

I-14 Extension: I-35 from Loop 121 in Belton to Loop 363/US 190/SH 36 in Temple

Slide 1



Welcome to the virtual public meeting for the I-14 Extension Project's improvements on I-35 from Belton to Temple. The Texas Department of Transportation appreciates your interest in this project and thanks you for your participation. This virtual public meeting complements the in-person meeting that is being held on May 2, 2024. This meeting provides an opportunity to review and comment on the existing conditions and the proposed improvements developed to address the needs along this corridor of I-35.

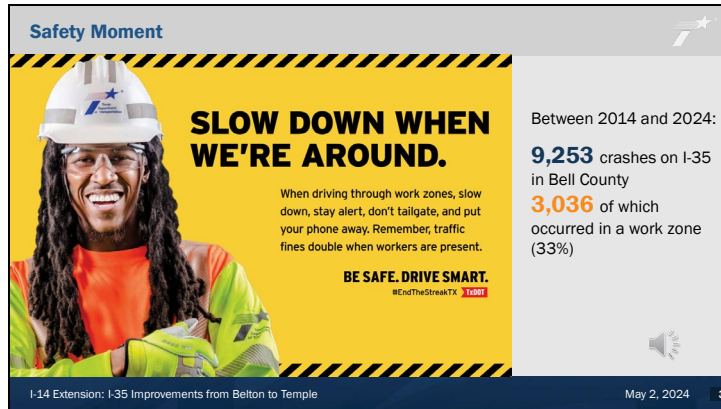
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Today's presentation will begin with an overview of the project, including its location, segments and objectives, followed by the project's purpose and need. We will then look at the existing conditions along the I-35 corridor from Belton to Temple, such as traffic congestion, traffic origins and destinations, crashes, traffic safety and traffic speeds. Next, we will discuss proposed improvements for this corridor, as well as the area's environmental constraints. Finally, we'll explain right of way, what the anticipated timeline of this project looks like and how you can provide input.

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Safety Moment

SLOW DOWN WHEN WE'RE AROUND.

When driving through work zones, slow down, stay alert, don't tailgate, and put your phone away. Remember, traffic fines double when workers are present.

BE SAFE. DRIVE SMART.
#EndTheStreakTX **TxDOT**

Between 2014 and 2024:
9,253 crashes on I-35 in Bell County
3,036 of which occurred in a work zone (33%)

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Before we provide the details of this project, let's pause for a TxDOT safety moment. Over the last 10 years, there were 9,253 crashes on I-35 in Bell County. 3,036 of those crashes, or approximately 33%, occurred in a work zone. So remember, when driving through work zones, slow down, stay alert, don't tailgate and put your phone away. More information about this and other TxDOT safety campaigns, including the End the Streak campaign, can be found by visiting www.txdot.gov.

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I-14 Extension Map Through Bell County

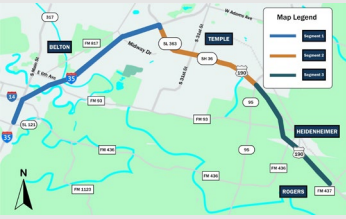
Project Limits:

- **Segment 1:** I-35 north of Loop 121 in Belton to Loop 363/US 190/SH 36 in Temple (*This segment is the topic of this public meeting*)
- **Segment 2:** Loop 363/US 190/SH 36 (at I-35) in Temple to SH 95
- **Segment 3:** US 190/SH 36 from SH 95 to BU 190 in Rogers

Project Length: 22 miles

Counties: Bell County

Cities: Temple, Belton, Rogers, Heidenheimer






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The Segment 1 I-35 improvements stretch from Loop 121 in Belton to Loop 363/US 190/SH 36 in Temple. Segment 1 is part of a larger project that will extend I-14 from its current terminus in Belton to BU 190 in Rogers, comprising a total of three segments, 22 miles in length and passing through the cities of Temple, Belton, Rogers and Heidenheimer. The segment 2 limits are along Loop 363/US 190/SH 36 from I-35 to SH 95. The segment 3 limits are along US 190/SH 36 from SH 95 to BU 190 in Rogers. The public meetings for segments 2 and 3 will be held on a future date.

