WELCOME

RM 150: RM 150 West of Kyle to I-35
Aug. 2, 2018

Thank you for being here and for your interest in the RM 150 project. Please review exhibits, visit with the project team, and ask questions.

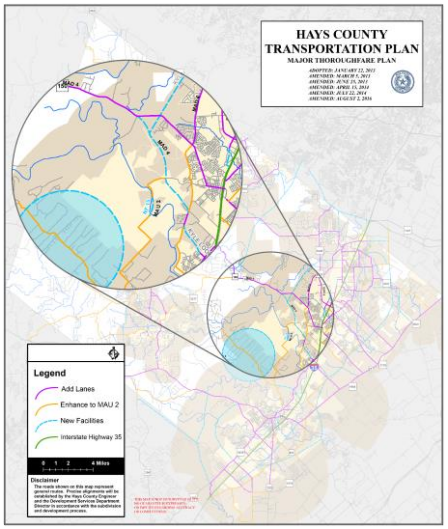
Your input and comments are valued. Please share comments by completing a comment card or emailing comments to: info@improve150.com

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 16, 2014, and executed by FHWA and TxDOT.

PROJECT HISTORY

2013

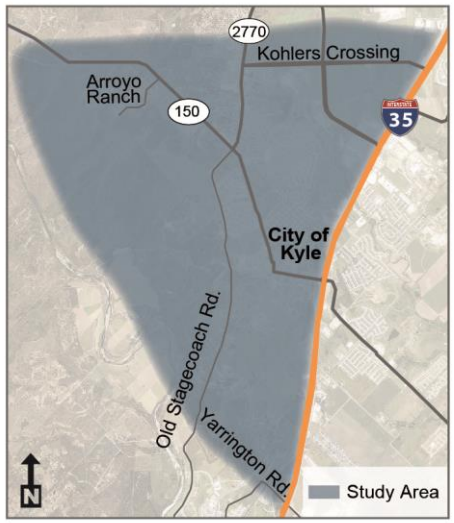
Hays County Transportation Plan identified need for RM 150 to be expanded to a four-lane divided road.



2014

One public meeting was held to introduce project and get input.

RM 150 Alignment Study began with a large study area to identify the preferred alignment location.

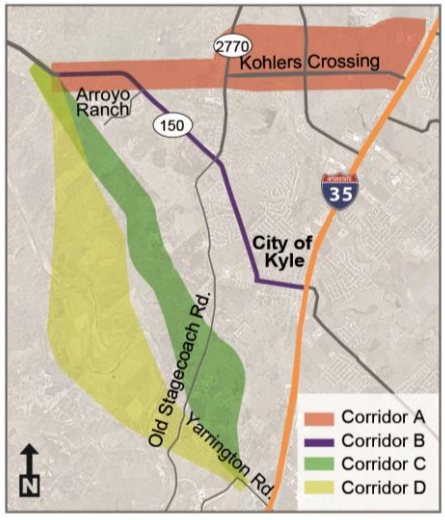


2015

Two public meetings were held, and four corridors were evaluated considering engineering review, environmental considerations, and public input.

Corridor Evaluation Report identifying preferred Corridor C was developed.

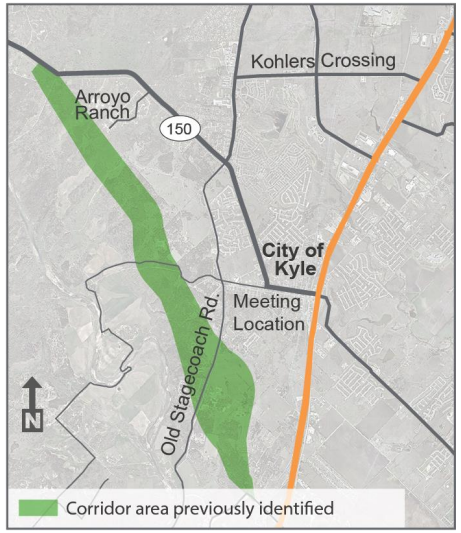
The County and TxDOT coordinated to identify roles, responsibilities, and funding of the environmental study.



2018

The environmental study is following the National Environmental Policy Act (NEPA) as an Environmental Impact Statement (EIS).

