Final Series of Public Meetings
## Public Meeting Locations

<table>
<thead>
<tr>
<th>City</th>
<th>Date</th>
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<tbody>
<tr>
<td>Jasper</td>
<td>Monday, September 26</td>
</tr>
<tr>
<td>Livingston</td>
<td>Tuesday, September 27</td>
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<tr>
<td>Huntsville</td>
<td>Wednesday, September 28</td>
</tr>
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<td>Bryan</td>
<td>Thursday, September 29</td>
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<td>Eldorado</td>
<td>Monday, October 3</td>
</tr>
<tr>
<td>Brady</td>
<td>Tuesday, October 4</td>
</tr>
<tr>
<td>Lampasas</td>
<td>Wednesday, October 5</td>
</tr>
<tr>
<td>Killeen</td>
<td>Thursday, October 6</td>
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</table>
Public Involvement

- Two Series of Public Meetings
- Three Newsletters
- Website: Visit www.txdot.gov and enter “US 190” in search field
- Email: TPP_US_190_Study@txdot.gov
- Hotline: 1.866.721.7868
- Mailing Address:
  US 190/I-10 Feasibility Study
  412 North Street
  Nacogdoches, Texas 75961
Study Participants

- Texas Department of Transportation
- Major Stakeholders
  - Cities
  - Counties
  - MPOs/COGs
  - Ports and Forts
  - Railroad Companies
- Public
- Consultant Team
Study Corridor

- US 190/I-10 from El Paso to Louisiana state line
- Approximately 900 miles in length
- Traverses 25 counties
Study Objectives

- Determine mobility and safety needs
- Evaluate impacts and feasibility of alternative transportation improvements
- Improve connections to military installations/deployment ports
- Identify alternative funding sources
- Develop prioritized implementation plan
- Obtain public/stakeholder input
Evaluation Process

Freeway Feasible?

- Conduct Detailed Evaluation
- Refine Alternatives
- Prioritize/Stage Improvements
- Identify Potential Funding Sources

Four-Lane Highway Feasible?

- Interim/Localized Improvements
  - Overpasses/Interchanges
  - Passing Lanes
  - Relief Routes
  - Traffic Operational/Geometric Improvements

YES

NO
## Freeway v. Highway

<table>
<thead>
<tr>
<th>Characteristics</th>
<th>Freeway (Four-Lane)</th>
<th>Highway (Four-Lane)</th>
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</thead>
<tbody>
<tr>
<td>Access</td>
<td>Full Access Control</td>
<td>Partial Access Control</td>
</tr>
<tr>
<td>Speed</td>
<td>55 - 70 mph</td>
<td>45 - 60 mph</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>300 - 400 feet</td>
<td>250 feet</td>
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<tr>
<td>Grade Separations/Interchanges*</td>
<td>65 - 75</td>
<td>20 - 30</td>
</tr>
<tr>
<td>Roadway Capacity (LOS C)</td>
<td>55,000 - 60,000 vpd</td>
<td>35,000 - 40,000 vpd</td>
</tr>
<tr>
<td>Cost per Mile</td>
<td>$6 - $10 m</td>
<td>$4 - $6 m</td>
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</tbody>
</table>

* Indicates number of grade separations/interchanges along US 190
Total Freeway - Option 1

I-10 to US 277 to US 190 to LA state line
Total Freeway - Option 2

I-10 to US 83 to US 190 to LA state line
Uses Options FM 93, SH 30, SH 63
Four-Lane Highway - Option 1

I-10 to US 190 to LA state line

- Existing Freeway
- Proposed Four-Lane Divided Highway
Four-Lane Highway - Option 2

I-10 to US 277 to US 190 to LA state line
Uses Options FM 93, SH 30, SH 63

Existing Freeway

Proposed Four-Lane Divided Highway
Four-Lane Highway - Option 3

I-10 to US 83 to US 190 to LA state line
Uses Options FM 93, SH 30, SH 63
Freeway/Highway Combination

Fort-to-Port - Option 1

I-10 to US 277 to US 190 to LA state line
Uses Option SH 63
Freeway/Highway Combination

Fort-to-Port Option 2

I-10 to US 277 to US 190 to LA state line
Uses Option SH 63
Freeway/Highway Combination Evacuation

I-10 to US 190 to LA state line
Uses Option SH 63
Freeway/Highway Combination

Mobility/Safety - Option 1

I-10 to US 190 to LA state line
Uses Option SH 63
Freeway/Highway Combination
Mobility/Safety - Option 2

I-10 to US 190 to LA state line
Uses Option SH 63
Major Study Elements

- Traffic/Safety
- Environmental/Land Use
- Cost Effectiveness
- Engineering/Cost Considerations
- Economic Development

PUBLIC INPUT
Study Sections

I-10

New Mexico to US 190

West
US 190

I-10 to US 281

Central
US 190

US 281 to I-45

East
US 190

I-45 to Louisiana
Traffic Criteria

- Travel Demand
- Travel Time/Speed
- Congestion
Additional Lanes Needed - 2040
Additional Lanes Needed - 2040
With Gulf Coast Strategic Highway and 14th Amendment Highway*

