Documentation of Public Hearing

Project Location:
Coryell County
Business 190
CSJ # 0231-02-062

Project Limits
FM 1113 (Avenue D) to Constitution Drive

Public Hearing Location
Copperas Cove Civic Center
1206 W. Avenue B
Copperas Cove, Texas 76522

Meeting Date and Time
February 12, 2019
5:30 p.m. to 6:30 p.m.

No Translation Services Provided

Presenters
Victor Goebel, P.E., TxDOT Director of Transportation Planning & Development
Anthony Beach, P.E., Consulting Engineer, BSP Engineers, Inc.

Elected Officials in Attendance
Dan Yancey, Mayor Pro-Tem
Joan Courtland, Council Member-Place 1
Fred Chavez, Council Member-Place 2
Jay Manning, Council Member-Place 4
Marc Payne, Council Member-Place 6
Gary Kafer, Representative J.D. Sheffield's office

Total Number of Attendees
90

Total Number of Comments

9

Overview of Public Comments at Public Hearing

Positive:	2	Negative:	6	Neutral:	1

Overview of Written Public Comments Received

Positive:	7	Negative:	12	Neutral:	12

Contents

Appendix A – Public hearing officer certification
Appendix B – Notices
Appendix C – Sign-in sheets and Speaker Registration Forms
Appendix D – Comment Response Matrix
Appendix E – Transcript
Appendix F – Comments Received
Appendix G – Figures/Exhibits Presented at Meeting
Appendix H – News Coverage and Meeting Photos

ATTACHMENT A

PUBLIC HEARING OFFICER CERTIFICATION

Public Hearing Certification

Project Name: BU 190 Median/Sidewalk Project

County Name Coryell

Control Section Job Numbers (CSJ): 0231-02-062

Project Limits:

From: Avenue D

To: Constitution Ave.

I certify that the following statements are true and apply to the project identified above.

A. A public hearing was held on February 12, 2019 at the Copperas Cove Civic Center in Copperas Cove, Texas.

B. The economic and social effects of the project location and design and its impacts on the environment have been considered.

C. In determining economic, social, and environmental effects, the statutory provisions of the Civil Rights Act of 1964 have been considered.

D. The project consistency with the goals and objectives of urban planning, as dictated by the community has been considered.

E. Requirements of Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, Section 2.107 have been met.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Signed: _____ District Engineer **Date:** 7/1/19

Name/Title

Print Name: STAN SWIATEK

ATTACHMENT B

NOTICES

Notices
Newspaper Publisher's Affidavit and Notice
TxDOT Website Posting
Facebook Page

NOTICE OF PUBLIC HEARING

City of Copperas Cove

US BUSINESS (BU) 190:
From Avenue D to Constitution Ave
CSJ: 0231-02-062 Coryell County, Texas

The Texas Department of Transportation (TxDOT) is proposing to improve US BU 190 from Avenue D to Constitution Avenue in Coryell County, Texas. This notice advises the public that TxDOT will be conducting a public hearing on the proposed project. **The hearing will be held on Tuesday, February 12, 2019, at the Copperas Cove Civic Center, 1206 W. Avenue B, Copperas Cove, Texas, 76522.** Displays will be available for viewing at 5:30 p.m. with the formal hearing starting at 6:00 p.m. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

The proposed improvements to US BU 190 include maintaining the existing three (3) lanes, adding variable width raised medians with left turn-controlled access, a 6' wide sidewalk on the south side of the roadway, a designated 5' bicycle lane within the roadway, providing a 14' wide shared vehicle and bicycle lane on the north side and street lighting. The project begins at the existing Avenue D intersection and extends approximately 1.25 miles east to the existing Constitution Drive intersection. The existing US BU 190 roadway consists of 3 lanes both directions with a continuous left turn access lane from Avenue D to Constitution Drive. The proposed project would maintain three (3) through lanes in both directions and a controlled left turn access at public street intersections. The main lanes would consist of three (3) 12-foot lanes in each direction and include left turn and right turn lanes at several locations. The east and west bound lanes will be separated by a varying width raised median. The 6' wide sidewalk located on the south side of the roadway will accommodate pedestrians and include ADA compliant ramps and pedestrian crosswalks at main intersections. A 5' bicycle lane will be added in the roadway on the south side and a 14' shared access lane will accommodate both vehicular and bicycle traffic. Additional right-of-way is not required based on the current design.

Any environmental documentation or studies, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Waco District Office, 100 S. Loop Drive, Waco, TX 76704 and the TxDOT Gatesville Area Office, 3502 E. Main, Gatesville, TX 76528, and online at https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/waco/. This information will be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing or submitted in person or by mail to Liz Bullock, P.E. US BU 190 Project Manager, TxDOT Waco District Office, 100 S. Loop Drive, Waco, TX 76704. **Comments must be received on or before Wednesday, February 27th to be part of the official hearing record.**

The hearing will be conducted in English. Persons interested in attending the meeting who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact TxDOT Waco District Public Information Office at 254-867-2705. Requests should be made at least two days prior to the meeting. Every reasonable effort will be made to accommodate these needs.

If you have general questions or concerns regarding the proposed project or the hearing, please contact the TxDOT US BU 190 Project Manager, Liz Bullock, P.E. by telephone at 254-867-2751.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

PUBLISHER'S AFFIDAVIT

JAN 29 2019
Finance Dept.

State of Texas
County of Coryell

On this date of 1-29-19, ~~2018~~ 2019, personally appeared before the undersigned, a Notary Public within and for said County and State, Lynette Sowell, Copperas Cove Leader-Press representative, a newspaper published at Copperas Cove, County of Coryell, State of Texas, who , being duly sworn, states on oath that the report of the following advertising, a true copy of each publication which is herto annexed, was published on the date(s) of 1/18 & 1/29, 2018.

Lynette Sowell

Lynette Sowell, Managing Editor
Copperas Cove Leader-Press
P.O. Box 370 | Copperas Cove, Texas 76522

NOTARY PUBLIC STATE OF TEXAS
David Wayne Morris
My Commission Expires
08/05/2022
ID No 129908714

Notary Public

David Morris
My commission expires Aug. 5, 2022

Attached is proof of the original posting on the City's Facebook page, posted on February 1st at 246pm. Below was the full post, which included the attached notice:

Business US 190 Public Hearing

Copperas Cove, Texas - The Texas Department of Transportation (TxDOT), in coordination with the City of Coppers Cove, is proposing to improve Business US 190 from Avenue D to Constitution Avenue in Copperas Cove. A Public Hearing will be conducted on the proposed project on Tuesday, February 12, 2019 at the Copperas Cove Civic Center, 1206 W Avenue B. Displays will be available for viewing at 530pm with the formal Public Hearing beginning at 6pm. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project. The project Engineer, BSP Engineers, will also be present.

