

WELCOME

OPEN HOUSE

US 190 Feasibility Study

-  **Sign in** so we can keep you updated on the study
-  **Share** your comments by December 15th
-  **Fill out** a community survey by December 15th

Purpose of the Study

The Killeen-Temple Metropolitan Planning Organization (KTMPO), with support from the **Texas Department of Transportation (TxDOT)**, is conducting a feasibility study to explore options for upgrading, and possibly relocating, US 190 between FM 1670 (west of I-35) and the Rogers Relief Route north of the City of Rogers.



Goals and objectives for the study were identified by the US 190 Feasibility Study Working Group.

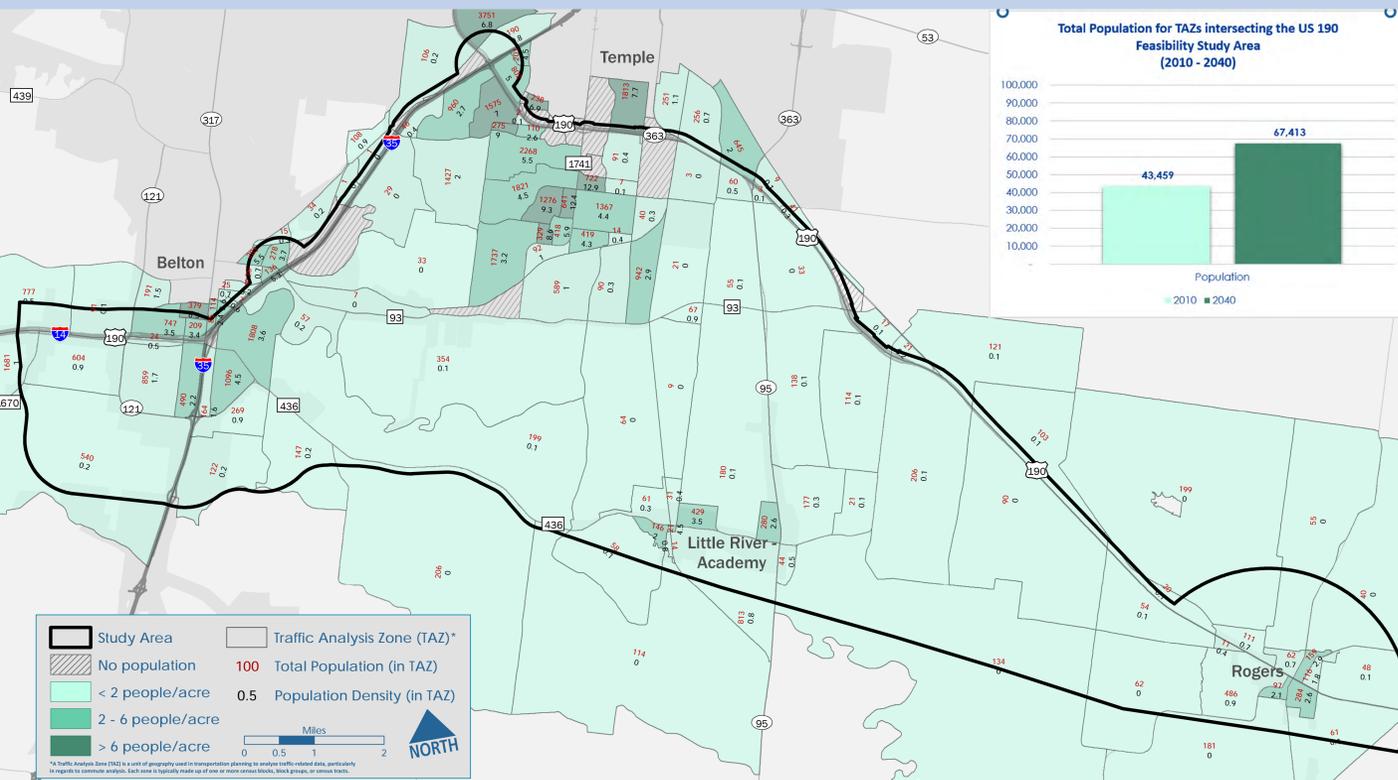


* Each step is dependent on available funding.

