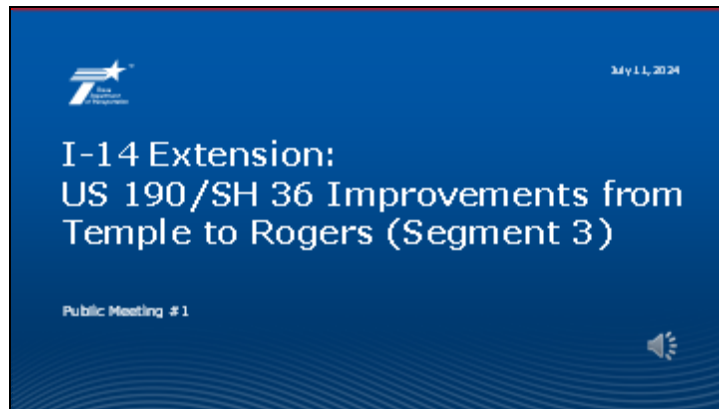



Slide 1



Welcome to the virtual public meeting for the I-14 Extension – Segment 3: US 190/SH 36 Improvements from Temple to Rogers. 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 July 11th, 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 US 190/SH 36.


Slide 2



Connecting you with Texas.

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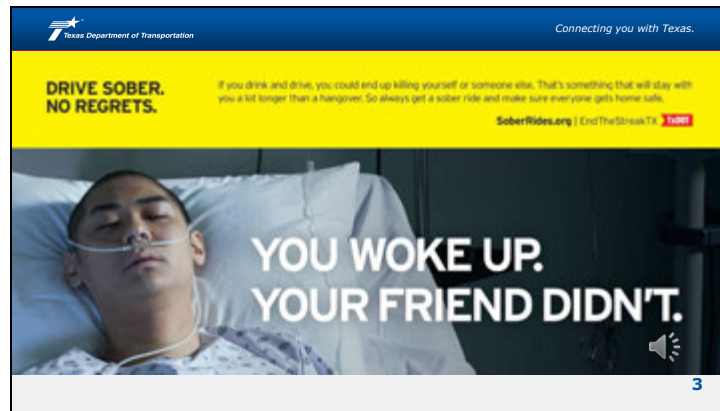
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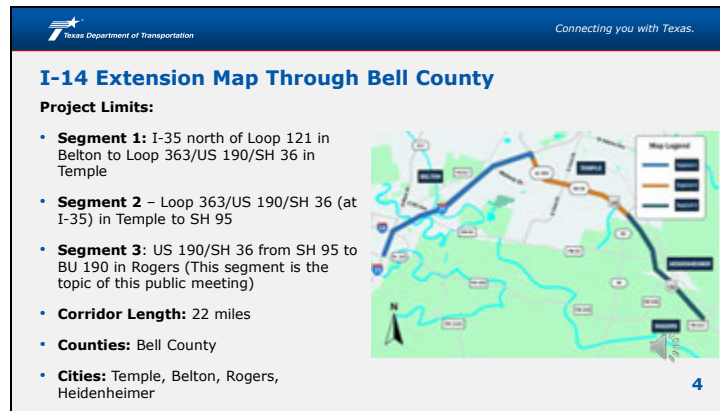
Today's presentation will begin with an overview of the project, including its location, project limits and objectives, followed by the project's purpose and need. We will then look at the existing conditions along US 190/SH 36 from Temple to Rogers, such as traffic congestion, traffic safety and traffic 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.

Slide 3




Before we provide the details of this project, let's pause for a TxDOT safety moment. You can help prevent the devastating consequences of impaired driving. Alarmingly, nearly one in four – or 24% – of all traffic fatalities in Texas last year involved alcohol-impaired drivers. Every drunk-driving crash and death is 100% preventable. Always find a sober ride using the many options available. For more information, visit www.SoberRides.org.

