



WELCOME

RM 150: From West of Kyle to I-35
Oct. 25, 2018

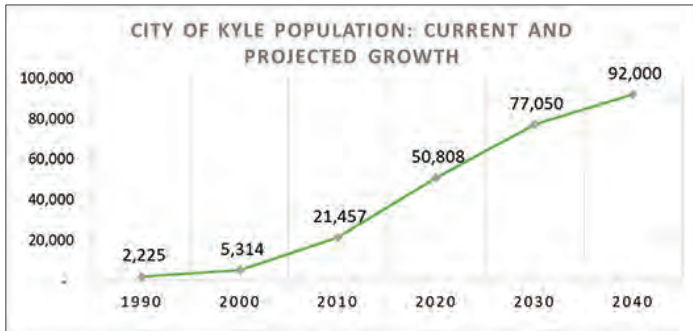
Thank you for your interest in the RM 150 project. The purpose of this meeting is to share project information, alignment alternative segments, and the criteria for evaluating them. Please review exhibits, visit with the project team, ask questions, and provide your feedback.

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

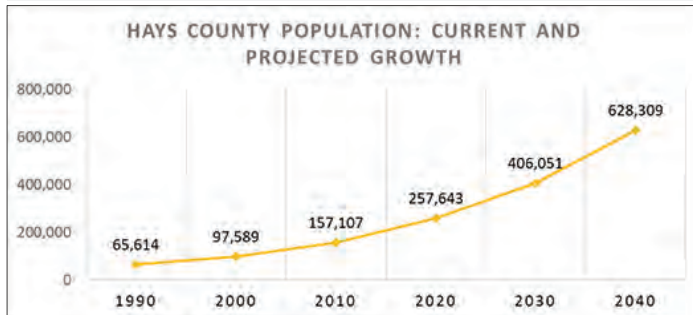
The purpose of the proposed project is to relieve congestion and improve safety along the existing RM 150 facility from west of Kyle to I-35 and to provide additional links in the transportation network in this growing Central Texas region.

Congestion

The City of Kyle is projected to grow 329% from 2010-2040



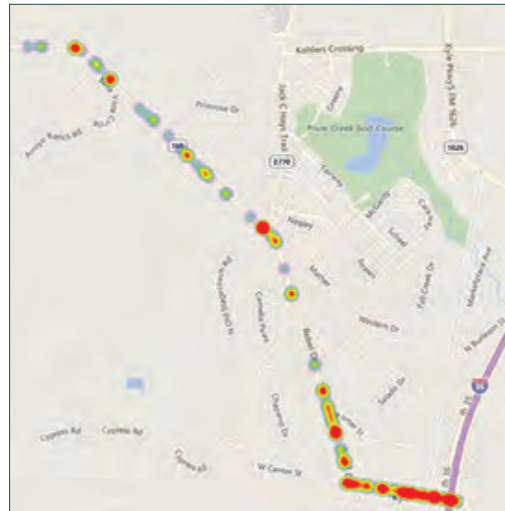
Hays County is projected to grow 300% from 2010-2040



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



Traffic conditions were studied and modeled based on population projections through the year 2040 for Hays County.