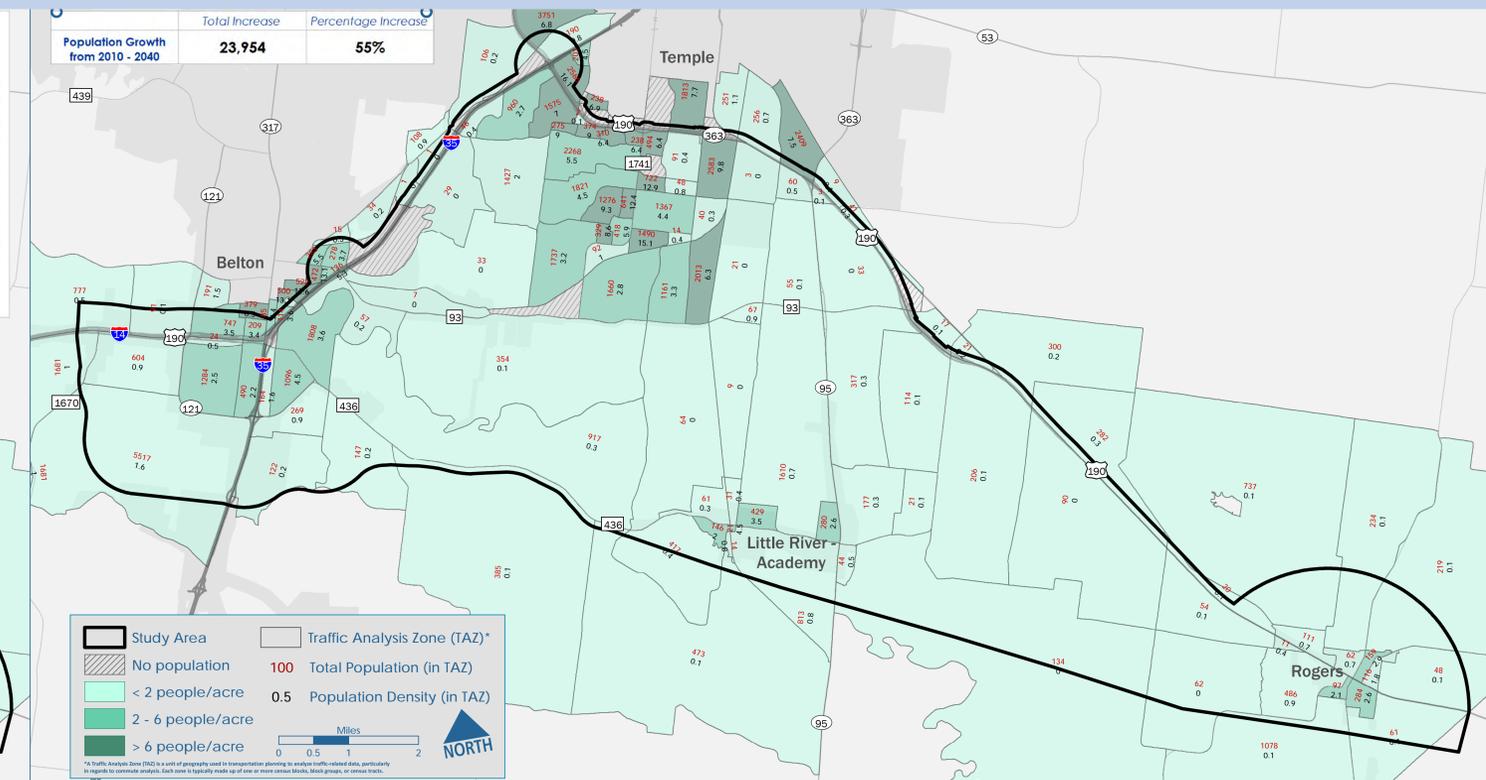
US 190 Feasibility Study

Population and Employment Density

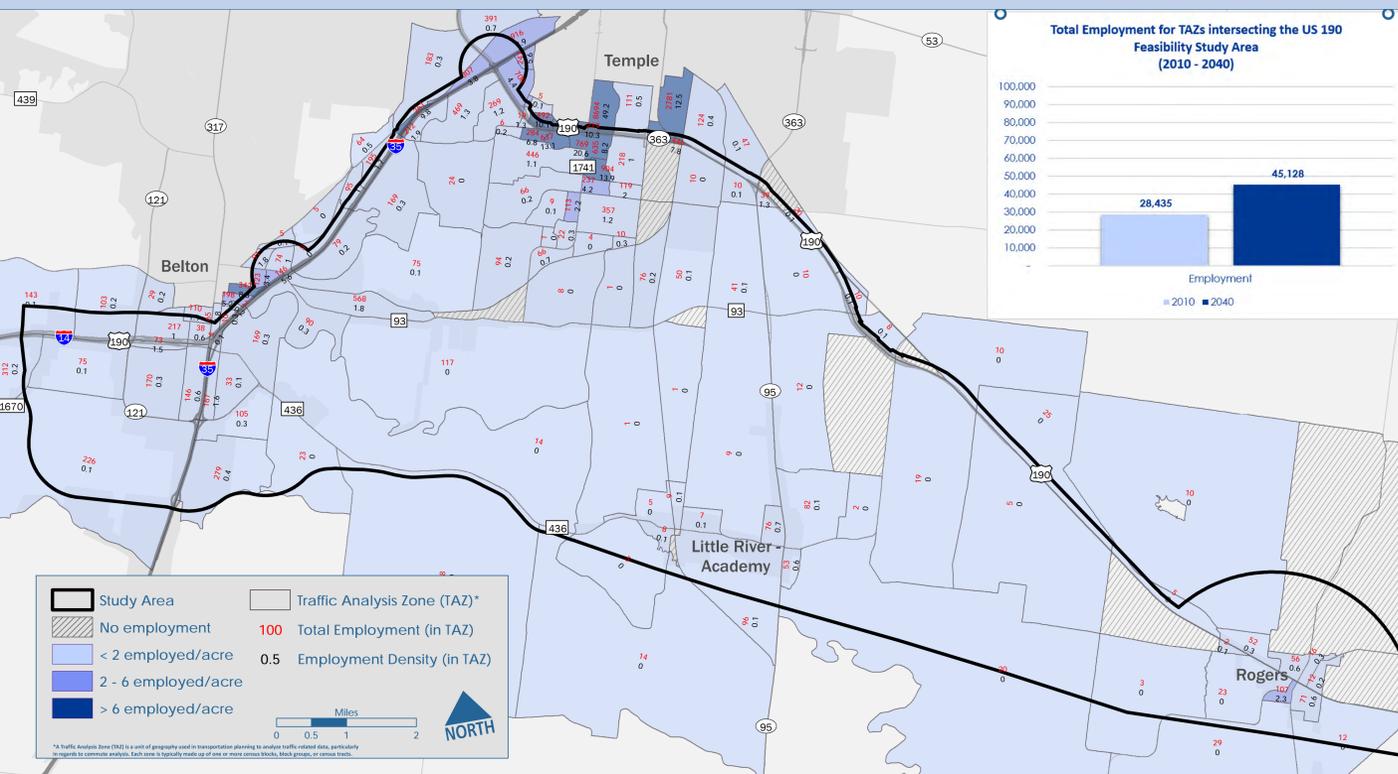
2010 Population Density



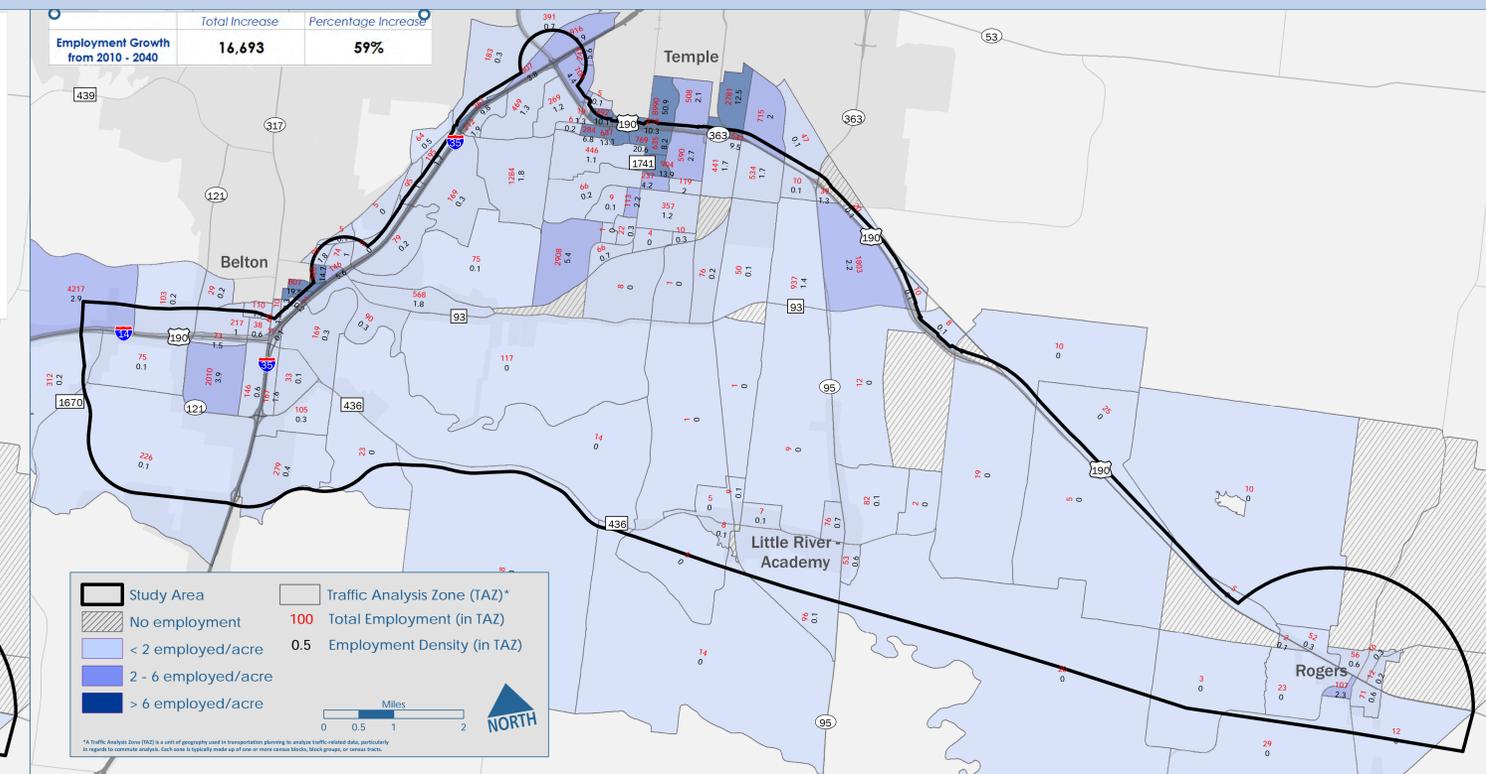
2040 Population Density



2010 Employment Density



2040 Employment Density



Demographic Summary



Population within the study area is projected to increase from 43,559 people to 67,413 from 2010 to 2040, a 55% increase (23,854 people).