The TxDOT Waco District has created a project web page which can be found on their website at: https://www.txdot.gov/inside-txdot/projects/studies/waco/business-us-190.html. The project page includes project history and schedule, map, research/studies, FAQs, etc. Please note some of the information and revised schematics are still pending update.

The City of Copperas Cove has also created a project web page which can be found at: http://www.copperascovetx.gov/pio/highway_190_master_plan/. The project page includes the draft schematic drawings/plans that will be presented at the Public Hearing. We encourage the public to view these sites to educate themselves on the project.

Please see attached Notice of Public Hearing for specific detailed information on the project.

Questions or concerns should be directed to Public Information Officer Kevin Keller at kkeller@copperascovetx.govor (254)547-4221.

###

Kevin A. Keller
Public Information Officer
City of Copperas Cove
508 South 2nd Street
254.547.4221 ext. 6243
mailto:kkeller@copperascovetx.gov

Texas Department of Transportation

100 SOUTH LOOP DRIVE, WACO, TEXAS 76704-2858 | 254.867.2700 | WWW.TXDOT.GOV

NOTICE OF PUBLIC HEARING
US BUSINESS (BU) 190: From Avenue D to Constitution Ave
CSJ: 0231-02-062
Coryell County, Texas

The Texas Department of Transportation (TxDOT) is proposing to improve US BU 190 from Avenue D to Constitution Avenue in Coryell County, Texas. This notice advises the public that TxDOT will be conducting a public hearing on the proposed project. **The hearing will be held on Tuesday, February 12, 2019, at the Copperas Cove Civic Center, 1206 W. Avenue B, Copperas Cove, Texas, 76522.** Displays will be available for viewing at 5:30 p.m. with the formal hearing starting at 6:00 p.m. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

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Any environmental documentation or studies, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Waco District Office, 100 S. Loop Drive, Waco, TX 76704 and the TxDOT Gatesville Area Office, 3502 E. Main, Gatesville, TX 76528, and online at https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/waco/. This information will be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing or submitted in person or by mail to Liz Bullock, P.E. US BU 190 Project Manager, TxDOT Waco District Office, 100 S. Loop Drive, Waco,

PROPERTY OWNERS NOTIFIED

Feature #	Parcel ID	Property Address	Owner - First Name	Owner - Last Name	Mailing - Street No.	Mailing Street Name	City	State	Zip
	NORTH SIDE -PARCEL MAP WEST								
	148926	1407 E Bus Hwy 190		CJL Copperas LLCHJL Copperas LLC &	523	Windwood RD	Baltimore	MD	21212
	104039	1501 E Bus Hwy 190		POP Holdings LP	4055	Valley View	Dallas	TX	75234
	152369	1521 E Bus Hwy 190		Lightfoot Oil Co	1485	Richardson Dr. #155	Richardson	TX	75080
	152370	1535 E Bus Hwy 190		Lightfoot Oil Co	1485	Richardson Dr. #155	Richardson	TX	75080
	120347	1537 E Bus Hwy 190		OReilly Auto Enterprises LLC	ATTN: Real Est Dept 233	South Patterson Ave	Springfield	MO	65802
	152371	1539 E Bus Hwy 190		Lightfoot Oil Co	1485	Richardson Dr. #155	Richardson	TX	75080
	152372	1545 E Bus Hwy 190		Lightfoot Oil Co	1485	Richardson Dr. #155	Richardson	TX	75080
	152373	1549 E Bus Hwy 190		Lightfoot Oil Co	1485	Richardson Dr. #155	Richardson	TX	75080
	104030	1807 E Bus Hwy 190	Diamond B Partners LTD	Stephen A Bressler Duncan Bressler & LIU Inc	1020	E Loop 410, Suite 500	San Antonio	TX	78209
	104031	1905 E Bus Hwy 190	Norman	Potter	1905	E Bus 190 #B	Copperas Cove	TX	76522
	117456	2003 E Bus Hwy 190	Diamond B Partners LTD	Stephen A Bressler Duncan Bressler & LIU Inc	1020	E Loop 410, Suite 500	San Antonio	TX	78209
	174555	2005 E Bus Hwy 190	Norman	Potter	1905	E Bus 190 #B	Copperas Cove	TX	76522
	103992	2015 E Bus Hwy 190	Five Hills Apartments	c/o Cho Hak Kyu ETUX	2416	Sweetwater Ln	Cedar Park	TX	78613
	127223	2101 E Bus Hwy 190		Mickeys Enterprises Inc	1008	Illinois Ave	Killeen	TX	76541
	103989	2121 E Bus Hwy 190		Dewald Properties	2123	E Bus 190 Ste B	Copperas Cove	TX	76522
	103988	2125 E Bus Hwy 190		Gordhan LLC	1786	N Hwy 83	Mission	TX	78572
	103984	2123 E Bus Hwy 190		Dewald Properties	2123	E Bus 190 Ste B	Copperas Cove	TX	76522
	103986	2127 E Bus Hwy 190	Leon & Monty	Dewald	2123	E Bus 190 Ste B	Copperas Cove	TX	76522
	104041	2205-2211 E Bus Hwy 190	Kenneth	Hagan	185	PR 3063	Lampasas	TX	76550
SOUTH SIDE - PARCEL MAP WEST									
	149455	1262 E Busy Hwy 190	7-Eleven Inc	c/o Ad Valorem Tax 7 Eleven Store #40550		PO Box 711	Dallas	TX	75221
	145681	1418 E Bus Hwy 190	McDonalds Real Est Co DBA	Hampton Conlan		PO Box 1167	Lampasas	TX	76550
	145682	1418 E Bus Hwy 190	McDonalds Real Est Co DBA	Hampton Conlan		PO Box 1167	Lampasas	TX	76550
	120889	1420 E Bus Hwy 190		Never Enough LP	1431	Lake Air Dr	Waco	TX	76710
	118720	1502 E Bus Hwy 190		AUI Central LLC	611	W Stassney Ln	Austin	TX	78745
	118721	1504 E Bus Hwy 190	ARC CafeUSA001 LLC	c/o Ryan LLC		PO Box 460369 Dept 100	Houston	TX	77056
	104033	1600-1608 E Bus Hwy 190	Reva W	Ruffin	1303	High Chapparal Dr	Copperas Cove	TX	76522
	104027	1616 E Bus Hwy 190	Rodney	Nauert	1712	E Bus 190	Copperas Cove	TX	76522
	104026	1712 E Bus Hwy 190	Rodney & Kathryn	Nauert		PO Box 863	Copperas Cove	TX	76522
	122865	1714 E Bus Hwy 190		TAPI LLC	1714	E Bus 190	Copperas Cove	TX	76522
	122724	101 Oak St		Three Seas Properties LLC	190	Eagle Landing Dr	Belton	TX	76513
	122730	100 Nauert St	Furman & Damita	Moore	100	Nauert St	Copperas Cove	TX	76522
	122731	101 Nauert St	Gary Lynn	Kelly	737	CR 4807	Copperas Cove	TX	76522
	122737	1310 Parnell St	Shilassa Machal	Drayton	1310	Parnell St	Copperas Cove	TX	76522
	122738	101 Ridge St	Joel	Duran	718	CR 4807	Copperas Cove	TX	76522
	122748	102 Easy St		Herring Family Revocable Trust	2408	Freedom Ln	Copperas Cove	TX	76522
	122805	2102-2104 E Bus Hwy 190	Wesley Jr	Atkinson		PO Box 280	Kempner	TX	76539
	122872	704 M L King Jr Dr		First Presbyterian Ch	704	M L King Jr Dr	Copperas Cove	TX	76522
	104036	2124 E Bus Hwy 190	7-11 Southland Corporation	c/o John Thompson ETAL		PO Box 711	Dallas	TX	75221
	104022	2126 E Bus Hwy 190	Bill	French Enterprises Inc	551	CR 3371	Kempner	TX	76539
	104035	2128 E Bus Hwy 190		Killeen Area Family LTD Partnership	2100	Trimmier Rd Ste 100	Killeen	TX	76541
	104005	2208 E Bus Hwy 190		Roncar Enterprises LLC	1313	Dripping Springs Ave	Killeen	TX	76543
	104007	2210 E Bus Hwy 190	George D Jr & Jacqueline	Duncan	514	Bowden Ave	Copperas Cove	TX	76522
NORTH SIDE - PARCEL MAP EAST									
	120945	2301 E Bus Hwy 190	Chang Danny & Navorn Taing		3413	Shoreline Dr	Harker Heights	TX	76548
	103975	2315 E Bus Hwy 190		Reverchon Partners II LTD	428	Riverview	Waco	TX	76712
	133626	2303 E Bus Hwy 190		FQSR RE LLC	8900	Indian Creek Pkwy, Ste 100	Overland Park	KS	66210
	118625	2411 E Bus Hwy 190	7-11 Inc	Attn AV Tax Dept #34254		PO Box 711	Dallas	TX	75221
	134211	2421 E Bus Hwy 190		Heart of Texas Goodwill	916	E Waco Dr	Waco	TX	76704
	104016	2425 E Bus Hwy 190	Manning	Jason Laura Jonathan & Sarah	2425	E Hwy 190	Copperas Cove	TX	76522
	141715 &118646	2515 E Bus Hwy 190	INGOGO INC	c/o Edward Kahl	14151	Oakalla Rd	Killeen	TX	76549
	117526	2519 E Bus Hwy 190	Spicer	David Paul & Mary	1426	W Bus 190	Copperas Cove	TX	76522
	134314	2525 E Bus Hwy 190	SD Apple Properties I LLC	c/o Sunil Dharod	13355	Noel Rd Ste 1645	Dallas	TX	75240