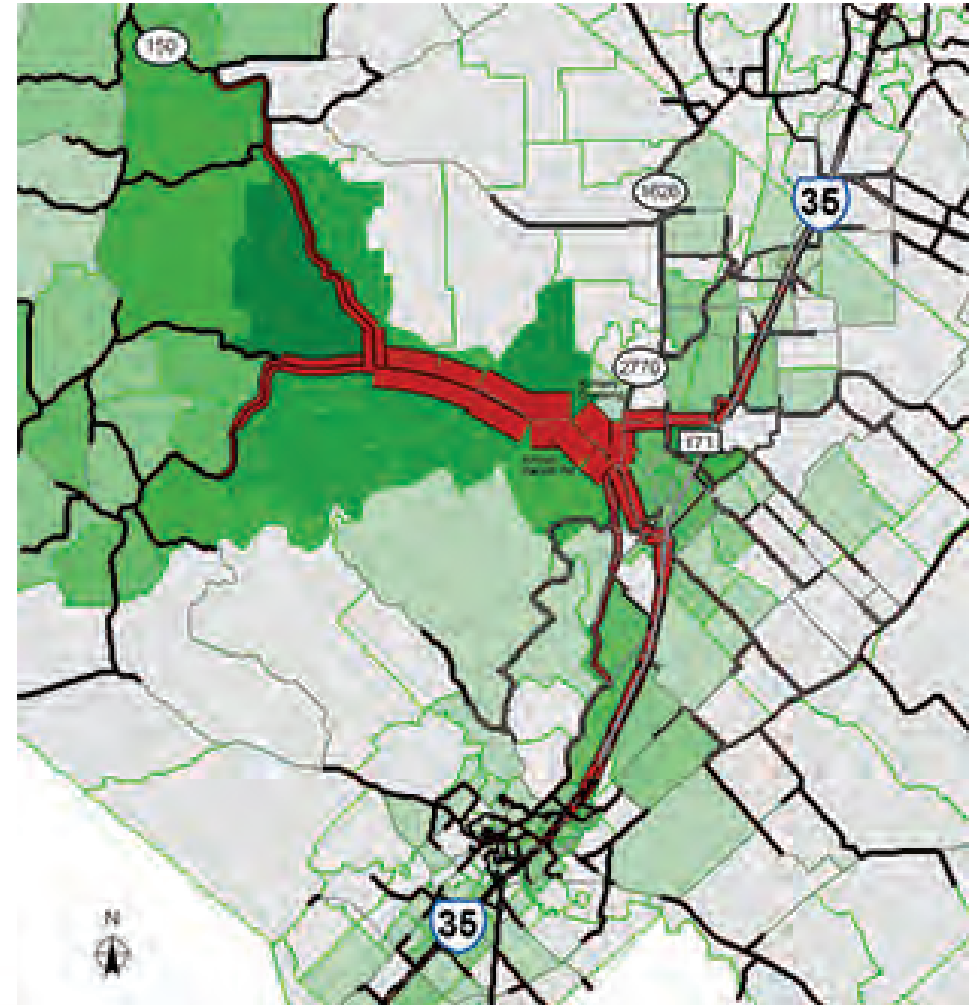
Growth Considerations

- In Hays County, near Kyle, the area with the lowest population density and the most available land is to the west of I-35
- Currently traffic on the west side of I-35 has access to three interchanges (FM 1626, Center Street, and Yarrington Road)
- RM 150 will continue to experience a growing traffic demand

 **Origin Destinations** (locations RM 150 traffic is coming from/going to; darker colors represent higher volume)

 **RM 150 Traffic Volume**

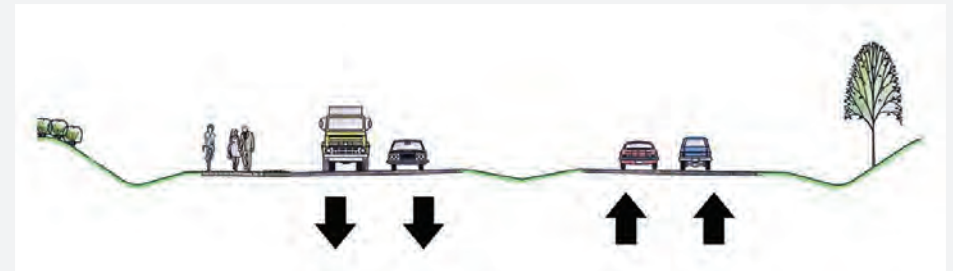
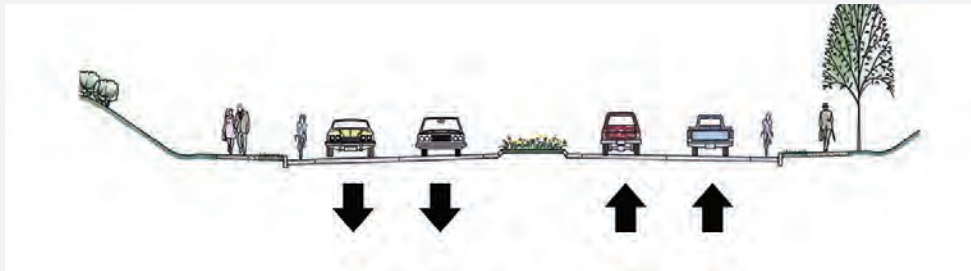
2040 Forecasted RM 150 Traffic Demand



This Project Includes

- Evaluation of alternative segments 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.

POTENTIAL ENVIRONMENTAL CONSTRAINTS



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RM 150 From I-35 to RM 150 West of Kyle



Key to Features

- Schools
- Churches
- Groundwater Wells
- Public Facilities
- Historical Markers
- National Register Sites
- Streams
- Railroad
- National Register Site
- FEMA Floodplains
- Cemeteries
- Parks
- Utilities
- Conservation Easements
- Caves



1 inch equals 1,500 feet

Aerial/Imagery Source: DigitalGlobe, 2010

PROJECT PROCESS



Summer 2018

Share initial alternative segments, purpose and need, project updates and gather input

We Are Here



Winter 2018-Spring 2019

Perform technical analysis and prepare Draft Environmental Impact Statement (EIS)

Summer 2020

Receive Environmental Decision

Fall-Winter 2018

Share preliminary alternative segments, evaluation considerations, and gather input

2019-2020

Continue studies, share Draft EIS, agency coordination, share Final EIS

This timeline is preliminary and subject to change.