- Almost 11,000 more people (45% of the total growth) are projected for areas west of I-35 and south of FM 93.
- Approximately 18% of the growth (4,284 people) is projected for the area between S. 31st and Old Hwy 95 in and near Temple.
- Most of the remaining growth is projected along existing US 190.



Employment is projected to increase from 28,435 jobs in 2010 to 45,128 jobs in 2040, a 59% increase (16,693 jobs).

- Approximately 43% of the new jobs (over 7,000) is expected to be west of or along I-35, south of FM 93.
- Almost 30% of the new jobs (almost 5,000) is projected for areas along FM 93.



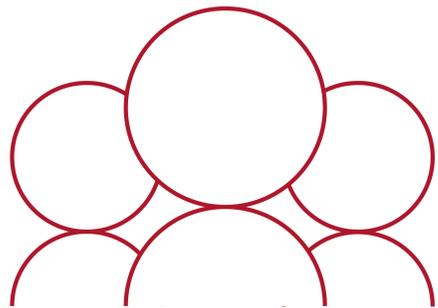
There is a wide range of traffic growth projected between 2015 and 2040. Many of the areas of highest growth are near existing areas of heavy traffic.

- Much of the growth in traffic in the study area is projected to occur on I-35 between 2015 and 2040. Traffic on I-35 is projected to increase between 48,000 and 56,000 vehicles per day (VPD) or from 53% to 73%.
- Other areas of high traffic growth are projected for high growth areas on FM 1670 and Loop 121.
- Traffic is not expected to grow very much on FM 436, except in the area near the intersection with Loop 121 (186.5%).
- Projected traffic increases on FM 93 range from 16% west of S 31st to 85.7% west of SH 95.

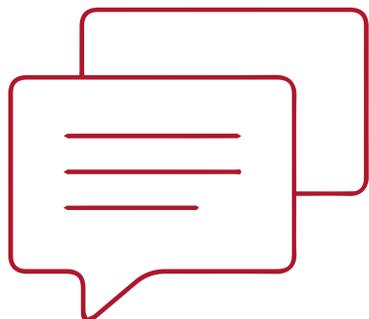
Purpose of the Working Group



A Stakeholder Working Group was formed to represent the municipalities, businesses, and other stakeholder interests in Belton, Temple, Little River-Academy, Rogers, Killeen, and around Bell County.



The Working Group has participated in three meetings to date and has helped the project team identify problems and opportunities for transportation improvements.



The Working Group has provided input on the study as it has progressed and has assisted the project team in narrowing the route alternatives.

Thank you to our Working Group Members!

WORKING GROUP REPRESENTATION

Academy Independent School District
Bell County
Bell County Office of Emergency Management
Belton Chamber of Commerce
Belton Economic Development Corporation
Belton Independent School District
City of Belton
City of Killeen
City of Little River-Academy
City of Rogers

City of Temple
Environmental Justice Community
Greater Killeen Chamber of Commerce
Killeen Independent School District
Rogers Independent School District
Temple Chamber of Commerce
Temple Economic Development Corporation
Temple Independent School District
Texas Farm Bureau



What Did We Accomplish?

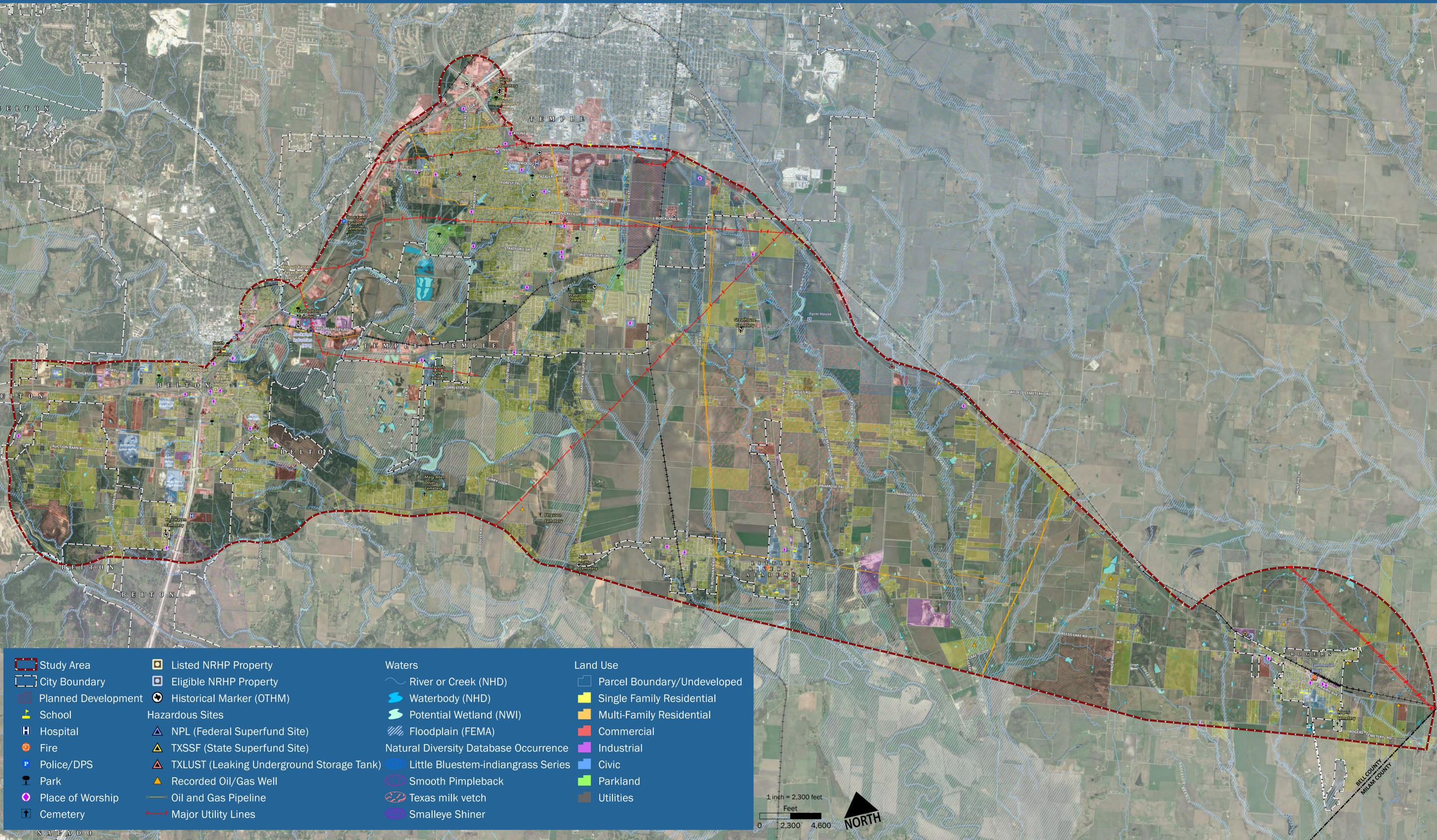
- ✓ Identified concerns about current conditions and potential benefits of proposed improvements
- ✓ Identified environmental constraints
- ✓ Identified 40 end-to-end potential route options



Homework: Completed evaluation criteria survey.