PROPERTY OWNERS NOTIFIED

	103973	2601 E Bus Hwy 190	Dewald	Glenn	2601	E Business 190	Copperas Cove	TX	76522
	146244	2621 E Bus Hwy 190	Halle Properties LLC	Dept 1100 - TXA16	20225	N Scottsdale Rd	Scottsdale	AZ	85255
	104042	2623 E Bus Hwy 190	Boyd	Benny M & Benny C ETAL	601	N Key Ave	Lampasas	TX	76550
	126986	2625 E Bus Hwy 190		Ernst Luce Investments LLC	834	Chautauqua Blvd	Pacific Palisades	CA	90272
	138009	2711 E Bus Hwy 190		AREC 24 LLC	2727	N Central Ave	Phoenix	AZ	85004
	142210	2703 E Bus Hwy 190	GTP Acquisition Partners II PP	Property Tax Department		PO Box 723597	Atlanta	GA	31139
	104004	2705 E Bus Hwy 190		CODRA Commercial LTD	3800	S WS Young Dr	Killeen	TX	76542
	104003	2701 E Bus Hwy 190		AMERCO Real Estate Company of Texas	2727	N Central Ave	Phoenix	AZ	85004
	103990	No Informaiton on Coryell CAD							
				Fort Hood Military Reservation					
SOUTH SIDE - PARCEL MAP EAST									
	103981	811 M L King Jr Dr		Christian House of Prayer Inc	916	W Business 190	Copperas Cove	TX	76522
	104015	2308 E Bus Hwy 190		CODRA Commercial	3800	W W S Young Dr Ste 101	Killeen	TX	76542
	104001	2312 E Bus Hwy 190	Brand	Ira	2312	E Business Hwy 190	Copperas Cove	TX	76522
	103967	2314 E Bus Hwy 190	Cline	Elaine	1305	High Chaparral Dr	Copperas Cove	TX	76522
	103982	2404 E Bus Hwy 190	Spicer	Mary Ann	310	Sherman Ave	Copperas Cove	TX	76522
	143136	2410 E Bus Hwy 190		Heart of Texas Federal Credit Union	1612	S Fort Hood St	Killeen	TX	76542
	118888	2416 E Bus Hwy 190	Maples	Walter B Jr	5810	Harmon Rd	Copperas Cove	TX	76522
	118887	2420 E Bus Hwy 190		Achievable Wealth LLC	2420	E Business 190	Copperas Cove	TX	76522
	118886	2514 E Bus Hwy 190		S&S Martin Family Limited Partnership LTD	304	E 4th St Suite A	Lampasas	TX	76550
	118885	2516 E Bus Hwy 190	Lee	Ying Zi & James	5001	Lagovista Dr	Belton	TX	76513
	118884	2520 E Bus Hwy 190	Kielman	Melvin	816	N 1st St	Copperas Cove	TX	76522
	118883	2522 E Bus Hwy 190		Kassiani LLC	1708	Maize Bend Rd	Austin	TX	78727
	104034	2524 E Bus Hwy 190	GBDRIVE LLC	Donald R Grobowsky		PO Box 966	Temple	TX	76503
	118647	2526 E Bus Hwy 190	Central Texas Housing Solutions LLC	c/o Juan P Murillo	1664	Parkcrest Cir Apt 300	Reston	VA	20190
	118657	2602 E Bus Hwy 190	Van Hoozer	Suk C ETAL	1910	Sutton Place Trl	Harker Heights	TX	76548
	118658	2604 E Bus Hwy 190	Millican	David		PO Box 1704	Copperas Cove	TX	76522
	138648	2614 E Bus Hwy 190		CP Summit Group LP		PO Box 2392	Harker Heights	TX	76548
	118662	2616 E Bus Hwy 190	Spicer	Paul L	310	Sherman Ave	Copperas Cove	TX	76522
	118661	2622 E Bus Hwy 190	Spicer	Paul L	310	Sherman Ave	Copperas Cove	TX	76522
	118660	2626 E Bus Hwy 190	Spicer	Paul L	310	Sherman Ave	Copperas Cove	TX	76522
	118663	2702 E Bus Hwy 190	Straley	Gary & Sarah	1808	Freedom Ln	Copperas Cove	TX	76522
	118664	2704 E Bus Hwy 190	Straley	Gary & Sarah	1808	Freedom Ln	Copperas Cove	TX	76522
	118233	2720 E Bus Hwy 190	Wal-Mart Real Estate	Property Tax Dept	Attn: MS 0555	PO Box 8050	Bentonville	AR	72712
	118235	2726 E Bus Hwy 190		Paul Family Properties Texas LLC	2235	Highway 46	Wasco	CA	93280
	118234	2712 E Bus Hwy 190		Murphy Oil USA Inc		PO Box 7300	El Dorado	AR	71731