Stay Involved!

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



512-533-9100



info@improve150.com



www.improve150.com

ANALYSIS OF PRELIMINARY ALTERNATIVE SEGMENTS

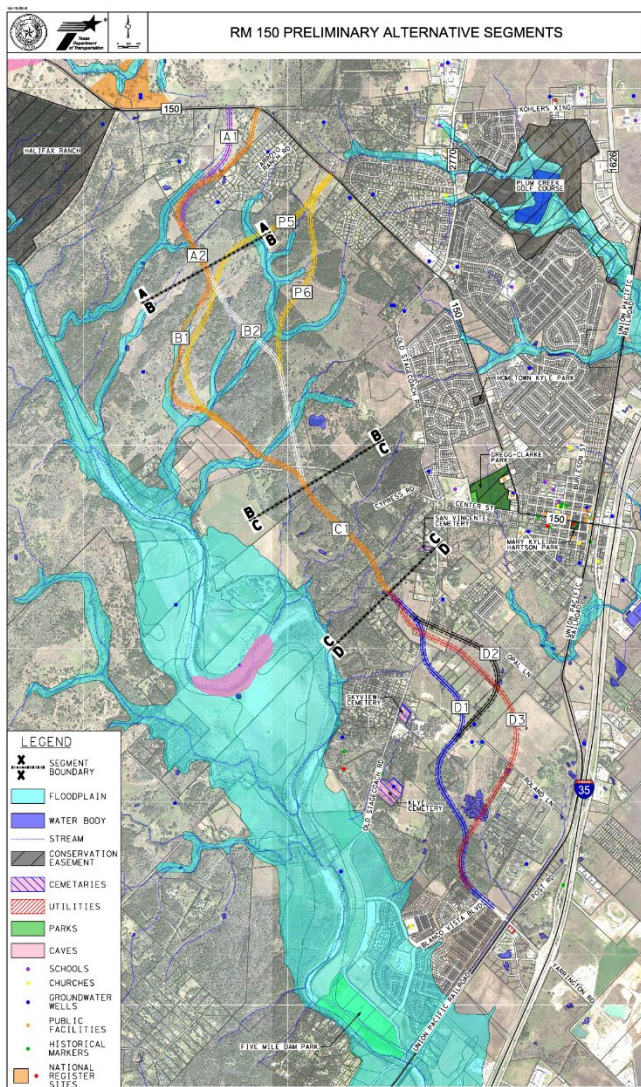


- First, all preliminary alternative segments will be evaluated for environmental considerations, ROW impacts, and engineering considerations
- Second, the remaining alternative segments will be combined to form continuous alternative alignments and will be evaluated for meeting the purpose and need
- Share comments on the draft criteria by completing a comment card or submitting by Nov. 8, 2018

Criteria	Preliminary Alternative Segments									
	A1	A2	B1	B2	P5	P6	C1	D1	D2	D3
Environmental Considerations										
Acres of Impervious Cover in Edwards Aquifer (Contributing and Recharge Zones)										
Acres of Golden-Cheeked Warbler Habitat in Proposed ROW										
Number of Stream Crossings										
Number of Impacts to Section 4(f) Properties (Parks and Historic Sites)										
Right of Way Impacts										
Acres of Proposed ROW Requirements										
Number of Parcels Affected										
Potential Residential and Commercial Displacements										
Engineering Considerations										
Number of Anticipated Bridge/Culvert Crossings										

Purpose and Need (Yes or No)
Relieves Traffic Congestion Along the Existing RM 150
Improves Safety Along the Existing RM 150
Provides Additional Links in the Transportation Network

RM 150 Preliminary Alternative Segments



Evaluation Criteria for Preliminary Alternative Segments

Environmental Considerations
Acres of Impervious Cover in Edwards Aquifer (Contributing and Recharge Zones)
Acres of Golden-Cheeked Warbler Habitat in Proposed ROW
Number of Stream Crossings
Number of Impacts to Section 4(f) Properties (Parks and Historic Sites)
Right of Way Impacts
Acres of Proposed ROW Requirements
Number of Parcels Affected
Potential Residential and Commercial Displacements
Engineering Considerations
Number of Anticipated Bridge/Culvert Crossings

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