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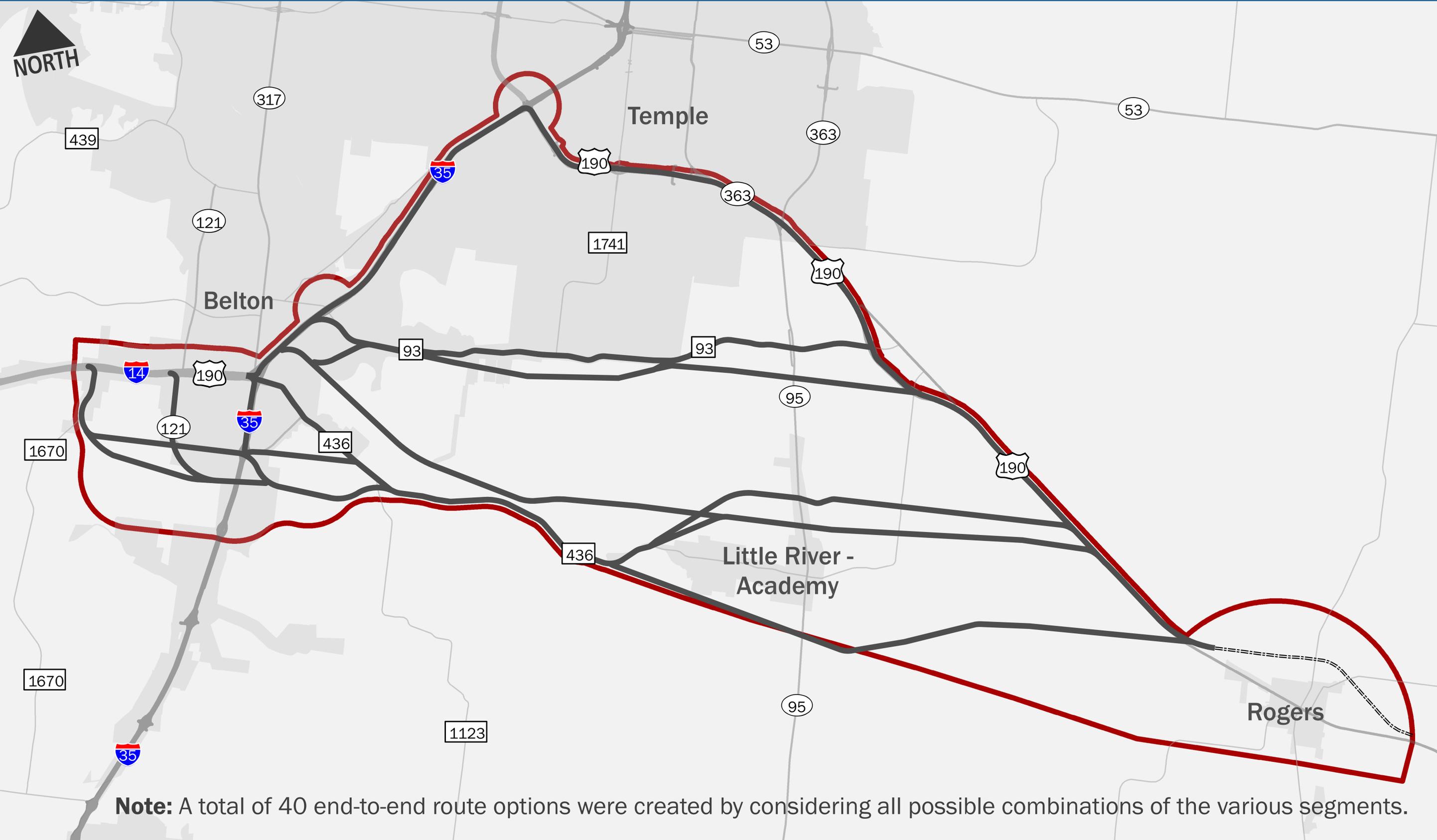
Environmental Constraints Map



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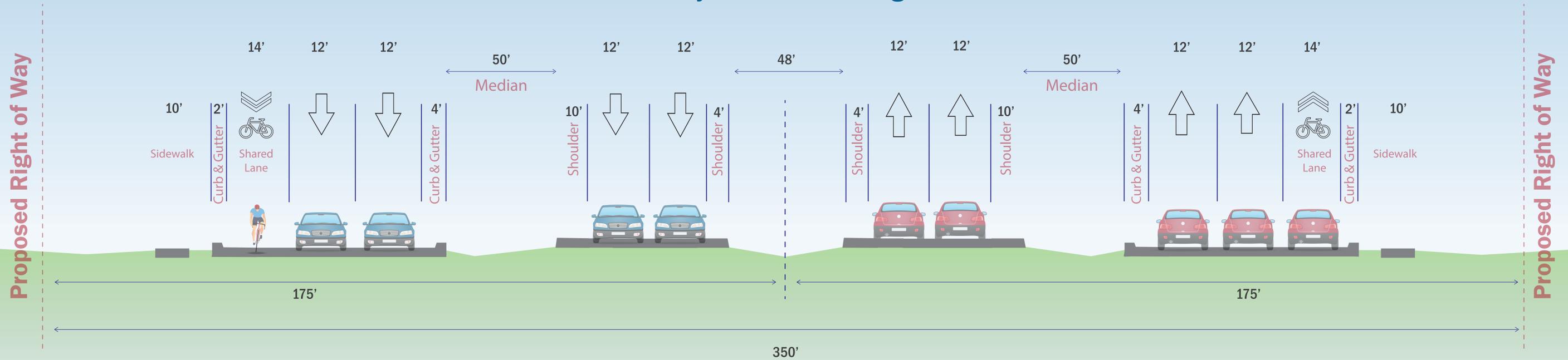
Conceptual Route Options



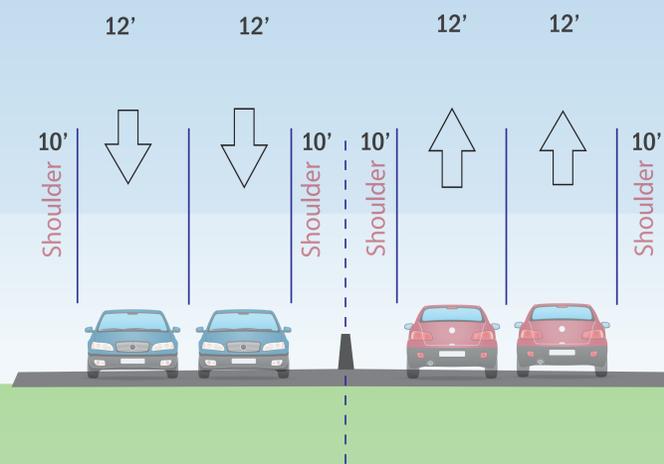
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Conceptual Roadway Sections