FOR IMMEDIATE RELEASE
February 1, 2019

City of Copperas Cove

Kevin Keller, Public Information Officer
kkeller@copperascovetx.gov
Fax: (254)542-8965

508 South 2nd Street
Copperas Cove, Texas
Phone: (254)547-4221

Business US 190 Public Hearing

Copperas Cove, Texas – The Texas Department of Transportation (TxDOT), in coordination with the City of Coppers Cove, is proposing to improve Business US 190 from Avenue D to Constitution Avenue in Copperas Cove. A Public Hearing will be conducted on the proposed project on Tuesday, February 12, 2019 at the Copperas Cove Civic Center, 1206 W Avenue B. Displays will be available for viewing at 530pm with the formal Public Hearing beginning at 6pm. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project. The project Engineer, BSP Engineers, will also be present.

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ATTACHMENT C

SIGN-IN SHEETS

Attendance
Total Attendance: 124

City personnel: 11
Elected Officials: 5
TxDOT personnel: 11
KTMPO staff: 2
Project consultants: 3
Members of the public: 90
Media: 2

ATTENDENCE SHEET
COPPERAS COVE US BUSINESS 190
Public Hearing - February 12, 2019
Copperas Cove Civic Center
5:30 PM

Name	Address	Affiliation	How did you hear about the meeting?
Arturo Camargo	Oreilly Auto Parts		email
Ellis P. Thomas	Oreilly Auto Parts		email
Joey Acfalle	1623 N Main		city email
Brad Diaz	PO Box 1079	Citizen	City
WADE DEANS	801 CRADDOCK ST		Council Meeting
TERRI DEANS	"		"
Christiane Hayward	220 Pinto Dr	Citizen	E-mail
Trudy Perry	1002 Rhonda Lee St	citizen	Facebook
Mary Derrick	1404 Anthor	Citizen	email - meetings paper - facebook

ATTENDENCE SHEET
COPPERAS COVE US BUSINESS 190
Public Hearing - February 12, 2019
Copperas Cove Civic Center
5:30 PM

Name	Address	Affiliation	How did you hear about the meeting?
Jennifer Cotter	905 Hill St	HEB Chamber	
Liz Sherman	2744 CR 4938	Chamber	
Siggi Loe	820 N. 23rd St		
Alicia Menard	204 S. Roberton Ave.	Chamber	City Email
Beth & Keith Moore	403 Windmill Dr		
Jason Mannizzy	1205 Bowen		
Samuel Thorpe	134 Harrell		
Katharina Martuscelli	208 Oak St.		
Reva W. Ruffin	1303 High Chaparral		

ATTENDENCE SHEET
COPPERAS COVE US BUSINESS 190
Public Hearing - February 12, 2019
Copperas Cove Civic Center
5:30 PM

Name	Address	Affiliation	How did you hear about the meeting?
Dale W. Treadway	402 Juniper Circle	Planning & Zoning Commission	city meeting
James Pierce	3201 Emily Cir	Citizen	FB
BILL & JO WALTZ	315 CHESTNUT	CITIZEN	NEWSPAPER
Randall Shinesmith	2513 Gail Dr.	Citizen	FB
Eric R. Armstrong	412 John Henry Circle	Citizen	?
Jonathan Manning	1303 Nathan Lane	Citizen, Property owner	
Rita Walker	801 Michelle Dr	Citizen	Friend
Mary Ables	808 S. 23rd	citizen	?
Deborah Kahil	14151 Dakalla Rd Killeen, TX 76549	citizen, property owner	Letter from TxDOT

ATTENDENCE SHEET
COPPERAS COVE US BUSINESS 190
Public Hearing - February 12, 2019
Copperas Cove Civic Center
5:30 PM

Name	Address	Affiliation	How did you hear about the meeting?
Mark Furey Dennis Furey	707 N 19TH ST	Citizen	FB
Sylvia Rhinesmith	2513 Gail Dr.	Citizen	FB
JEREMY FREN	2616 CURTIS	CITIZEN	CITY COUNCIL/FB
LYNN BLAIR	2003 BOLAND COVE	CITIZEN	City Council/FB
FRANCIS WALTER	801 MICHAEL DR	CITIZEN	FRIEND
ANITA C. HEWIT	1202 SOUTH 8TH STR.	CITIZEN	ONLINE
BEVERLEY CLARK	901 TANK ST		FB.
Cheryl Oake	408 Del Mar Cr.	Citizen	Paper
Michael Novogradac	2405 Crystal Circle	Citizen	FB

ATTENDENCE SHEET
COPPERAS COVE US BUSINESS 190
Public Hearing - February 12, 2019
Copperas Cove Civic Center
5:30 PM

Name	Address	Affiliation	How did you hear about the meeting?
Anne+Tom McNew	1330 Briscoect	Residence	Kevin Keller
Clark Wilberg	405 Preakness Cir	Residence	web site
Cynthia Underwood	1319 Marlee Cr.	Residence	Friend
Jonathan Underwood	1319 Marlee Cr.	Resident	Friend
Nelson Guadalupe	1403 High Chaparral DR	Resident	Friend
Brian Rhoads	1925 Pleasant LN	Resident	friend
Russell Grand	1805 Robertson Ave	Resident	Kevin / PAPER
Matthew Russell	1812 Bowen AVE	"	Paper.
Bill Taylor	523 margaret Lee	"	website