Slide 4



This project proposes to extend I-14 from its current terminus in Belton to BU 190 in Rogers. It comprises a total of three segments, 22 miles in length and passes through the cities of Temple, Belton, Rogers and Heidenheimer. The Segment 1 limits are I-35 north of Loop 121 in Belton to Loop 363/US 190/SH 36 in Temple. The Segment 2 limits stretch along Loop 363/US 190/SH 36 in Temple, from the interchange with I-35 to SH 95. The Segment 3 limits are US 190/SH 36 from SH 95 in Temple to BU 190 in Rogers. The public meeting for Segment 1 was held on May 2nd, 2024, and the meeting for Segment 2 was held on June 5th, 2024.

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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 Loop 363/US 190/SH 36
- Improving the I-14/US 190/I-35 system interchanges
- Widening I-35 in Segment 1, Loop 363/US 190/SH 36 in Segment 2, and adding frontage roads along US 190/SH 36 in Segment 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, Loop 363/US 190/SH 36 in Segment 2, and US 190/SH 36 in Segment 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.

Slide 6


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Segment 3: US 190/SH 36 Improvements

Segment 3 is the topic of today's public meeting.

Project Limits:


- **Segment 3** is along US 190/SH 36 from SH 95 in Temple to BU 190 in Rogers
- **Corridor Length:** 9 miles
- **County:** Bell County
- **City:** Temple, Heidenheimer, Rogers




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This public meeting focuses on Segment 3 from Temple to Rogers. The limits of this specific project run approximately nine miles along US 190/SH 36, from SH 95 in Temple to BU 190 in Rogers.

Slide 7


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Segment 3: Purpose and Need

 **Purpose:**
To enhance operation and safety by adding frontage roads and additional grade-separated interchanges to accommodate the future I-14 extension.

 **Need:**
The project is needed because the segment from SH 95 in Temple to BU 190 in Rogers:

- is inadequate to meet interstate access control requirements for high-speed access to the mainlanes;
- has safety and operation issues due to at-grade driveway and cross-street connections to the mainlanes;
- is part of the broader expansion of I-14 and does 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 by adding frontage roads and additional grade-separated interchanges to accommodate the future I-14 extension.

The project is needed because the segment from SH 95 in Temple to BU 190 in Rogers:

- is inadequate to meet interstate access control requirements for high-speed access to the mainlanes;
- has safety and operation issues due to at-grade driveway and cross-street connections to the mainlanes;
- is part of the broader expansion of I-14 and does not meet current criteria and standards for an interstate facility.

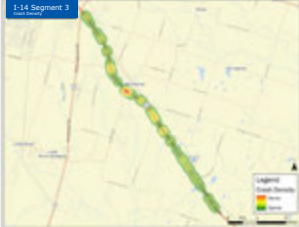
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Segment 3 Traffic Safety

- Lower crash density than in Segments 1 and 2, likely due to significantly lower traffic volumes
- Highest concentration of crashes at FM 436 in Heidenheimer
- Skewed intersections with cross streets create safety issues as turning vehicles have significant time of vulnerability for the greater-than-90-degree turning maneuver

Crash Density in Segment 3



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In Segment 3 we observe a lower crash density as compared to Segments 1 and 2, which is likely attributed to the reduced traffic volumes experienced in this segment. There is a notable concentration of crashes at FM 436 in Heidenheimer. Skewed intersections with cross streets create safety issues as turning vehicles have significant time of vulnerability for the greater-than-90-degree turning maneuver.

Slide 9

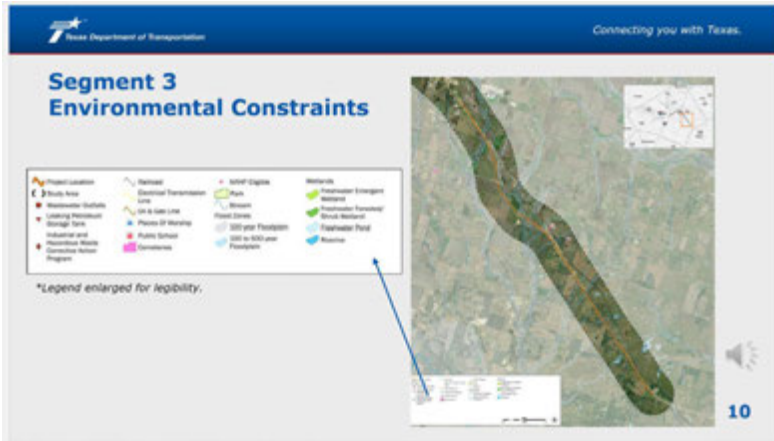


The typical section on the left shows a representative section of what the existing facility looks like today. Currently, US 190/SH 36 from Temple to Rogers is a four-lane divided freeway.