Urban Layout with Frontage Roads



Urban Layout with Concrete Barrier

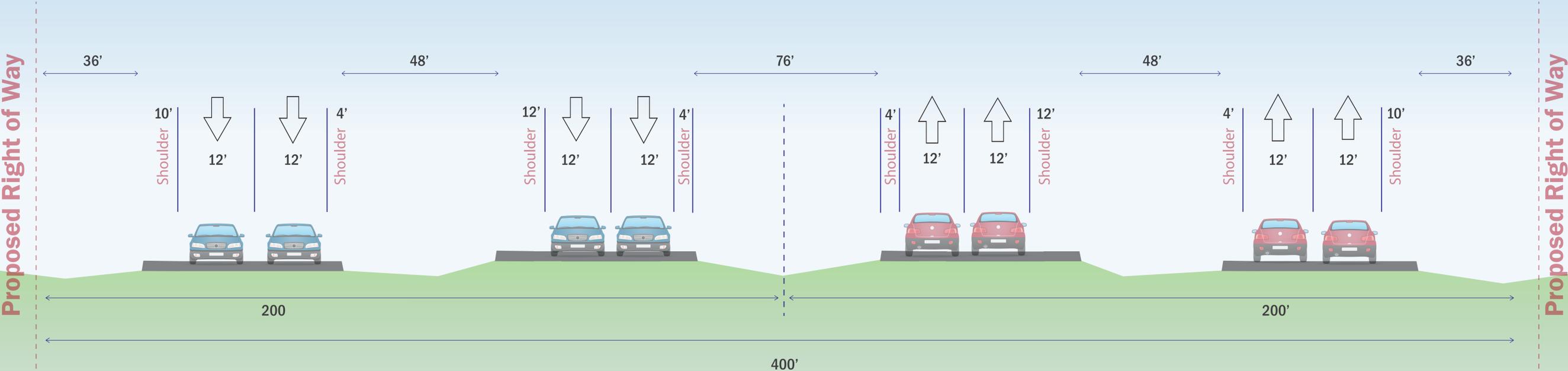


US 190 Feasibility Study

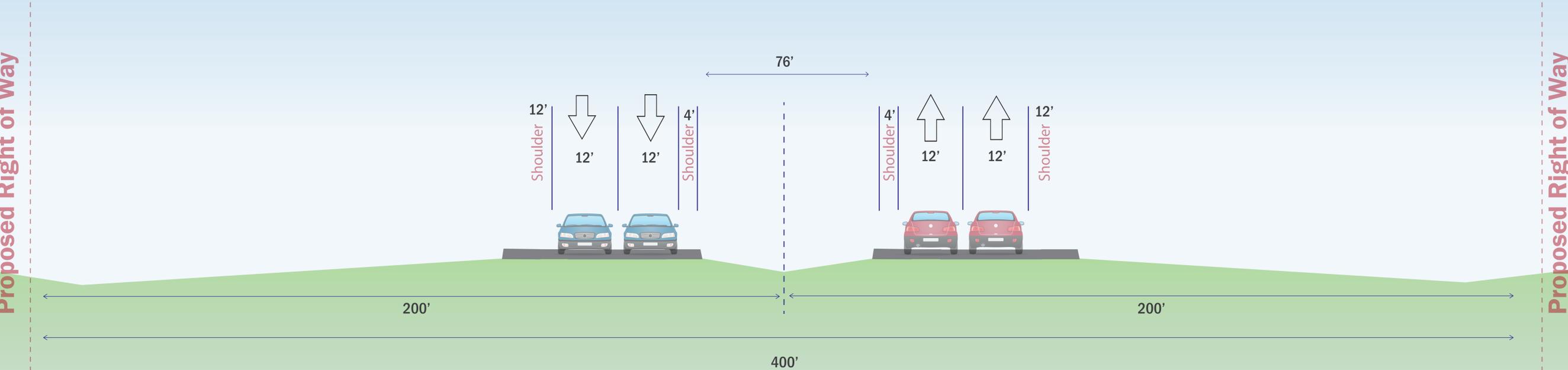
Conceptual Roadway Sections



Rural Layout with Potential Frontage Roads



Rural Layout without Potential Frontage Roads



Not To Scale

Goals and Objectives



Enhance East/West Connectivity

- Avoid routes that utilize already-congested I-35
- Minimize negative effects on other roadways
- Improve access to Little River-Academy and Rogers
- Enhance access to schools, hospitals, and emergency services



Accommodate Existing and Projected Traffic Volumes

- Relieve existing congestion on FM 93
- Accommodate traffic resulting from ongoing growth
- Plan for and mitigate future traffic congestion



Enhance Safety

- Route large trucks away from populated areas



Support Growth and Economic Development

- Positively impact businesses (especially small businesses)
- Minimize construction-phase impacts



Provide Cost-Effective and Environmentally-Efficient Options

- Minimize effects on private property

The Goals and Objectives were developed during Working Group Meeting #1 and approved in Working Group Meeting #2

What Did We Accomplish?

- ✓ Approved Goals and Objectives
- ✓ Approved Evaluation Criteria
- ✓ Identified 9 Viable Route Options for Further Evaluation



Note: After Working Group Meeting #2, remaining route options were refined to ensure consistency with applicable engineering criteria.