ATTENDENCE SHEET
COPPERAS COVE US BUSINESS 190
Public Hearing - February 12, 2019
Copperas Cove Civic Center
5:30 PM

Name	Address	Affiliation	How did you hear about the meeting?
Tim Cline	1305 High Chaparral Dr	Concerned Citizen	Council News
Bob Oakes	408 Del Mar Cir	Citizen	Kevin's E-Mail
Gary Kafer	115 N. 31st Gatesville	St. Gov't.	"
Laurie Russell	1812 Bowen Ave C. Cove	citizen	Council mtg.
Natasha Tabor	307 W. Anderson Ave	citizen	News
Bo Roldan	608 Manning Dr.	Meals on Wheels HCCAA	Council Mtg
Jackie Zajicek	2303 Freedom Lane	citizen	News
Evelyn Nelson	913 Tammy Dr	citizen	facebook

ATTENDENCE SHEET
COPPERAS COVE US BUSINESS 190
Public Hearing - February 12, 2019
Copperas Cove Civic Center
5:30 PM

Name	Address	Affiliation	How did you hear about the meeting?
Ed Kahil DVM	14151 Oakalla Rd	Animal Medical Center	
Sandy Cogle			

ATTENDENCE SHEET
COPPERAS COVE US BUSINESS 190
Public Hearing - February 12, 2019
Copperas Cove Civic Center
5:30 PM

Name	Address	Affiliation	How did you hear about the meeting?
Ron Nelson	913 Tammy Dr.		

ELECTED OFFICIALS + CITY STAFF

Texas Department of Transportation

ATTENDENCE SHEET
COPPERAS COVE US BUSINESS 190
Public Hearing - February 12, 2019
Copperas Cove Civic Center
5:30 PM

City of Copperas Cove

Name	Address	Affiliation	
Jeff Staddard	CCPD	staff	
Kevin Keller	City of C.C.	Staff	
ADAM WOLF	CITY OF COPPERAS COVE	STAFF	
Ryan Haverlah	COCC	Staff	
FRED L. CHAVEZ	CITY COUNCIL	COUNCIL	
Jamie DUNCAN	CC Solid Waste	staff	
Lisa Wilson	City of C.C	Staff	
Chris Altott	City of C.C.	Staff	
Eddie Wilson	CCPD	Staff	

ELECTED OFFICIALS - CITY STAFF

Texas Department of Transportation

ATTENDENCE SHEET
COPPERAS COVE US BUSINESS 190
Public Hearing - February 12, 2019
Copperas Cove Civic Center
5:30 PM

City of Copperas Cove

Name	Address	Affiliation	
Joann Courtland	1804 Pecan Cove Dr.	City of C Cove	
E.M. PAYNE	319 E. Ave E.	City of C. Cove	
Jay Manning	805 Jonathan Ln	City of CC	
Silvia Rhoads	1925 Pleasant Ln.	KCCB/City of C.C.	
DAN YANCEY	3012 Sun Temple Dr.	City of CC	
Gary D. Young	415 S. Main St CC	Fire Dept	
BOBBY LEWIS	914 S. MAIN ST CC	DEV SERVICES PLANNING DIV	

NEWS MEDIA

Texas Department of Transportation

ATTENDENCE SHEET
COPPERAS COVE US BUSINESS 190
Public Hearing - February 12, 2019
Copperas Cove Civic Center
5:30 PM

City of Copperas Cove

Name	Address	Affiliation	How did you hear about the meeting?
Lynette Sowell	2210 E. Bus. 190 Copperas Cove, Ste. 1	Copperas Cove Leader Press	PIO - Kevin Keller
Larry Hauk	200 Cove Terrace Shop Ctr.	Cove Banner	City Council Mtg.

TxDOT Staff MPO Staff

Texas Department of Transportation

ATTENDENCE SHEET
COPPERAS COVE US BUSINESS 190
Public Hearing - February 12, 2019
Copperas Cove Civic Center
5:30 PM

City of Copperas Cove

Name	Address	Affiliation	
Ty Bullock	100 S. Loop Dr Waco	TxDOT	
Christi Bonham	100 South Loop Dr Waco	TxDOT	
Daniel Payne	100 S. Loop Dr Waco, Tx	TxDOT	
Victor Goeber	100 south loop dr Waco, TX	TXDOT	
Sydnee Steelman	2180 N Main St. Belton, TX	KTMPO	
Michael Rhodes	100 S. Loop Dr. Waco, TX 76704	TxDOT	
Katelyn Kasberg	100 S. Loop Dr. Waco, TX 76704	TXDOT	
Donna Smith	~~4605~~ 3502 E. Main Gatesville	TxDOT	
Erika Karlik	100 S. Loop Dr. Waco, TX	TXdot	

TxDOT Staff MPO Staff

ATTENDENCE SHEET
COPPERAS COVE US BUSINESS 190
Public Hearing - February 12, 2019
Copperas Cove Civic Center
5:30 PM

Name	Address	Affiliation	
Kin Roberts	TxDOT PIO		
Stephen Kasberg	Gatesville A.E.		
John Weber	2180 N. Main St. Belton, TX	KTMPO	
Uryan Nelson	2180 N Main St Belton	KTMPO	

ATTENDENCE SHEET
COPPERAS COVE US BUSINESS 190
Public Hearing - February 12, 2019
Copperas Cove Civic Center
5:30 PM

Name	Address	Affiliation	How did you hear about the meeting?
Jerry Landes	BSP ENGINEERS	CONSULTANT	
Janet Sheguit	BSP Engineers		
Anthony Beach	"	"	
Sherri Williamson	U.S. Legal Support - Austin	Court Reporter	

SPEAKER REGISTRATION FORM*

Copperas Cove Business US 190
Public Hearing
Tuesday, February 12, 2019 at Copperas Cove Civic Center

☐ Yes I wish to make a statement during the "opportunity for public comment" portion of this hearing.

[Please Print Clearly]

Name: Jackie Zajicek

Address: 2303 Freedom Lane

City: Copperas Cove State: Tx Zip: 76522

Please check and complete all applicable items:

☐ I am an elected official: _____
Entity and Title

☐ I am a public official: _____
Agency and Title

☐ I am a media representative for: _____

☐ I am a property owner in the vicinity of the proposed project.

☐ I am a business operator in the vicinity of the proposed project.