The typical section on the right shows a representative section of the proposed improvements.

The proposed improvements would maintain the current two lanes in each direction and add frontage roads as well as grade separations to facilitate access control and enhance safety.

Slide 10



The map on this slide shows the known environmental constraints within or near the project corridor. These constraints may include wetlands or jurisdictional waters at major stream crossings, threatened or endangered species, Section 4(f) lands, cemeteries and archeological sites, and hazardous material sites. The goal is to avoid or minimize impacts to these constraints as the design of the proposed improvements is developed.




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).

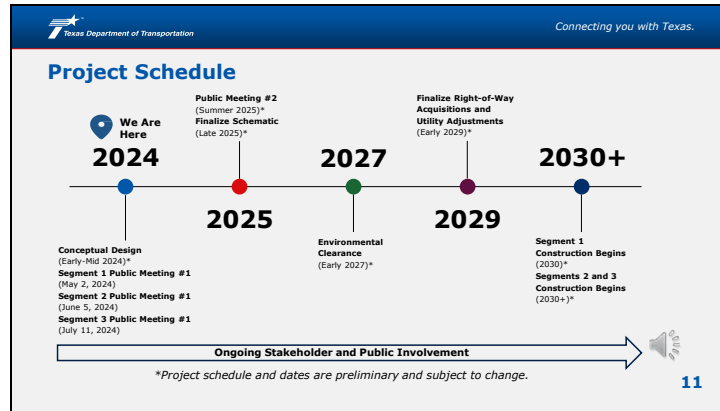


Access and right of way are impacted by a variety of different factors, including construction costs, property acquisition costs, access costs and economic development preferences of the community.



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, 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.

Slide 12



The overall I-14 Extension Project, which includes the US 190/SH 36 improvements from Temple to Rogers discussed in this presentation, is currently in the conceptual design phase with the first public meetings for each of the three segments having taken place this spring and summer 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 for Segment 1 and beyond 2030 for Segments 2 and 3. All of these anticipated timelines are preliminary and subject to change.


Slide 13

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Learn More



CSJs:
0185-01-040
0185-05-001




To find more information on this project, scan the QR code above or visit www.TxDOT.gov and keyword search "**I-14 Extension**" (refer to Segment 3).

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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.

Slide 14



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How to Provide Feedback and Ask Questions

 <p>In-person at the public meeting comment station</p>	 <p>I-14 Extension – Segment 3 Project Team 1608 W. 6th Street Austin, TX 78703</p>
 <p>LMUNSH-C@txdot.gov</p>	 <p>254-867-2750</p>

Comments must be received or postmarked by Friday, July 26, 2024, to be included in the official public meeting summary.

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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 Friday, July 26, 2024.

Comments may be provided:

- In-person at the open house meeting
- By email sent to Lmunsh-c@txdot.gov
- By mail sent to
 - I-14 Extension-Segment 3 Project Team
 - 1608 W. 6th Street
 - Austin, TX 78703
- 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.


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Thank You!

<p>Chris Mashek, P.E. <i>Project Manager</i> TxDOT – Waco District Chris.Mashek@txdot.gov</p>	<p>Jake Smith <i>Public Information Officer</i> TxDOT – Waco District Jacob.Smith@txdot.gov</p>
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Thank you for your interest in the I-14 Extension Project that includes the US 190/SH 36 improvements from Temple to Rogers. For more information, please visit TxDOT.gov and search "I-14 Extension."