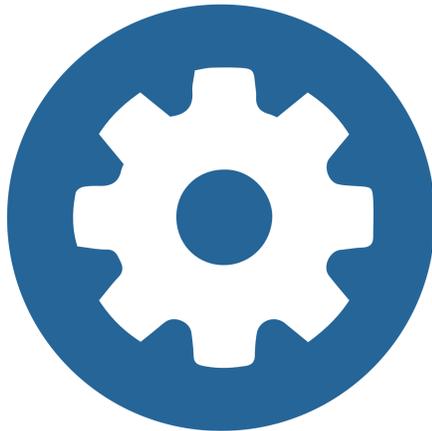
Evaluation Factors



**ROW
Requirements**



**Social &
Community
Impacts**



**Engineering
Analysis**



**Land Use &
Parkland**



**Water
Resources**



**Threatened &
Endangered
Species**



**Vegetation &
Wildlife**



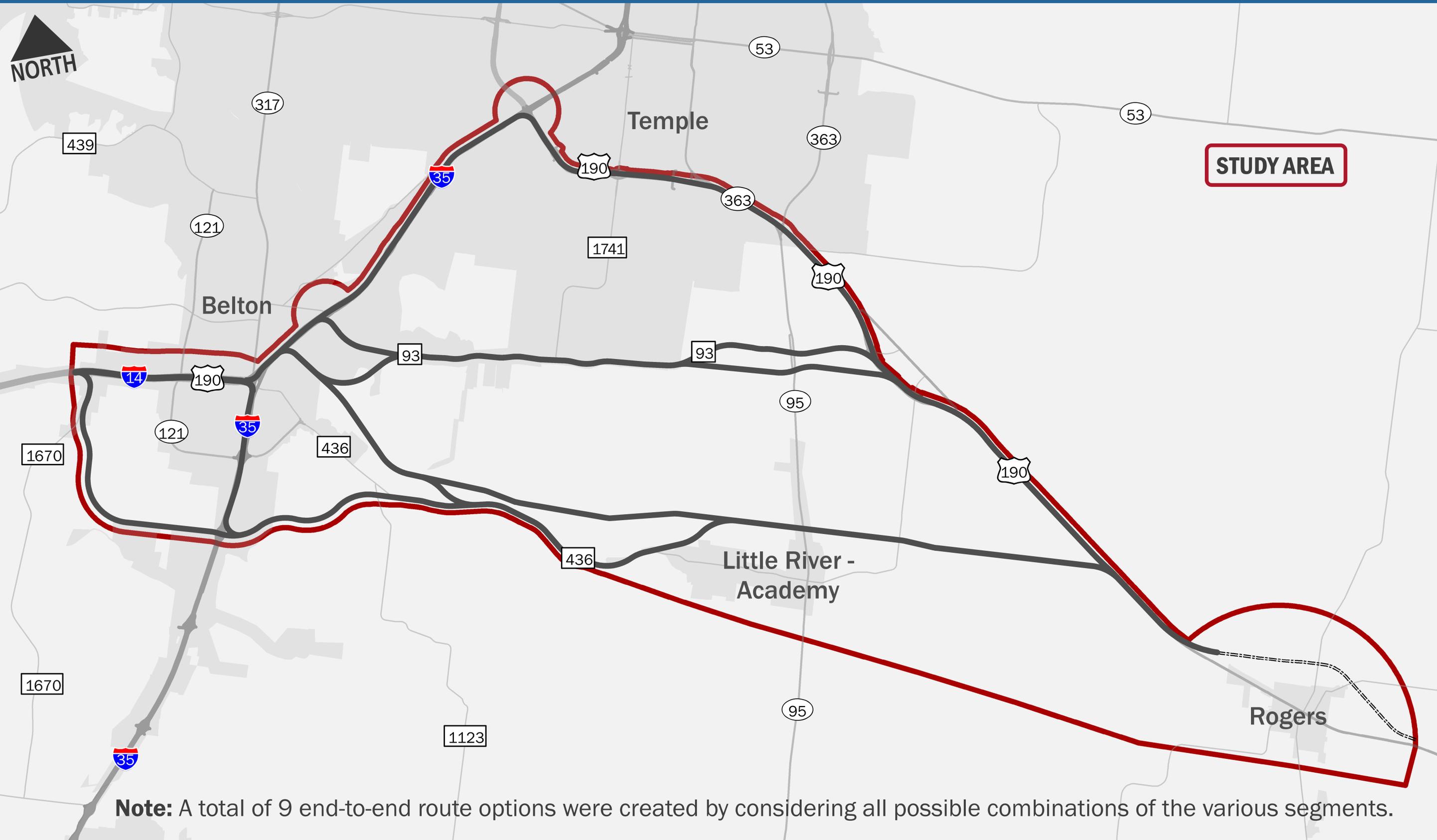
**Archaeological
& Historic
Resources**



**Hazardous
Materials**

US 190 Feasibility Study

Preliminary Route Options



Note: A total of 9 end-to-end route options were created by considering all possible combinations of the various segments.

What Did We Accomplish?

- ✓ Reduced number of route options from 9 to 5
- ✓ Assisted in planning open house and identifying stakeholders



Primary Route Options

Northern Route Option

PINK ROUTE

21.9 Miles

- **About the Route:** Utilizes existing I-14 and I-35; upgrades existing Loop 363 and US 190 between I-35 and Rogers
- **Benefit:** Maximizes use of existing roadways (including I-14, Loop 363, and US 190)
- **Concerns:** Longest, least direct route and may impact businesses and apartments along US 190/Loop 363

Central Route Options

BLUE ROUTE

19.1 Miles

- **About the Route:** Follows existing I-14 north on I-35 to FM 93. Follows FM 93 and continues straight on an undeveloped land route to existing US 190
- **Benefit:** One of the most direct routes
- **Concerns:** Undeveloped land sections may increase potential for impacts to natural resources and may impact adjacent neighborhoods

BROWN ROUTE

19.3 Miles

- **About the Route:** Follows existing I-14 to north on I-35 to FM 93. Follows FM 93 from I-35 to existing US 190
- **Benefit:** One of the most direct routes
- **Concerns:** May impact adjacent neighborhoods

Southern Route Options

BLACK ROUTE

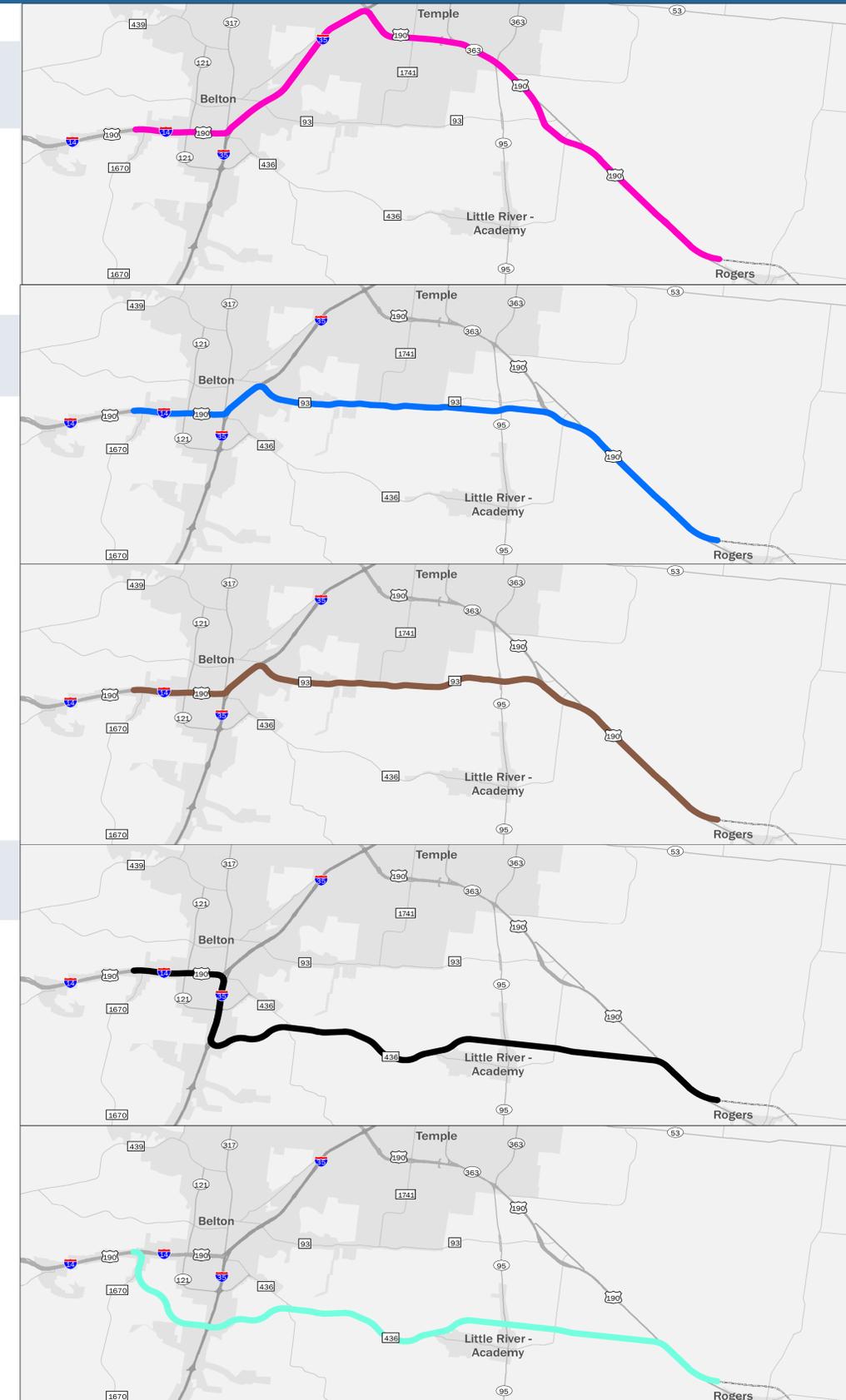
20.5 Miles

- **About the Route:** Follows existing I-14 to south on I-35. Briefly continues on an undeveloped land route to FM 436, and continues on an undeveloped land route north of Little River-Academy to existing US 190
- **Benefit:** Avoids heavily populated areas
- **Concerns:** Undeveloped land sections may increase potential for impacts to natural resources

AQUA ROUTE

19.6 Miles

- **About the Route:** Takes an undeveloped land route from I-14 at FM 1670 to existing Shanklin Road, crosses I-35 to connect to FM 436. Continues on an undeveloped land route north of Little River-Academy to existing US 190
- **Benefit:** Avoids heavily populated areas; routes traffic away from I-35
- **Concerns:** Undeveloped land sections may increase potential for impacts to natural resources



South Route Options

View the route options in the southern portion of the study area here!

