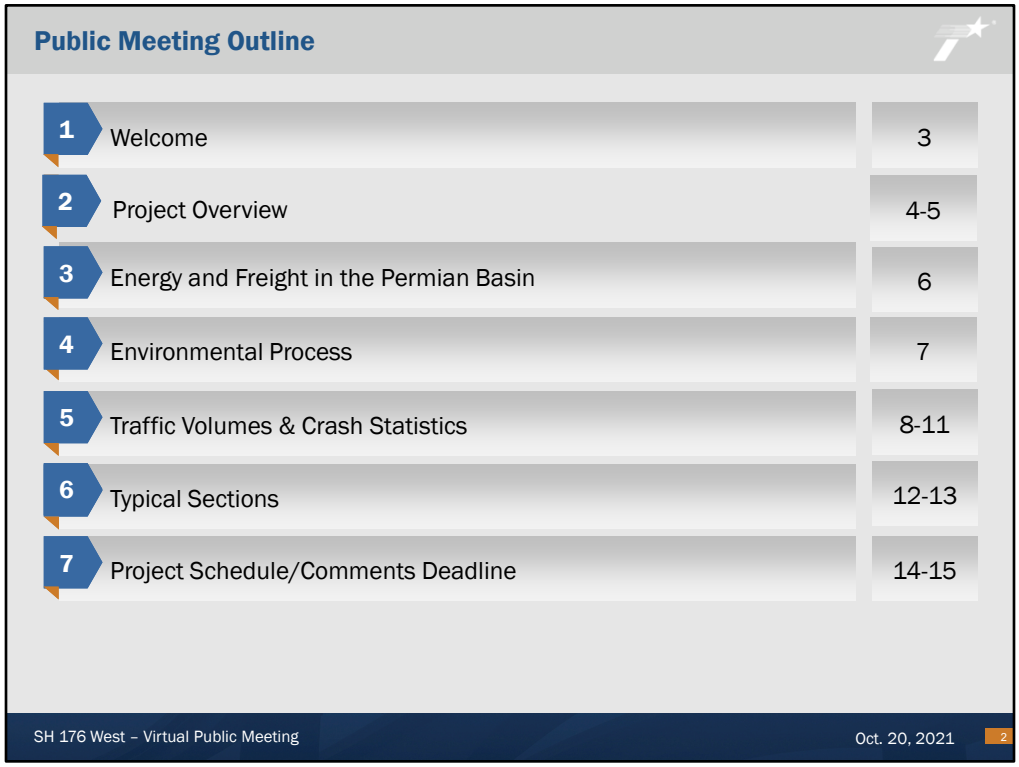
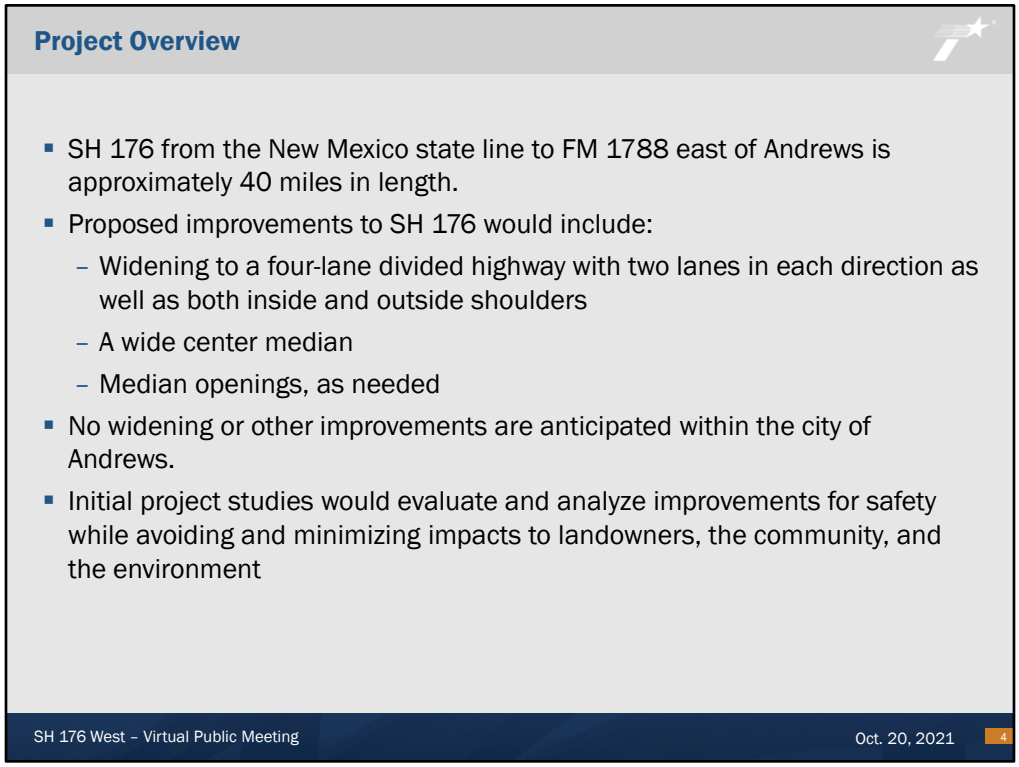
Welcome to the SH 176 West Virtual Public Meeting, which has been pre-recorded. We appreciate your interest and involvement in this project. Your input is critical to the project development process, and we look forward to receiving feedback and comments from you. This meeting will discuss the proposed improvement project from the New Mexico state line to FM 1788 east of the city of Andrews in Andrews County, Texas.