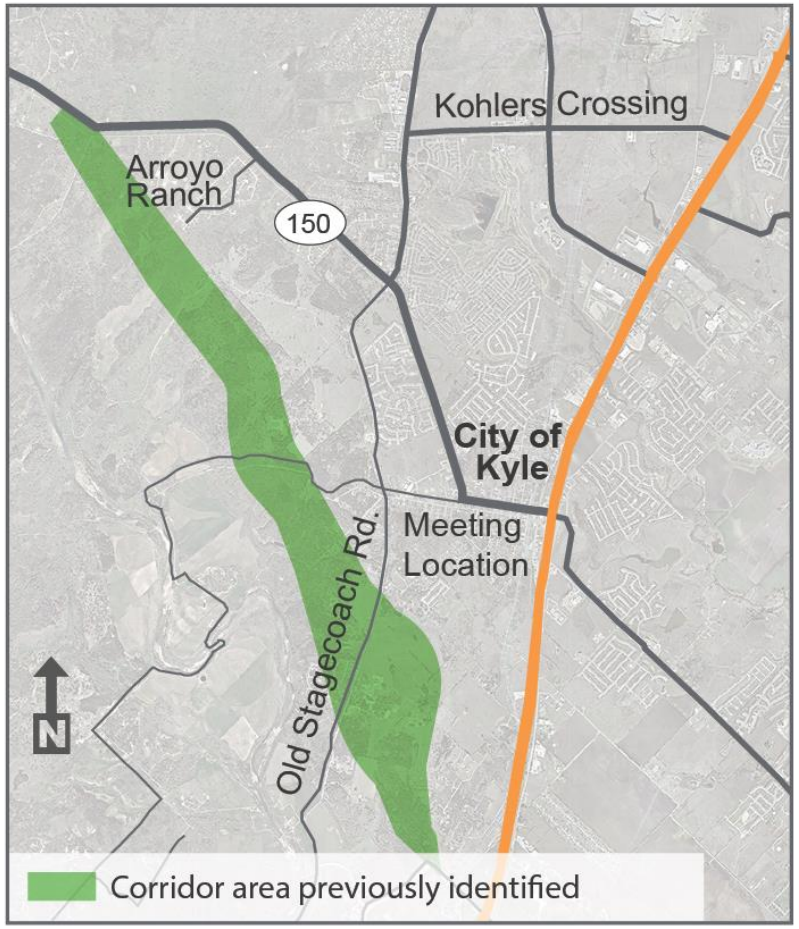
A Notice of Intent to prepare an EIS was published on July 18, 2018.



RM 150 CORRIDOR EVALUATION

Corridor C was identified as the Preferred Corridor, with the following considerations:

- Consistent with the Hays County Transportation Plan
- Provides the most feasible constructability
- Avoids impacts to business and public facility resources
- Allows for wider range of alternative alignments
- Best meets transportation needs of the study area
- Balances human and natural environmental impacts without inhibiting future growth and development of the community



Source: FM 150 West Alignment Study Corridor Evaluation Report

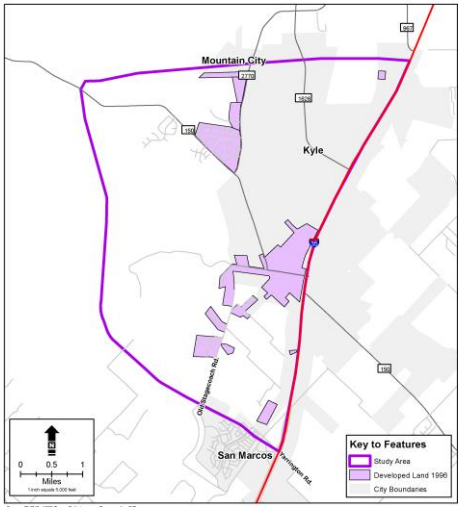
BACKGROUND

- RM 150 was originally built in 1956 to serve as a ranch to market road
- Significant development has occurred in the area since RM 150 was constructed
- The road has not been expanded to address how travel throughout the County has changed over time
- The nature and volume of travel continues to change with increasing development