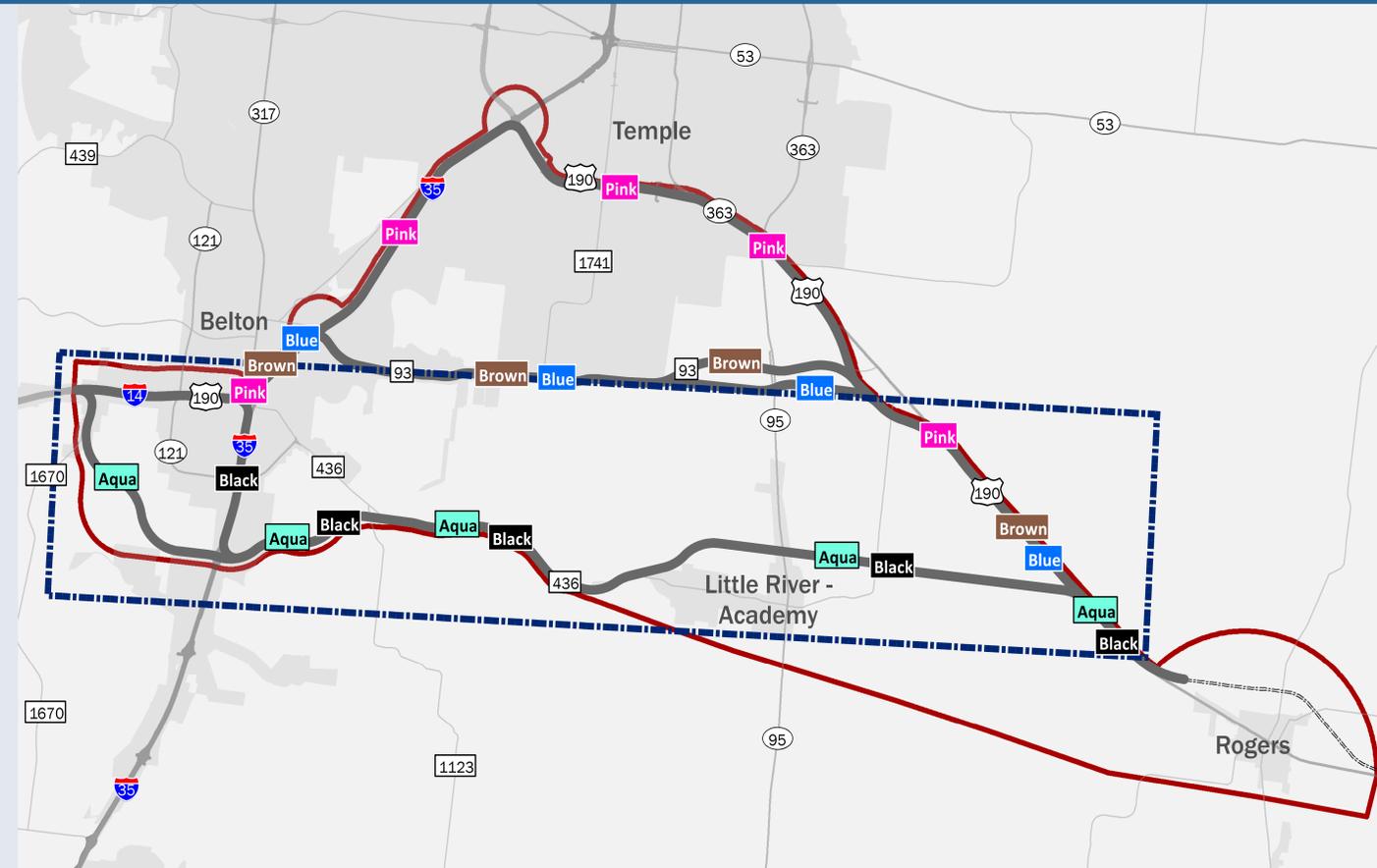
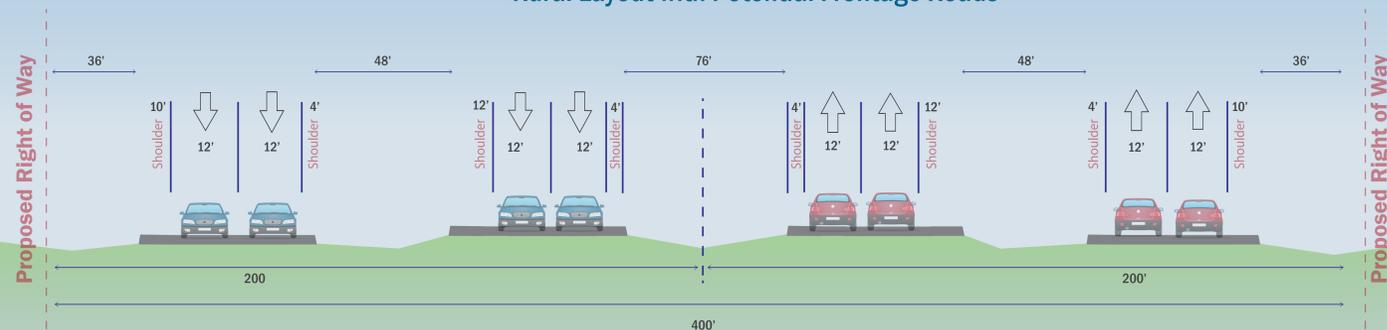
Evaluation Buffers vs. Roadway Footprint

The map depicts a 600-foot wide corridor. A typical section of roadway would not exceed 400 feet. These routes are not finalized - they can be adjusted! The 600-foot evaluation buffer allows for adjustment.

Use the rulers below on the table maps to adjust the route around important landmarks!



Rural Layout with Potential Frontage Roads



North and Central Route Options

View the route options in the Northern and Central portions of the study area here!