This presentation will discuss the project overview, the environmental process, traffic and crash statistics, project schedule, and feedback and comments deadline for this virtual public meeting.

Thank you for joining us. My name is Tracy Michel and I serve as part of the consultant team.

The purpose of this virtual public meeting, presented by TxDOT, is to share information and encourage comments from the public regarding the proposed SH 176 West improvement project.

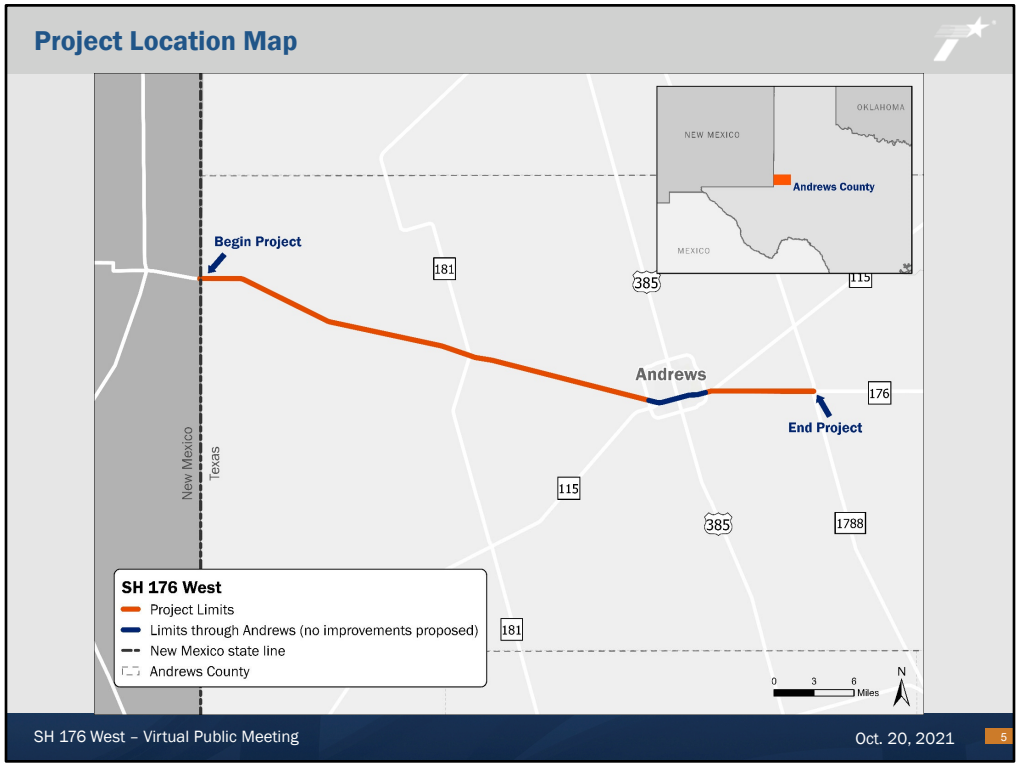


The project limits for SH 176 West are from the New Mexico state line to FM 1788 east of Andrews, and is approximately 40 miles in length.