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Project Overview and Objectives

-  The proposed improvements include:
 - Extending I-14 from its current terminus in Belton to Rogers via an alignment following I-35 and US 190/SH 36
 - Improving the I-14/US 190/I-35 system interchanges
 - Widening I-35 in Segment 1, and Loop 363/US 190/SH 36 in Segments 2 and 3
 - Improving overall safety, connectivity and mobility
-  These improvements will create better mobility, connectivity and safety between urban and rural areas, military installations, maritime ports and economic sectors, including freight, energy, timber and agriculture 

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Now that we've discussed the locations that this project will touch, you're probably wondering what the proposed improvements are and what is the objective of these improvements.

The proposed improvements include:

- Extending I-14 from its current terminus in Belton to Rogers via an alignment following I-35 and Loop 363/US 190/SH 36.
- Improving the I-14/US 190/I-35 system interchanges.
- Widening I-35 in Segment 1, and Loop 363/US 190/SH 36 in Segments 2 and 3.

The objective of our proposed improvements is to create better mobility, connectivity and safety between urban and rural areas, military installations, maritime ports and economic sectors, including freight, energy, timber and agriculture.

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Segment 1 Corridor: I-35 Improvements

Segment 1 is the topic of today's public meeting

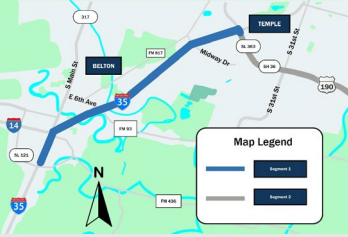
Project Limits:

- **Segment 1** is along I-35, from Loop 121 in Belton to the intersection with Loop 363/US 190/SH 36 in Temple

Corridor Length: 7 miles

County: Bell County

Cities: Belton, Temple




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This public meeting focuses on Segment 1 from Belton to Temple. The limits of this specific project run approximately seven miles, from I-35 north of Loop 121 in Belton to the interchange with Loop 363/US 190/SH 36 in Temple.

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Segment 1 Purpose and Need

 **Purpose:** To enhance operation and safety, reduce traffic congestion, improve roadway connectivity in the I-35 corridor and accommodate the future I-14 extension.

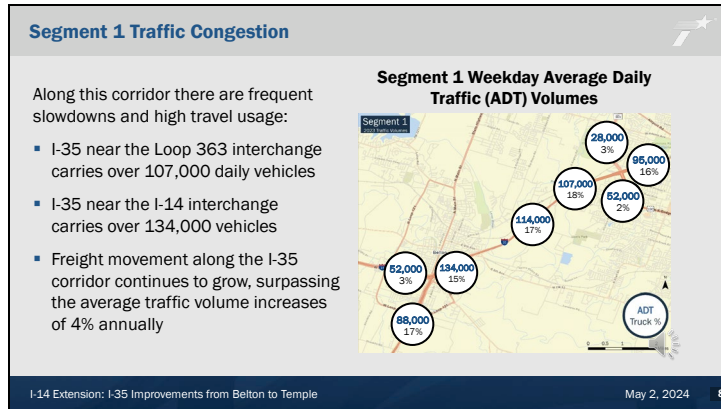
 **Need:** The project is needed because I-35 between the intersections with Loop 121 and Loop 363:

- is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility and an unacceptable Level of Service on this stretch of highway;
- has safety and operation issues due to ramp and intersection configurations;
- provides important connectivity with facilities throughout the area, including the future Temple Outer Loop;
- is part of the broader expansion of I-14 and the freeway-to-freeway connections do not meet current criteria and standards for an interstate facility.