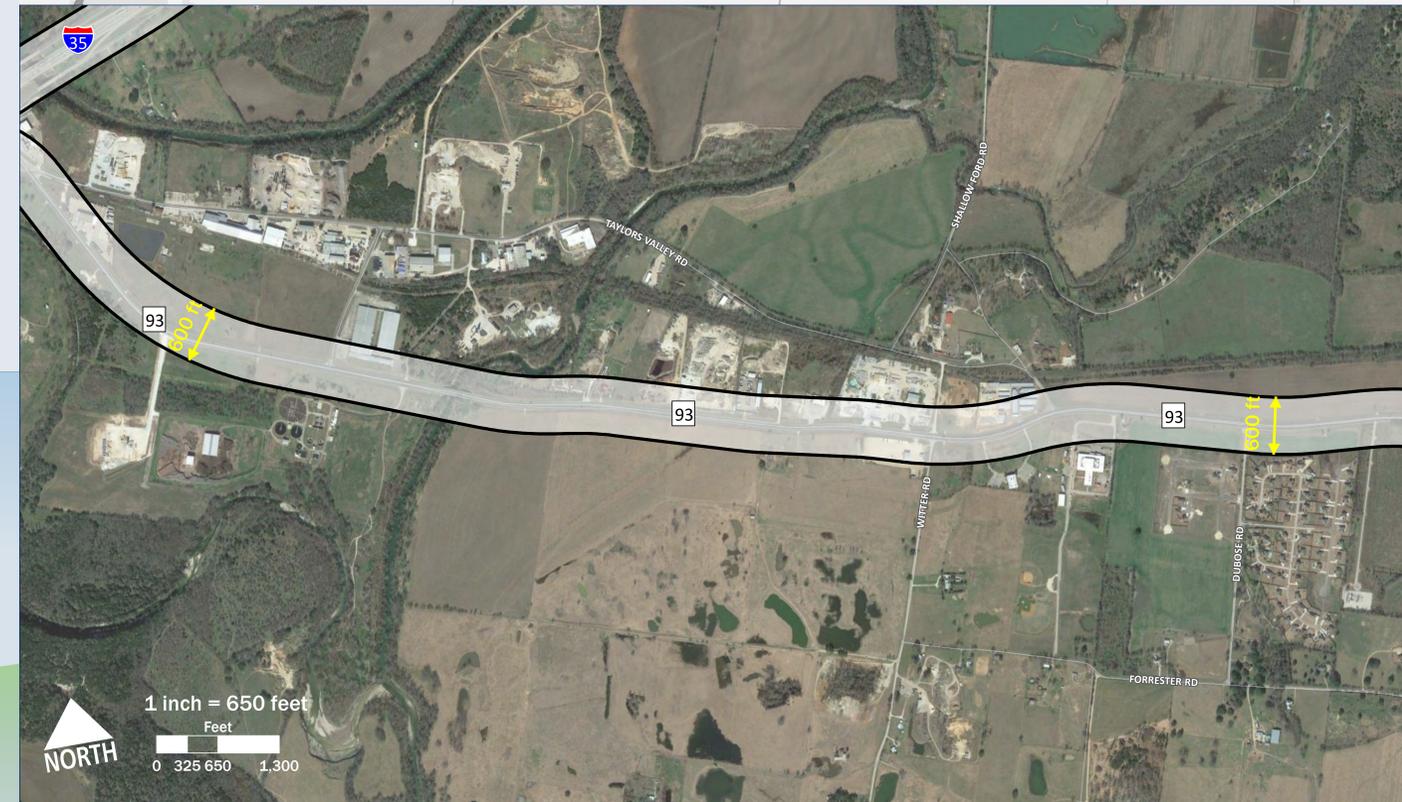
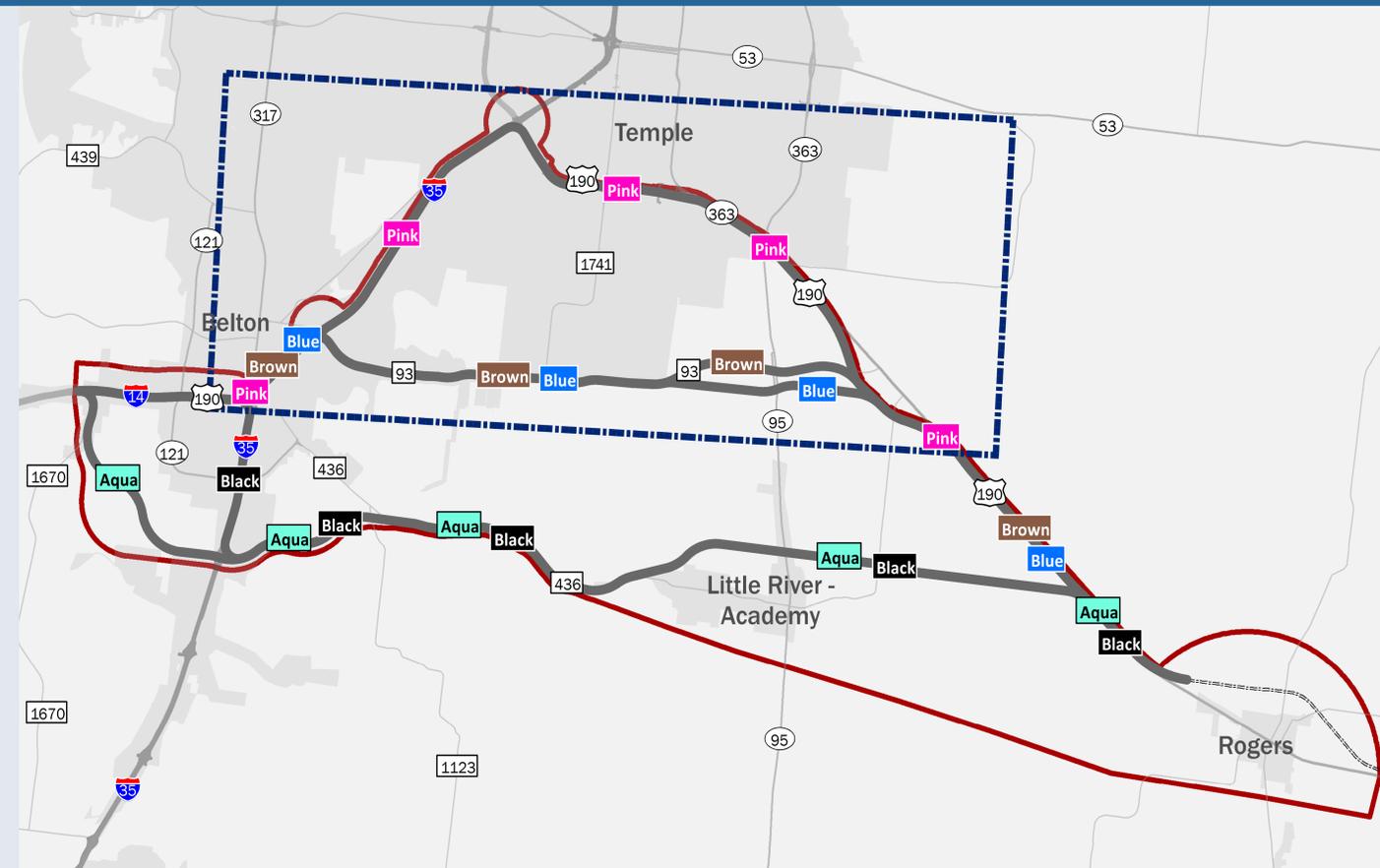
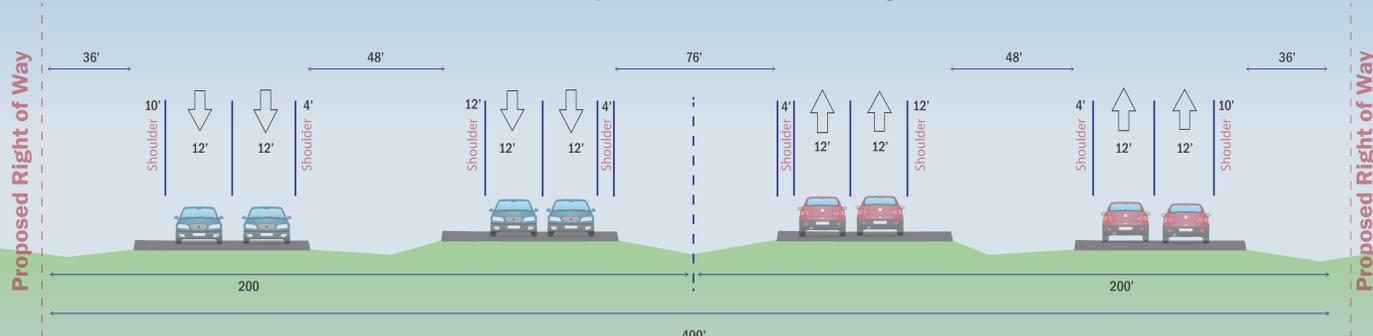
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Use the rulers below on the table maps to adjust the route around important landmarks!



Rural Layout with Potential Frontage Roads



HOW CAN I STAY INFORMED?

For questions or comments, please...

-  **Visit** the project website at <https://ktmpo.org/roadway/us-190-feasibility-study>
-  **Call** the project team at 254-770-2379
-  **Send email** to ktmpo@ctcog.org