TxDOT is proposing improvements to SH 176 that include widening to a four-lane divided highway with two lanes in each direction as well as both inside and outside shoulders, a wide center median, and median openings, as needed.

No widening or other improvements are anticipated within the city of Andrews.

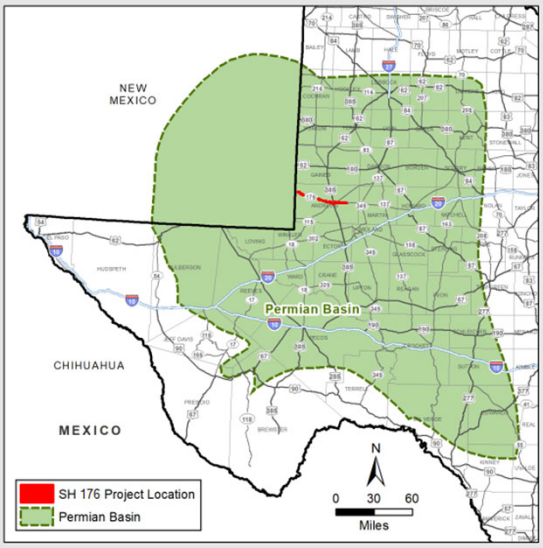
Initial project studies would evaluate and analyze improvements for safety while avoiding and minimizing impacts to landowners, the community, and the environment.



This slide shows the project location map.

Energy and Freight in the Permian Basin

- SH 176 was identified as a key energy and freight corridor.
- Increased population growth and growing oil & gas production have resulted in increased traffic numbers and oil & gas infrastructure development.
- The increase in traffic volumes, including truck traffic volumes, in addition to aging transportation infrastructure, have contributed to safety concerns along roadways within the Permian Basin.

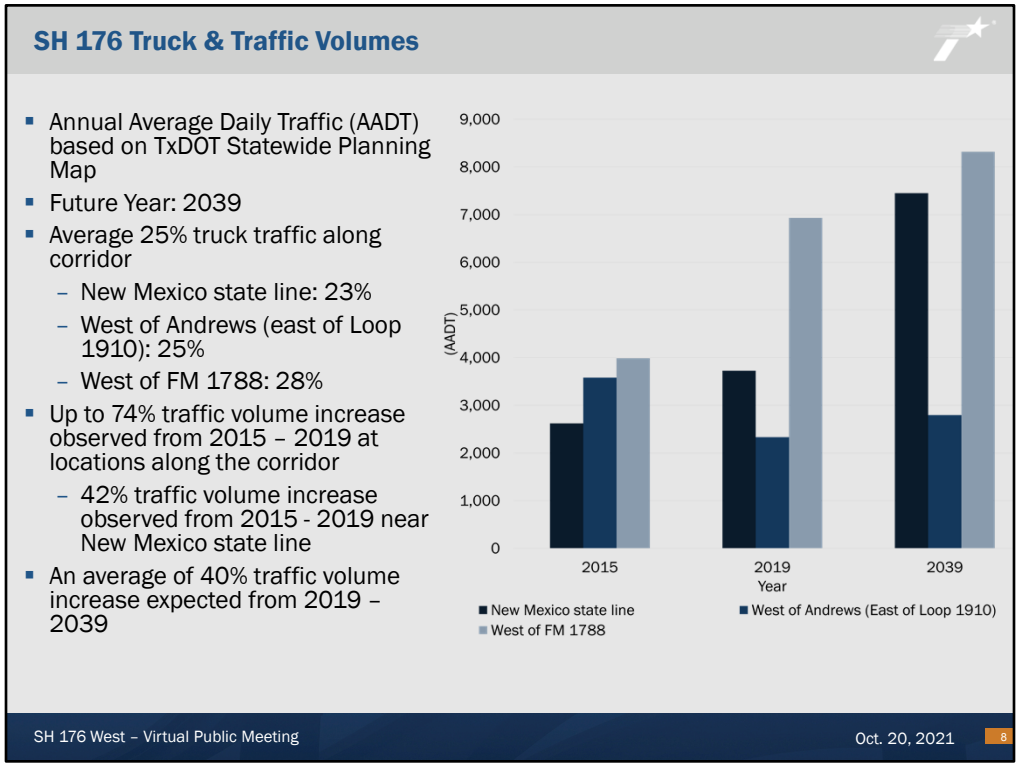


SH 176 West – Virtual Public Meeting Oct. 20, 2021 6

SH 176 was identified as a key energy and freight corridor. Within the Permian Basin, increased population growth and growing oil & gas production have resulted in increased traffic numbers and oil & gas infrastructure development. As a result, traffic volumes, including truck traffic volumes, have increased. The increased traffic volumes along with aging transportation infrastructure, have contributed to safety concerns along roadways within the Permian Basin.