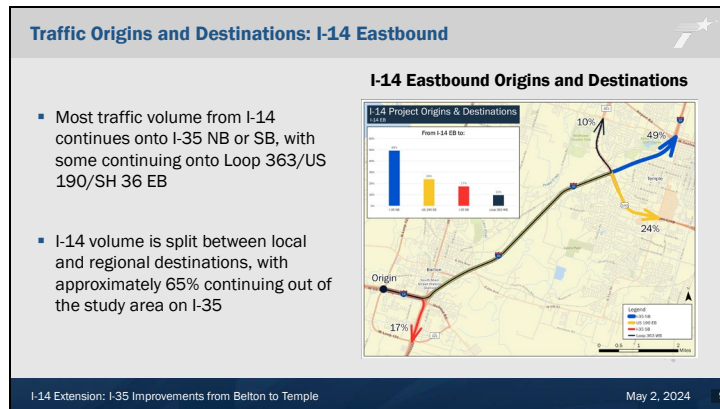
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The purpose of the project is to enhance operation and safety, reduce traffic congestion, improve roadway connectivity in the I-35 corridor and accommodate the future I-14 extension. The project is needed because I-35 between the intersection with Loop 121 and Loop 363 is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility and an unacceptable level of service on this stretch of highway. There are safety and operation issues due to existing ramp and intersection configurations. I-35 provides important connectivity with facilities throughout the area, including the future Temple Outer Loop. Finally, this stretch of I-35 is part of the broader expansion of I-14 and the freeway-to-freeway connections do not meet current criteria and standards for an interstate facility.

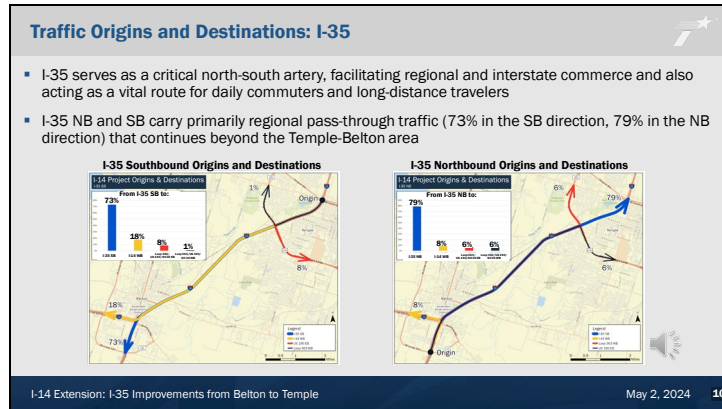
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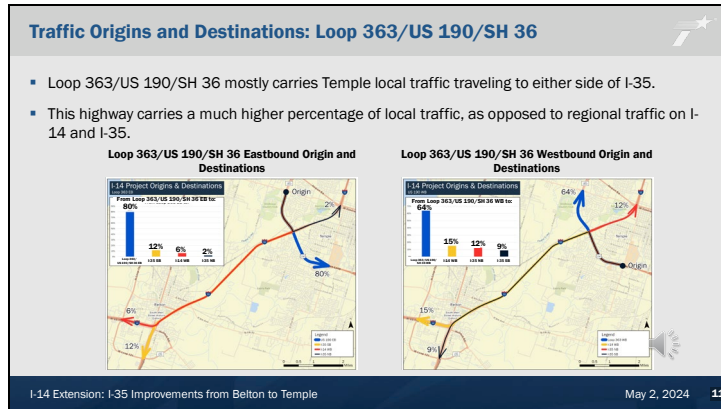
Along the Segment 1 corridor, there are frequent slowdowns and congestion. The circles in the map on the right show the existing average volumes, or number of vehicles per day, that pass through that area on the map as well as the percentage of trucks. I-35 near the Loop 363 interchange carries over 107,000 vehicles per day, while I-35 near the I-14 interchange carries over 134,000 vehicles per day. And freight movement along the I-35 corridor continues to outpace the overall average annual traffic volume increase of 4%.



The next three slides show the destination of current traffic traveling on a particular facility from a specific point of origin. The map on this slide shows that for traffic originating on eastbound I-14, 49% of the traffic heads north and continues on I-35 past Temple, 24% of the traffic heads north on I-35 and then connects to eastbound Loop 363/US 190/SH 36, 17% of traffic heads south on I-35, and the remaining 10% heads north on I-35 and connects to westbound Loop 363/US 190/SH 36. Approximately 65% of the traffic traveling on eastbound I-14 continues out of the study area along I-35.