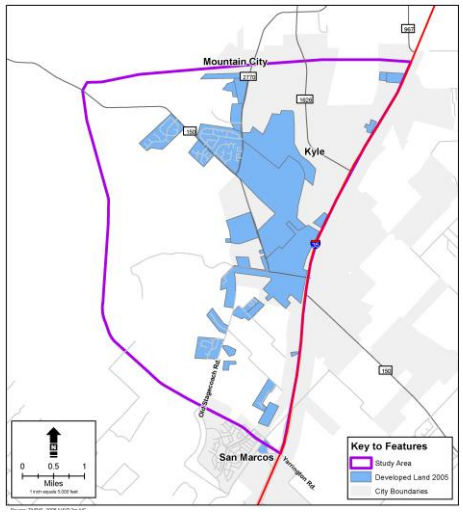
Development History

Planned Development

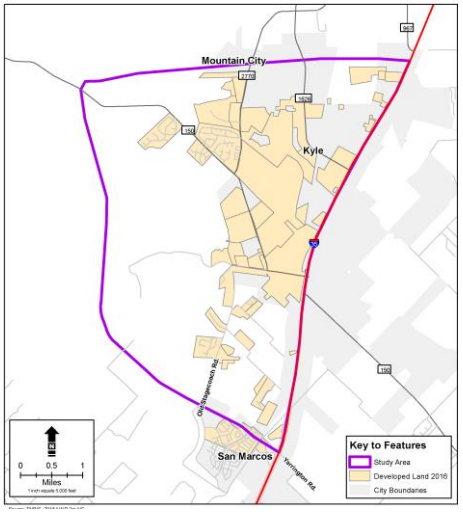
1996



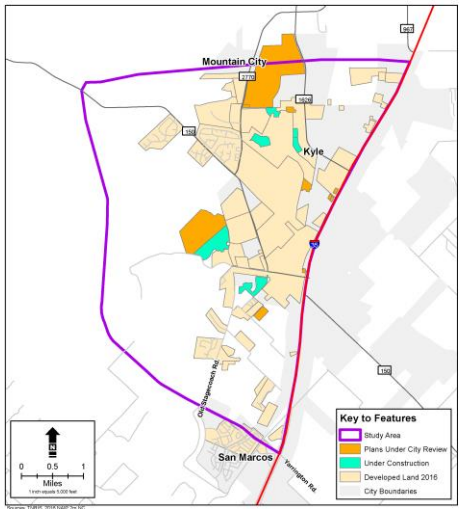
2005



2016



2018



Sources: Texas Natural Resources Information System (TNRIS), City of Kyle

Area Characteristics

Downtown Kyle

Center Street at UP Railroad

Center Street at UP Railroad

RM 150 at Rebel Drive

Rebel Drive at Roy Brooks Ave

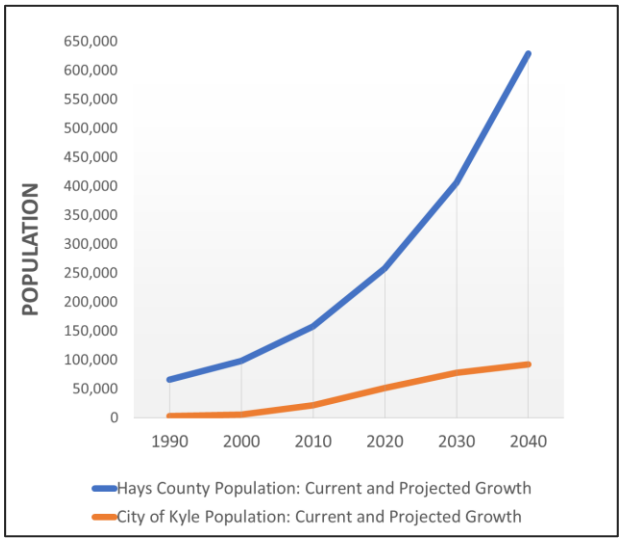
RM 150 near Halifax Ranch

PURPOSE AND NEED

The purpose of the proposed project is to relieve congestion and improve safety along the existing RM 150 facility from west of Kyle to I-35 and to provide additional links in the transportation network in this growing Central Texas region.

Congestion

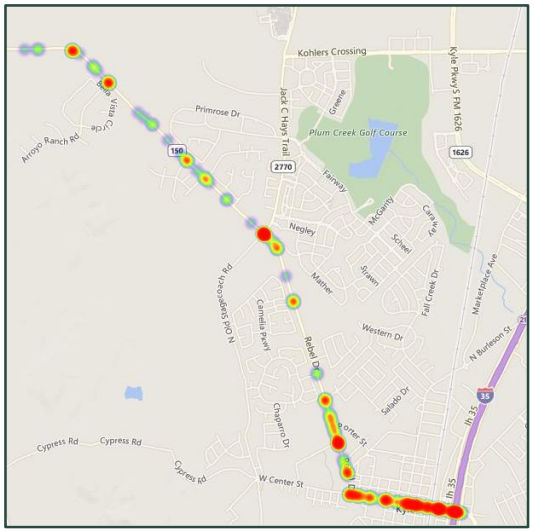
- Hays County grew 139% from 1990-2010, with a projected 300% from 2010-2040
- City of Kyle grew 864% from 1990-2010, with a projected 329% from 2010 to 2040