* Feasibility and Funding for Gulf Coast Strategic Highway and 14th Amendment Highway have not been Determined
Environmental Criteria

- Land Use
- Natural Resources
- Cultural Resources
- Hazardous Materials
- Environmental Justice
Engineering Criteria

- Project Cost
- Right-of-Way Acquisition
- Operations and Maintenance Cost
- Safety
- Utilities
Economic Criteria

- Benefit/Cost Analysis
- Economic Development Impacts
  - Jobs
  - Income
**Benefit/Cost Ratio - Freeway**

**Marginally Feasible**

- Benefit/Cost Ratio = 1.0 to 1.5

**Benefit/Cost Ratio of 1.0 or greater:** benefits are equal to or outweigh the costs.
Benefit/Cost Ratio
Four-Lane Highway

Very Feasible

Benefit/Cost Ratio > 1.5 to 4.0
Benefit/Cost Ratio of 1.0 or greater: benefits are equal to or outweigh the costs.
Benefit/Cost Ratio – Freeway

With Gulf Coast Strategic Highway and 14th Amendment Highway*

Marginally Feasible

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Benefit/Cost Ratio = 1.0 to 1.5

Benefit/Cost Ratio of 1.0 or greater: benefits are equal to or outweigh the costs.
Benefit/Cost Ratio Four-Lane Highway

With Gulf Coast Strategic Highway and 14th Amendment Highway*

Very Feasible

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Benefit/Cost Ratio > 1.5 to 4.0

Benefit/Cost Ratio of 1.0 or greater: benefits are equal to or outweigh the costs.
Evaluation Results – West US 190

<table>
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<tr>
<th>Evaluation Criteria</th>
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<th>Total Freeway Option 2</th>
<th>Total Four-Lane Hwy Option 1</th>
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<th>Fort to Port Option 1</th>
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Most Favorable: ![Most Favorable Icon]
Favorable: ![Favorable Icon]
Neutral: ![Neutral Icon]
Unfavorable: ![Unfavorable Icon]
Most Unfavorable: ![Most Unfavorable Icon]
## Evaluation Results – Central US 190

<table>
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<tr>
<th>Evaluation Criteria</th>
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<th>Total Four-Lane Hwy Option 1</th>
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Favorable ✰✰✰✰
Neutral ✰✰✰
Unfavorable ✰✰
Most Unfavorable ✰
## Evaluation Results – East US 190

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</table>

Most Favorable  
Favorable  
Neutral  
Unfavorable  
Most Unfavorable
First Series of Public Meetings

- 8 Meeting Locations – Over 170 Attendees
- What We Heard:

**Transportation Improvements Needed?**

- Yes: 89%
- No: 11%

**Pie Chart:**
- Upgrade to Interstate Standards: 27%
- Widen Existing Two-Lane to Four-Lanes: 21%
- Construct Relief Routes/Loops: 23%
- Add Truck Passing Lanes: 15%
- Construct Overpasses/Interchanges: 8%
- Other Improvements: 6%
Public Ranking of Evaluation Criteria

- Relieve Congestion
- Enhance Safety
- Minimize Construction Costs
- Minimize Env / Land Use Impacts
- Promote Economic Development
- Improve Connectivity

Agree/Strongly Agree | Neutral | Disagree/Strongly Disagree
Interim/Localized Improvements

- Overpasses/Interchanges
- Passing Lanes
- Relief Routes
- Standard Travel Lane and Shoulder Widths
- Intelligent Transportation System (ITS)
- Traffic Operational and Geometric Improvements
Potential Relief/Alternative Routes

(Feasibility/Impacts Determined by Future Studies)
Traffic Operational/Geometric Improvements

- Potential Intersection/Traffic Operational Improvements
  - Traffic Signal Improvements
  - Intersection Turn Management Lanes/Restrictions
  - Other Access Management Measures

- Potential Highway Geometric Improvements
  - Eliminate Sharp Curves
  - Standard Travel Lane/Shoulder Widths
  - Standard Bridge Clearances
Potential Passing Lanes

Highway Sections to Consider Passing Lanes
(Specific Locations Determined Later)
Potential Overpasses/Interchanges

Railroad Overpasses
- US 190 at Gulf Colorado and San Saba Railway (Brady)
- US 190 at Gulf Colorado and San Saba Railway (east of Rochelle)
- SH 30 at BNSF (Shiro)

Highway Overpasses
- US 190 at US 77 South (east of Cameron)
- US 190 at FM 2549 (south of Hearne)
- US 190 at FM 2776 (Wixon Valley)
Intelligent Transportation Systems (ITS)

- Dynamic Message Signs
- Closed Circuit Cameras
- Highway Advisory Radio
- Emergency Management
- Maintenance and Construction Management
Next Steps

• Review/Incorporate Public Input
• Finalize Detailed Evaluation of Alternatives
• Refine and Prioritize Interim Improvements
• Investigate Funding Sources
• Prepare Final Study Report
Thank You!

Open House Format
Until 8:00 PM