As the project is being designed, environmental documentation will be prepared in accordance with the National Environmental Policy Act (NEPA).

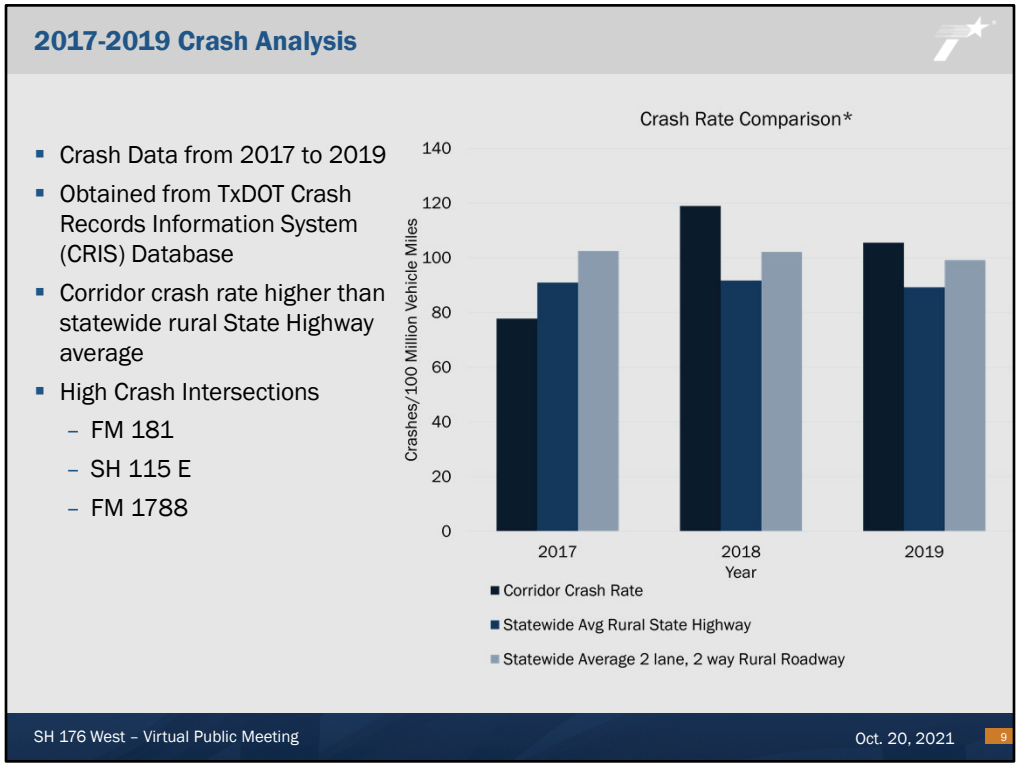
Air quality, traffic noise, social and community impacts, hazardous materials, biological resources, water resources, and historic and archaeological resources will all be analyzed for impacts during the environmental review.



Traffic volumes on SH 176 were analyzed using the TxDOT Statewide Planning Map and using years 2015, 2019, and 2039 for comparison. Up to a 74% increase in traffic volume was observed from 2015 to 2019 at locations along the corridor. A 42% increase in traffic volume was observed near the New Mexico state line.