Source: Census Bureau, TWDB 2016 Water Plan, CAMPO 2040 RTP

Safety

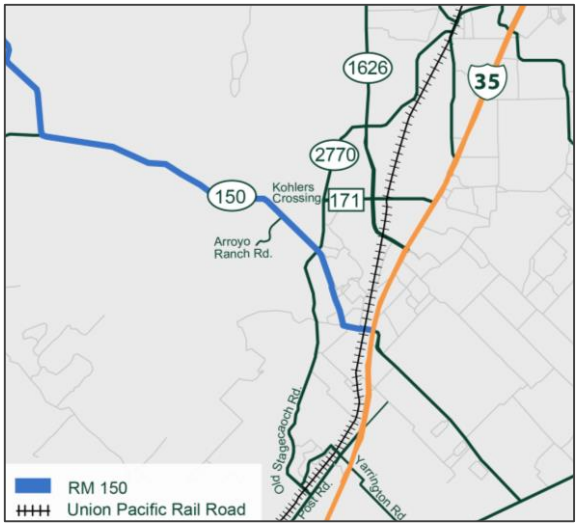
- 254 reported crashes (2010-2017)
- Crash rate on RM 150 is higher than the statewide average



Source: TxDOT CRIS: The heat map shows the location of crashes on RM 150, with red indicating greater crash activity and green indicating lower crash activity.

System Linkage

- Limited connections to I-35
- UP railroad at Center Street causes backup

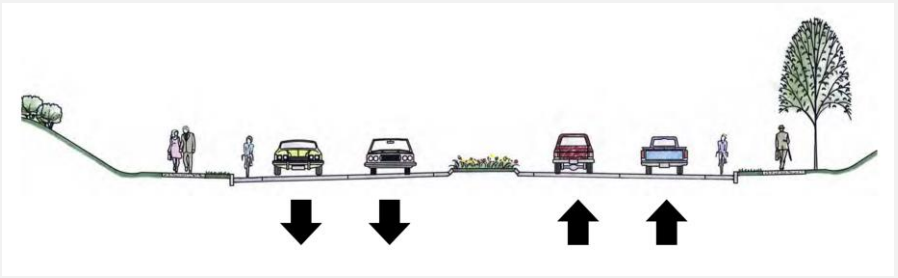


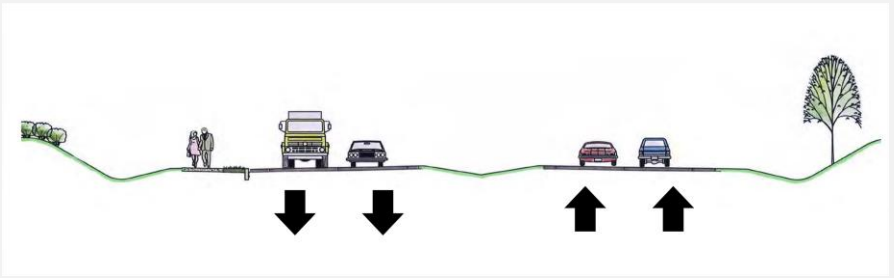
PROJECT DESCRIPTION

This Project Includes

- Evaluate alternatives to identify the location for RM 150
- Preliminary design of a four-lane divided road
- Bicycle and pedestrian accommodations

Example Roadway Configurations (urban and rural sections)





To construct this type of road, a minimum of 150 feet of right of way would be needed. Through this process, the right of way and roadway configuration would be refined, and the bike and pedestrian accommodations would be identified.

Alternatives Evaluation

First, each alternative is reviewed to identify whether it meets the purpose and need of the project.

Does the alternative:

- ✓ Relieve Congestion?
- ✓ Improve Safety?
- ✓ Improve System Linkage?