☑ I am a commuter or an interested citizen.

In addition, per Texas Transportation Code Section 201.811(a)(5), please check each box below that applies to you:

☐ I am employed by TxDOT.

☐ I do business with TxDOT.

☐ I could benefit monetarily from the project or other item about which I am Commenting.

_____

Please return this form to the registration table. Do not place in comment box.

SPEAKER REGISTRATION FORM*

Copperas Cove Business US 190
Public Hearing
Tuesday, February 12, 2019 at Copperas Cove Civic Center

☑ Yes I wish to make a statement during the "opportunity for public comment" portion of this hearing.

[Please Print Clearly]

Name: John Weber

Address: 2180 N. Main St.

City: Belton State: TX Zip: 76504

Please check and complete all applicable items:

☐ I am an elected official: _____
Entity and Title

☐ I am a public official: _____
Agency and Title

☐ I am a media representative for: _____

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☐ I am a business operator in the vicinity of the proposed project.

☑ I am a commuter or an interested citizen.

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SPEAKER REGISTRATION FORM*

Copperas Cove Business US 190
Public Hearing
Tuesday, February 12, 2019 at Copperas Cove Civic Center

☐ Yes I wish to make a statement during the "opportunity for public comment" portion of this hearing.

[Please Print Clearly]

Name: Jason Manning

Address: 2425 Hwy 190

City: C.C. State: TX Zip: 76522

Please check and complete all applicable items:

☐ I am an elected official: _____
Entity and Title

☐ I am a public official: _____
Agency and Title

☐ I am a media representative for: _____

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☑ I am a business operator in the vicinity of the proposed project.

☐ I am a commuter or an interested citizen.

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SPEAKER REGISTRATION FORM*

Copperas Cove Business US 190
Public Hearing
Tuesday, February 12, 2019 at Copperas Cove Civic Center

☑ Yes I wish to make a statement during the "opportunity for public comment" portion of this hearing.

[Please Print Clearly]

Name: Jonathan Manning

Address: 2425 E. Bus. 190

City: Copperas Cove State: TX Zip: 76522

Please check and complete all applicable items:

☐ I am an elected official: _____
Entity and Title

☐ I am a public official: _____
Agency and Title

☐ I am a media representative for: _____

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☑ I am a commuter or an interested citizen.

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SPEAKER REGISTRATION FORM*

Copperas Cove Business US 190
Public Hearing
Tuesday, February 12, 2019 at Copperas Cove Civic Center

☒ Yes I wish to make a statement during the "opportunity for public comment" portion of this hearing.

[Please Print Clearly]

Name: Beth Moore

Address: 403 Windmill Dr

City: CC State: 76522 Zip:

Please check and complete all applicable items:

☐ I am an elected official: _____
Entity and Title

☐ I am a public official: _____
Agency and Title

☐ I am a media representative for: _____

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☐ I am a business operator in the vicinity of the proposed project.

☒ I am a commuter or an interested citizen.

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Beth Moore

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SPEAKER REGISTRATION FORM*

Copperas Cove Business US 190
Public Hearing
Tuesday, February 12, 2019 at Copperas Cove Civic Center

☒ Yes I wish to make a statement during the "opportunity for public comment" portion of this hearing.

[Please Print Clearly]

Name: Siggi Loe

Address: 820 N. 23rd ST

City: CC State: TX Zip: 76522

Please check and complete all applicable items:

☐ I am an elected official: _____
Entity and Title

☐ I am a public official: _____
Agency and Title

☐ I am a media representative for: _____

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☐ I am a commuter or an interested citizen.

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SPEAKER REGISTRATION FORM*

Copperas Cove Business US 190
Public Hearing
Tuesday, February 12, 2019 at Copperas Cove Civic Center

☒ Yes I wish to make a statement during the "opportunity for public comment" portion of this hearing.

[Please Print Clearly]

Name: Silvia Rhoads

Address: 1925 Pleasant Lane

City: Copperas Cove State: TX Zip: 76522

Please check and complete all applicable items:

☐ I am an elected official: _____
Entity and Title

☐ I am a public official: _____
Agency and Title

☐ I am a media representative for: _____

☐ I am a property owner in the vicinity of the proposed project.

☐ I am a business operator in the vicinity of the proposed project.

☒ I am a commuter or an interested citizen.

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SPEAKER REGISTRATION FORM*

Copperas Cove Business US 190
Public Hearing
Tuesday, February 12, 2019 at Copperas Cove Civic Center

☒ Yes I wish to make a statement during the "opportunity for public comment" portion of this hearing.

[Please Print Clearly]

Name: Tom McNew

Address: 1330 Briscoe Cr

City: Copperas Cove State: TX Zip: 76522

Please check and complete all applicable items:

☐ I am an elected official: _____
Entity and Title

☐ I am a public official: _____
Agency and Title

☐ I am a media representative for: _____

☐ I am a property owner in the vicinity of the proposed project.

☐ I am a business operator in the vicinity of the proposed project.

☒ I am a commuter or an interested citizen.

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Texas Department of Transportation

SPEAKER REGISTRATION FORM*

Copperas Cove Business US 190
Public Hearing
Tuesday, February 12, 2019 at Copperas Cove Civic Center

☒ Yes I wish to make a statement during the "opportunity for public comment" portion of this hearing.

[Please Print Clearly]

Name: Natasha Tabor

Address: 307 W. Anderson

City: CC State: _____ Zip: _____

Please check and complete all applicable items:

☐ I am an elected official: _____
Entity and Title

☐ I am a public official: _____
Agency and Title

☐ I am a media representative for: _____

☐ I am a property owner in the vicinity of the proposed project.

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☒ I am a commuter or an interested citizen.