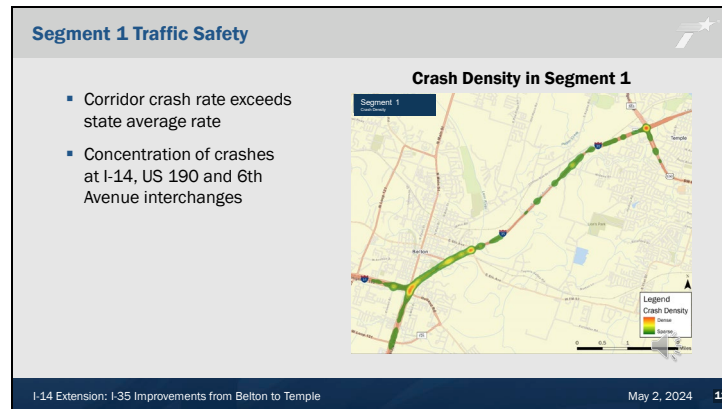


I-35 serves as a critical north-south artery, facilitating regional and interstate commerce as well as serving daily commuters and long-distance travelers. The majority of the traffic approaching the study area on I-35 in the northbound and southbound directions passes through the Temple-Belton area. The map on the left shows that for traffic originating north of the study area and traveling southbound on I-35, 73% continues south on I-35 as pass through traffic. The map on the right shows that for traffic originating south of the study area and traveling northbound on I-35, 79% continues north on I-35 as pass through traffic.

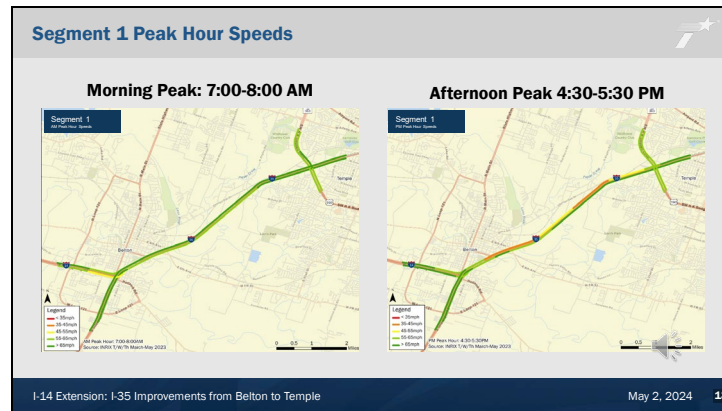


Loop 363/US 190/SH 36 carries mostly local Temple traffic traveling to either side of I-35. 80% of traffic originating west of I-35 travels east on Loop 363/US 190/SH 36 beyond I-35, while 64% of traffic originating on the east side of I-35 travels west on Loop 363/US 190/SH 36 beyond I-35.

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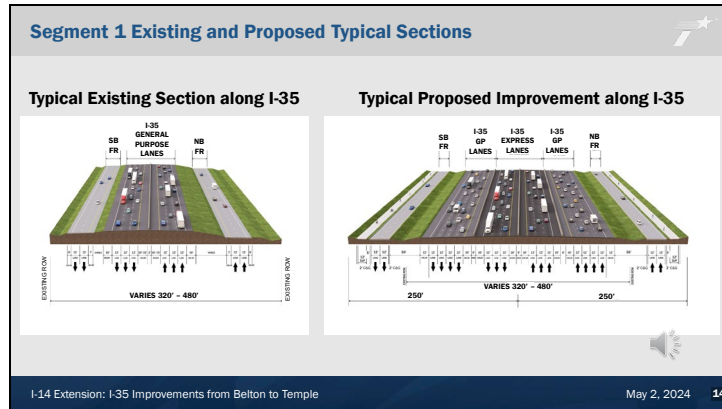


The crash rate in the corridor exceeds the statewide average crash rate. There is a higher concentration of crashes at the interchanges of I-35 with I-14, US 190 and 6th Avenue.



The graphic on the left shows the peak hour speeds for the morning peak period from 7 to 8 am, and the graphic on the right shows the peak hour speeds for the afternoon peak period from 4:30 to 5:30 pm. The orange and yellow colors reflect congested conditions while green reflects traffic moving at or above the posted speed limit.