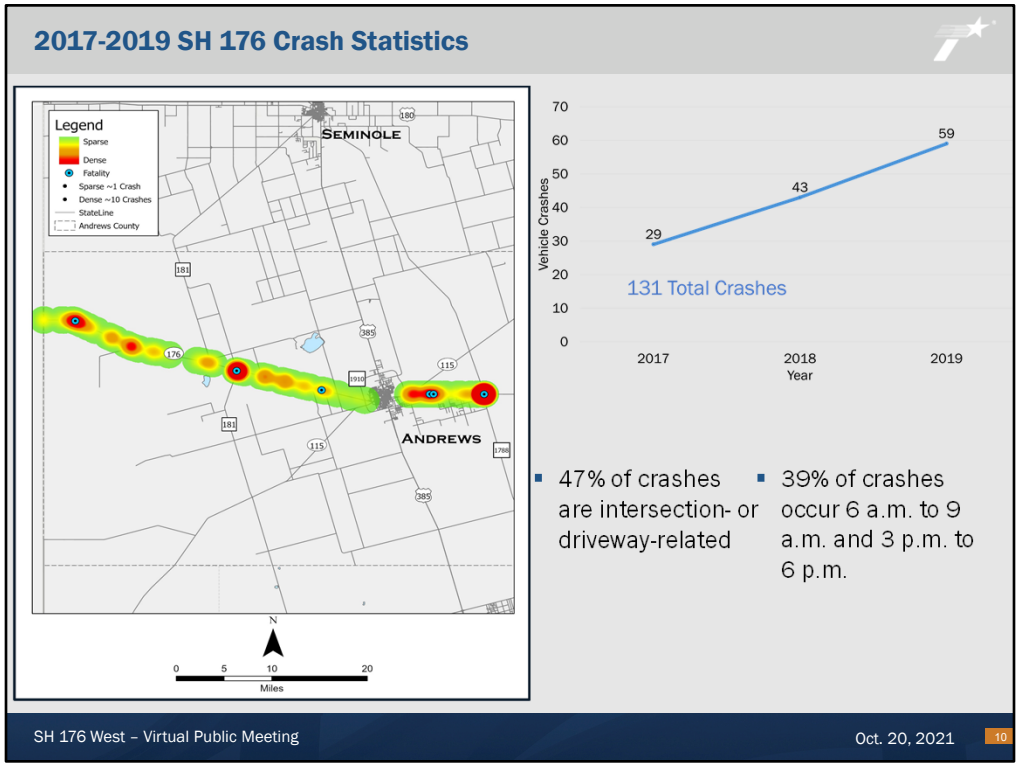
Traffic volumes are expected to increase an average of 40% along SH 176 between 2019 and 2039.

Truck traffic along the corridor accounts for an average of 25% of total traffic volume. At the New Mexico state line, truck traffic is 23%, west of Andrews is 25%, and west of FM 1788, truck volume is 28%.