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ATTACHMENT D

COMMENT/RESPONSE MATRIX

1	2	3	4	5	6
Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
PUBLIC HEARING SPEAKERS					
1	John Weber	2/12/2019	Hearing Transcript	So my name's John Weber. In 2016, the City of Copperas Cove submitted Business 190 Phase 1 project during our MTP call for projects. At that time, the project was scored using various criteria to include level of service, safety, traffic volume, economic development, multi-modal characteristics, as well as others. Based on its overall score, this project was KTMPO's third highest priority project based on 67 roadway projects that were submitted at that time. In 2017, KTMPO's Transportation Planning Policy Board allocated 10 million in funds to this project. In October of 2018, KTMPO's Policy Board approved an amendment to KTMPO's short-range transportation plan, as requested by the City of Copperas Cove, for an updated project description, which is being shown tonight. KTMPO's Policy Board continues to support this project and the transportation needs for the City of Copperas Cove. Thank you.	Thank you for the comment.
2	Jason Manning	2/12/2019	Hearing Transcript	I'm Jason with Manning Homes. The reason I come forward today is to, from looking at the sketches over here, the possibility with truck drivers getting in and out of our business and a lot of routes that I take while I drive from projects that I go to, I'm going to have to drive down more neighborhoods, looks like. And I just believe it's going to be a problem for traffic in Copperas Cove. Thank you.	Adequate turning radii will be provided at all cross-overs in the final design. Trucks with trailers will utilize an alternative route.
3	Jonathan Manning	2/12/2019	Hearing Transcript	I'm Jonathan Manning, partial owner of a business at 2425 Business 190. We are a home building company. We do receive a lot of deliveries on a weekly basis from different trucking companies. I see this as a little bit troublesome. I have looked at other areas that have divided highways, and I'm not necessarily against them. In our case, there's no way for circulation of traffic behind our business. It doesn't seem to me that there are any east/west access roads on our side -- I'm sorry -- north/south or east/west. Behind us is the BNSF Railroad. So I see that as a big problem. I do appreciate TxDOT having this meeting and allowing us to present our opinions. The two loops that TxDOT put in around Copperas Cove have really done a wonderful 190. Our traffic is just so much -- it's amazing compared to what it was a few year ago, just -- a fewer occurrences of wrecks. We're able to get in and out of our business more efficiently. I just ask that you consider these opinions. Thank you.	Thank you for your comment. Adequate U-turn spacing will be provided at cross-overs in the final design. Depending on size, large trucks may need to find an alternate route in order to utilize a "right in, right out" approach to driveways along this corridor.
4	Beth Moore	2/12/2019	Hearing Transcript	Hi. I'd just like to say that even though you say that this is all about safety, actually, KCCB opened up this can of worms in 2013, when they applied for and received a grant for the beautification project. The project proposed a center divide with a 6-inch curb, a grassy area in between and planted with crepe myrtles. Then in	As stated in previous public meetings the

5	Siggi Loe	2/12/2019	Hearing Transcript	Medians will not make 190 more beautiful or safer. Accidents cannot be prevented. Accidents happen because people don't pay attention when they drive. I've heard some people say, "I almost got hit in the turning lane." "I almost won the lottery." Well, almost doesn't count. We all have experienced almost accidents everywhere. On a daily basis, people run stop signs, run red lights, make unsafe lane changes, come out of side streets from 190 -- I mean, coming onto 190 without paying attention to oncoming traffic and then make left hand turns coming out of Walmart -- out of the Walmart gas station. If you go ahead with the revised plan, it will make 190 even more dangerous because we will be much closer to each other since the lanes would have to be reduced in width, and I don't want to be any closer to an 18-wheeler than I have to. People are texting. People swerve. They grab their coffee. Unfortunately, we cannot interfere or predict how other people drive. We all need to be more responsible when we are on the road. And just because this plan was approved does not mean we have to go through with it. It's okay to change your mind and say, "We're not doing it after all." The majority of Copperas Cove citizens would appreciate it. Thank you.	According to U.S. Department of Transporation Federal Highway administration Safety Program, medians provide pedestrians an area of refuge, reduces motor vehicle crashes by 15% and reduces vehicle speeds. Although there is a reduction in lane width from existing to proposed conditions all of the lanes meet TxDOT's Design Standards.
6	Silvia Rhoads	2/12/2019	Hearing Transcript	Good evening. I want to say a few words in favor of this project. I want to thank KTMPO and TxDOT for the opportunity of this grant, and as previous Executive Director and board member of -- current board member of Keep Copperas Cove Beautiful, we are directly responsible for the GCAA. I want to state that while we wanted a beautification project, we were not directly involved in the current terracing of the project, so that was not our choice. I also want to say that I do believe that this project will make Business 190 a safer road to travel on. Once medians are in place, drivers will no longer be able to use the middle turning lane as a regular travel lane, which we see happen so often. As a consumer, I don't mind turning through a designated turning lane to get to a business on the other side. We have traveled a lot to Corpus Christi, Austin, where they have medians in place, and it does not deter people from turning to the left to get to the business. Either way, you would have to wait to make your turn, whether there is a median or not. And so, I look forward to this project starting, and thank you for your time.	Thank you for your comment.

7	Tom McNew	2/12/2019	Hearing Transcript	Thank you for the opportunity. I've got three questions. I'd like to know if there is a time analysis associated to this -- the number of accidents. You know, do they occur mostly at night? Which is what I suspect. And what the impact of that, with an increased number of U-turns, is going to create -- or is going to cause as a result of this project. How much is the maintenance of the median, the bike lanes, and the sidewalk going to cost, and who pays for this? I'm talking about after the project is done, for the next "X" number of years. Same thing with the plants on whatever street you refer to. Who's paying for it? How much is it going to cost? And how long are they expected to last? Thank you.	As per the Police Department, accidents occur at various times throughout the day. There is no pattern as to whether they are daytime or nighttime accidents. U-turn quantities will be increased and the cross traffic locations will be decreased. Through the Municipal Maintenance Agreement between TxDOT and Copperas Cove, the City is responsible for maintaining BUS US 190.

8	Natasha Tabor	2/12/2019	Hearing Transcript	Hi. My name is Natasha Tabor. I just have a couple of comments. I did some research, and according to the Killeen Police Department, accidents are actually down. Since 2013, there was 943 accidents that year. Every year since then, it's gone down, especially after the bypass. And in 2017, there was only reported 641 accidents. So, we already have a decrease in the bypass, and other things are helping with that. So, we don't have an increase of accidents. And one of the statements is about the population. Copperas Cove population is not increasing. It's actually decreasing. 2013, we had 33,275 residents. It has teetered and kind of plateaued, but, currently -- not currently -- since -- in 2017, we had 32,706, almost a thousand below. So, we're not increasing. Traffic accidents are decreasing, even though population is staying the same. It's my opinion that this would create more accidents because people trying to get across -- or not across, but trying to get back to the business that they had passed will be making U-turns, and U-turns cause more accidents and they're more fatal. So, I can only imagine a semi trying to cross and turn across three lanes of traffic and a car going underneath of it. That's just going to make more accidents. My question is: If this is safe and this is better for us, then why did you stop halfway through town? Why did you not go all the way through town? I do want to thank you for the bypass. I use it all the time, every day. It's wonderful. I love it, and it has helped with accidents and other things, and I just want to say that I oppose this. Thank you.	Traffic data was presented at the May 2018 Public Meeting that showed 40% of the crashes on BUS US 190 occur within the 1.2 miles of the project area. Traffic accidents may have reduced with the construction of the Copperas Cove Bypass but the proposed project area continues to experience a high number of accidents. The purpose of the proposed median is to improve safety. Funding was only available for this phase of the project but the second phase of this project is in KTMPO's MTP.