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The typical section on the left shows a representative section of what the existing facility looks like today. Currently, I-35 is a six-lane divided freeway with two-lane frontage roads in each direction. The typical section on the right shows a representative section of the proposed improvements. The proposed project would reconstruct and add capacity to the mainlanes by adding three express lanes and one additional general-purpose lane for a total of seven lanes in each direction. The proposed project would also include two- to three-lane frontage roads and a shared-use path in each direction.

Right of Way and Access

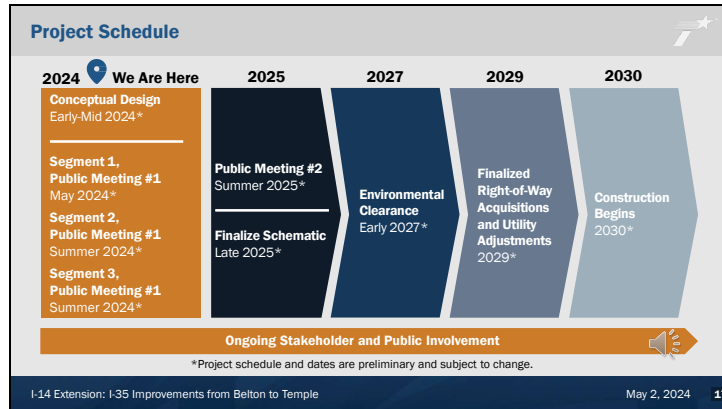
Here are some things to know about right of way and access:

- Access and right-of-way recommendations vary based on the needs of the project.
- Right-of-way width varies depending on the amount of lanes needed (i.e., frontage roads).
- Access and right of way are impacted by a variety of different factors, including construction costs, property acquisition costs, access costs and economic development preferences of the community.

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This project is in its early stages, and right of way and access are not yet determined -- but let's cover what this typically entails. It is important to understand that access and right-of-way recommendations vary based on the needs of any given project. The proposed right-of-way width depends on the design requirements including accommodation for required number of lanes on both the mainlanes and the frontage roads, pedestrian and bicycle facilities, and drainage and utility requirements. Furthermore, access and right of way can be impacted by various factors. These can include construction costs, property-acquisition costs, access costs and economic development preferences of the community.

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The overall I-14 Extension Project, which includes the I-35 improvements from Belton to Temple discussed in the presentation, is currently in the conceptual design phase with the first public meetings for each of the three segments currently taking place to collect public and stakeholder feedback. In 2025, public meeting number two is anticipated to take place in the summer, with the schematic anticipated to be finalized in late 2025. Looking at the following years, environmental clearance is expected in 2027 and construction is anticipated to begin in 2030. All of these anticipated timelines are preliminary and subject to change.

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Learn More



To find more information on this project, visit www.TxDOT.gov and keyword search “I-14 Extension” or scan the QR code.




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For more information on this project, please visit www.TxDOT.gov and type in the keyword “I-14 Extension” into the search bar. Or you can scan the QR code on the right which will take you to the project page.


Comments

HOW TO PROVIDE FEEDBACK AND ASK QUESTIONS

Comments must be received or postmarked by Friday, May 17, 2024, to be included in the official public meeting summary.

 I14Extension.Segment1@gmail.com

 Rifeline
I-14 Extension – Segment 1
1608 W. 6th Street
Austin, TX 78703

 254-867-2750

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Your feedback is an important component of this project and TxDOT wants to hear from you. To be included in the official project documentation, all comments must be received or postmarked by Thursday, May 16, 2024.

Comments may be provided:

- In-person at the open house meeting
- By email sent to I14Extension.Segment1@gmail.com
- By mail sent to Texas Department of Transportation Attn: Chris Mashek, 100 S Loop Drive, Waco, TX 76704-2858
- Or by phone at 254-867-2750

Following the public meeting and comment period, the project team will review all comments received during the comment period, assess their feasibility for incorporation into the study and develop responses, which will be available online at TxDOT.gov once they have been prepared.



THANK YOU!

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Thank you for your interest in the I-14 Extension Project that includes I-35 improvements from Belton to Temple. For more information, please visit TxDOT.gov and search “I-14 Extension.”