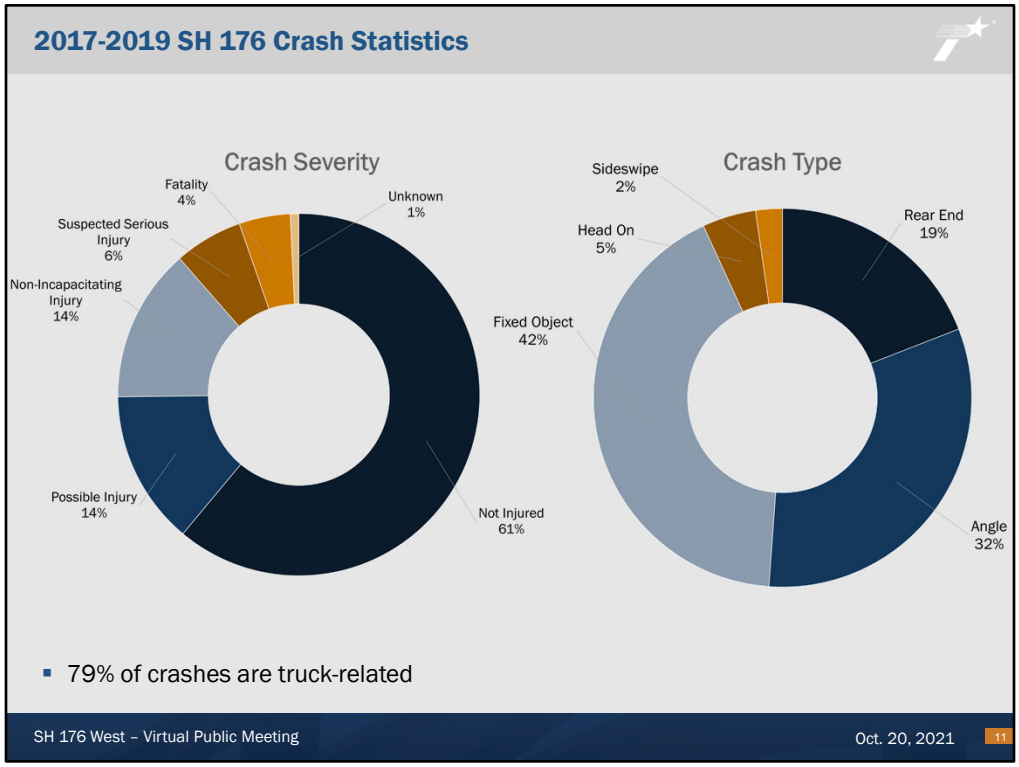


Crash data on SH 176 West were analyzed from 2017 to 2019. Data were obtained from the TxDOT Crash Records Information System Database.

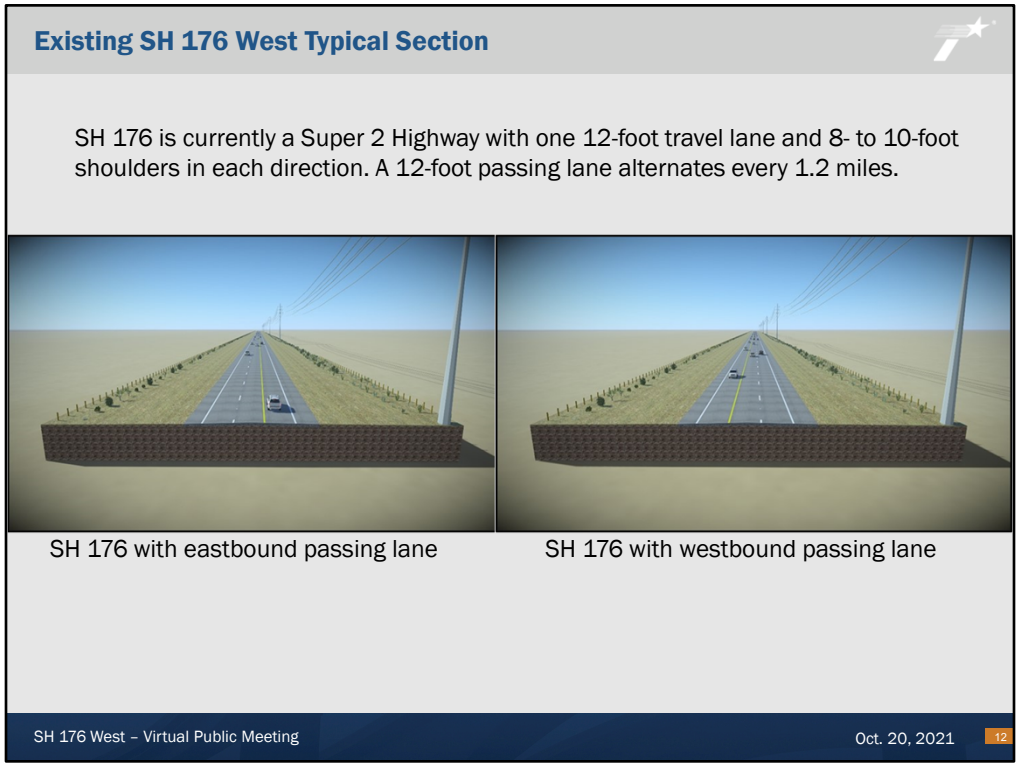
The SH 176 corridor crash rate is higher than the statewide rural State Highway average with high crash intersections at FM 181, SH 115E and FM 1788.



This illustration shows the crash density of SH 176. Vehicle crashes have steadily increased from 2017 to 2019 with 47% of crashes occurring at intersections or driveways. Thirty-nine percent of crashes occur 6 a.m. to 9 a.m. and 3 p.m. to 6 p.m. The blue dots on this map represent fatality crashes.



These graphics display the crash severity and crash type. Seventy-nine percent of crashes on SH 176 are truck-related. Sixty-one percent of crashes resulted in no injury. Six fatal crashes occurred. Angle crashes and fixed object crashes were most common.



Within the project limits, SH 176 is currently a Super 2 Highway with one 12-foot travel lane and 8 to 10-foot shoulders in each direction. A 12-foot passing lane alternates every 1.2 miles.