Then, the alternatives will be evaluated in more detail using the following criteria:

Archaeological & Historical Resources

Engineering Analysis & Constructability

Land Use & Parkland

Public Input

ROW Impacts

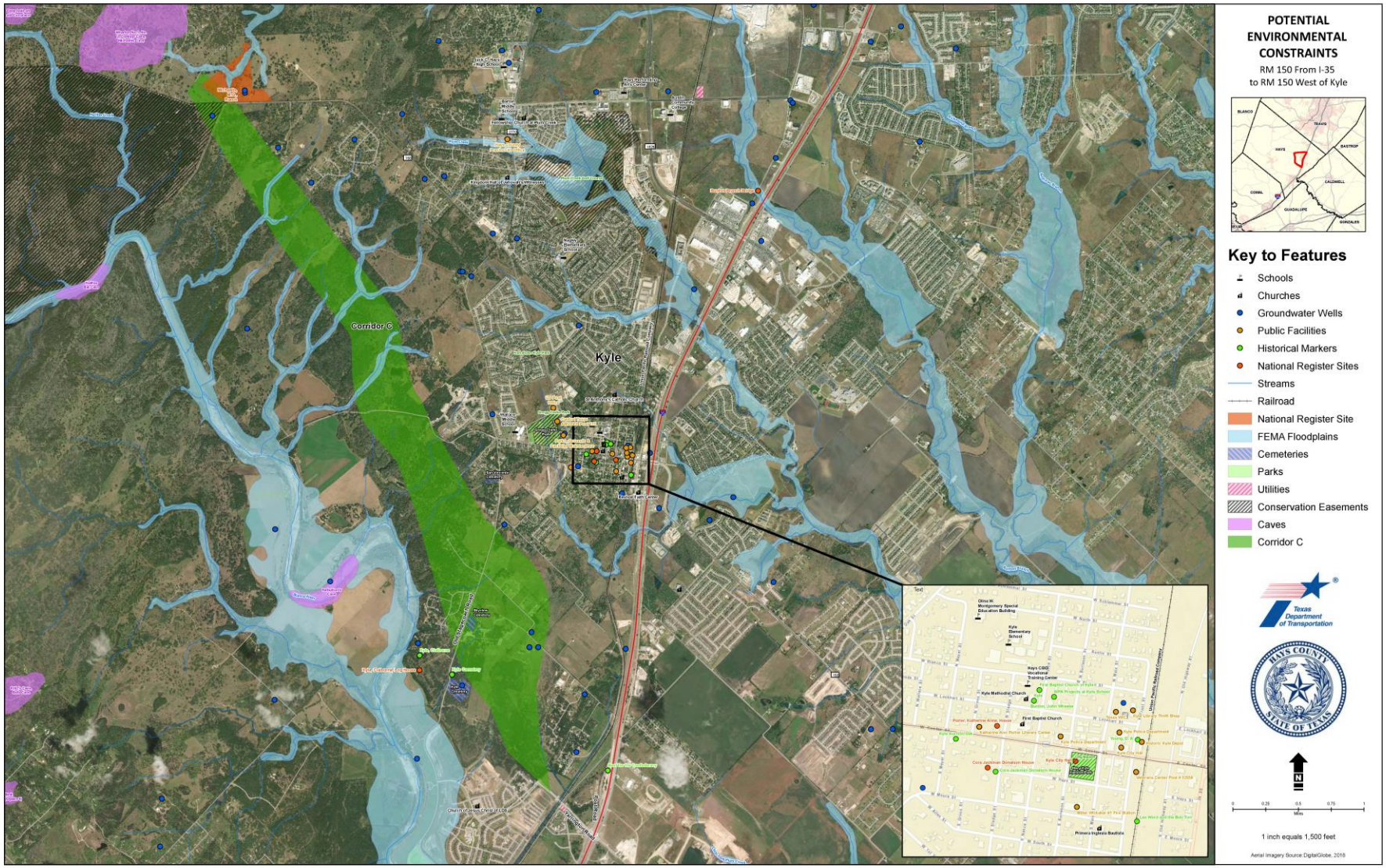
Social & Community Resources

Threatened & Endangered Species

Vegetation & Wildlife

Water Resources

POTENTIAL ENVIRONMENTAL CONSTRAINTS



Anticipated Schedule

Summer 2018 – Share initial alternatives, purpose and need, project updates, and gather input

Fall 2018 – Share results of preliminary evaluation of alternatives and gather input

Winter 2018-Spring 2019 – Perform technical analysis and prepare Draft Environmental Impact Statement (EIS)

Summer 2019 – Publish the Draft EIS, hold public hearing, and gather input

Summer 2020 – Receive environmental decision

Stay Involved!

- Attend public meetings
- Share input
- Reach out with questions or request a meeting

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