The illustration on the left depicts existing SH 176 with an eastbound passing lane. The illustration on the right shows SH 176 with a westbound passing lane.

The proposed typical section for SH 176 would be a four-lane divided highway with two 12-foot lanes in each direction.

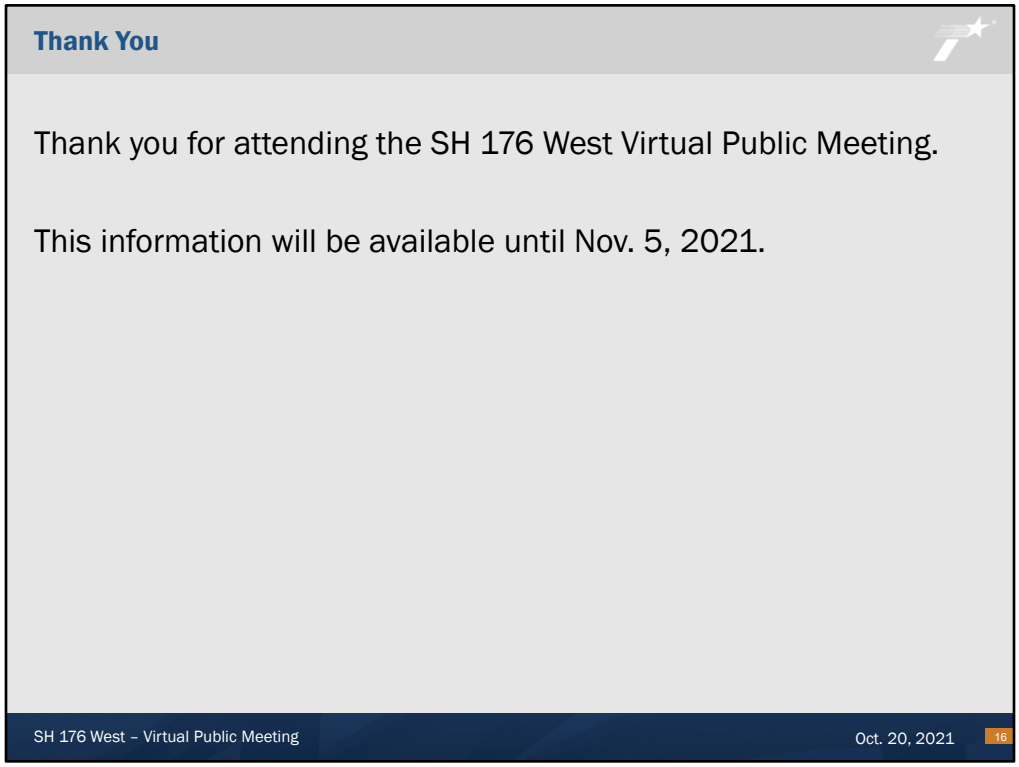
This slide shows the anticipated timeline for the SH 176 west project. Note, this schedule is subject to change. We are currently at the first public meeting for the project. Public input received will help to shape the project design. As the project design progresses, environmental analysis will be conducted. A second public meeting is anticipated in 2023 or 2024 to present the project progress and obtain additional public input on the project. The project design and environmental documents are anticipated to be completed in 2024. An opportunity for a public hearing will follow in 2025 to present the final project design and environmental findings. The final approval of the schematic design and environmental documentation is dependent upon project funding. Funding for the proposed project has not yet been identified.

The public may provide comments on the SH 176W project in the following ways:

1. You may fill out an online comment form available on the project web page.
2. You may leave a comment on the interactive map which may be accessed at: www.txdot.gov – Keyword search "SH176West" or
3. Email comments to SH176W@emailatg.com
4. Download the comment form from the website, print, and mail them to Garver, Attention SH 176W, 500 W. 7th Street, Suite 803, Fort Worth, Texas 76102.

All comments must be received or postmarked before Friday, November 5, 2021, which is 15 days from the beginning of the virtual public meeting. Comments received after this date will not be included in the official public record. Please ensure that your comment is received or postmarked by this date.

If you have any questions or need additional information, you may contact Clint Jumper, Project Consultant Engineer at (432) 200-8502 or by email at SH176W@emailatg.com.



Thank you for attending the SH 176 West Virtual Public Meeting. This information will be available until November 5, 2021.