9	Jackie Zajicek	2/12/2019	Hearing Transcript	Yes. I gave a fair talk back in October to the City Council, published a letter in the newspaper describing it, and I sent about all that information to TxDOT at that time. The traffic islands are wonderful ideas from the 1950s. They are great where they are needed. They are hazardous where they are not needed. If you're developing a section of road and you're planning out what's on each side of it so that you have large parking lots and areas to control in, they're great for guiding traffic. Cove is already developed. There are multiple turn-ins for all of the businesses there. so, you're not really going to help the situation. You can't change what's already there, unless you just demolish everything that's along - which really doesn't make a lot of sense. The other thing, just from a point of physics, if I can change a lane and make my turn using momentum I already have going down the road, I'm not going to burn all of the energy that I do pulling over, stopping, now waiting, now starting up the engine again and going from a dead stop. So, it's an energy waste, and we're in kind of an energy concern period right now. So, again, it's, you know, an old traffic idea. It's good where it's needed. It's not good where it's not required, and I don't see any requirement along most of 190. Maybe where the Avenue D intersection is, there could be a little better control of the direction of the traffic there, but that's the only place along the whole road that I can see any need or possibility of a need. Actually, I've missed most of the City Council's meetings since October because -- I guess somebody heard me speaking, because the old engineers got rehired and has been working again. I had been in retirement. And I am an engineer. I study things. A quick comment. My pickup truck is a 2009 Dodge Crew Cab, 6-1/2-foot bed. I have a huge turning radius. I will need all three lanes to make a U-turn. It will not do it in two. It will take 2-1/2, actually. And that's just a pickup truck. What's along 190? It's all business. It's not residential. There are going to be semis trying to turn on that road. So, it's not going to be very beautiful when all those traffic islands are covered with tire marks from the trucks dragging an axle over the concrete. Another thing, safety was mentioned for the islands, and safety was for people crossing the road. Well, I'm not sure how islands down the center of the road help a person cross the road. Some pedestrian-activated, time-synchronized crossing lights areas, that would help people crossing, but these islands? Okay. Let's get a scenario. I am a disabled veteran. I'm in a wheelchair or power chair. How am I going to negotiate up on that island to get out of the traffic? It's not going to help us with safety. I could stand here for half an hour talking. One of the things I mentioned previously is that we always have a traffic jam on MLK where it comes in, and that one could be fixed with a little bit of paint. If you have enough width in the road to do three lanes, just mark it so you've got two lanes coming into 190 all the way down to the next traffic intersection, and you can double up the traffic that can get through when there's a green light. Going on MLK, there's never been a real problem now that the width of the entrance ramp has been lengthened a bit. But, like I say, the traffic islands really don't make much sense in that location. Again, I have a lot of praise for the loop that we have around town. I wish to keck it was done as nice as the one around Heidenheimer, a town of about 300. I mean, that one's two full lanes with two full service roads going right out there to Walker's Honey Crop Farm and then going back to the old two-lane 190/36 it's always been, that I've heard from the 1960s was going to be widened. Don't see wasting the money here putting an island in. I see sidewalks. That would be nice. Would be nice if we don't have to tear out all of the ADA areas that have been put in and waste that money, but putting islands in, that's just wasting the money.	The proposed medians will meet the American Disabilities Act (ADA) requirements providing ADA accessible refuge areas for wheelchairs and pedestrians at Ave. D, Martin Luther King and Constitution. Further, pedestrian crossing signalization will be provided at each of the streets mentioned above. Additional modifications on Martin Luther King Jr Dr will assist will alleviating some congestion at the intersection with BUS US 190.

COMMENT FORMS

10	Beth & Keith Moore	2/12/2019	Form	We moved to Copperas Cove less than 3 yrs ago. Two things drew us to Cove: the size of the town AND business 190…the main road through town. It is wide-open and beautiful with an unobstructed view of the road, drivers and the few pedestrians that we DO have as far as the eye can see. The two-way-left-turn is a stroke of genius. More than a year after we moved here, I became aware of the plan to junk it up by adding concrete, obstructing our view with light poles and signs, lengthening our drive time and obliterating our ease of getting anywhere we need to get. We'll drive a block or two out of our way, sit in a u-turn lane to work our way to the front of the line of cars waiting to turn, find a time to make a safe u-turn, and then drive a block or two BACK to where we were going. Additionally, Cove is one-of-a kind. We have NO SIDE STREETS on which to escape an emergency. We will be trapped in the driving lanes by medians on one side of us and buildings on the other side. We won't even be able to get out of the way for emergency vehicles. And that doesn't even address the issue of large trucks having to ALSO sit in u-turn lanes and then blocking the turn around waiting to find a time to turn. When I emailed the city council and interim city manager that the number of accidents on 190 does not warrant adding medians to control our every movement, Mr. Haverlah quoted a Statewide Traffic Crash data formula whereby the number of accidents were calculated per millions of miles traveled and compared with statewide averages. I don't care what is happening in Dallas, Bulverde, Kilgore or even Muleshoe. And the majority of Cove feels the same way. We care about OUR town, our road. The statistics for our Business 190 do not lie. In a year's time, we have over 12 MILLION drivers on our Business 190. In all of 2017, with over 12 MILLION drivers, there were only 61 accidents...nearly all of them in the three DRIVING lanes. There were less than a handful in or caused by the two way left turn lane. Neither KTMPO nor TxDOT have been listening to the people. Did you even review the results of your May 31, 2018 survey? I doubt it. Or you would see what I saw. I printed off about 15 pages of the TxDOT survey comments section. There were 249 comments in those 15 pages. A half dozen of those comments were too vague to determine how they felt about the project. ONLY 15 comments said that the median will be a good thing. In this, TxDOT's OWN SURVEY, there were 235+ comments in opposition to the medians. That is exactly in line with every meeting we attended, every survey we took on our own, every random person on the street that we talked to, and the fact that even KTMPO knows that the majority of Cove is opposed to this project. The results were and are ALWAYS overwhelmingly in opposition.	Yes, every comment from the May 31, 2018 survey were reviewed and a response was provided in the Public Involvement Document. The City Council voted to continue the project with six through lanes with a median including left turn lanes.
11	Dennis & Mary Furey	2/16/2019	Comment Form	Dear Sirs: We attended your presentation for the medians in Copperas Cove, TX. We had attended your last presentation also. We spoke to the presenter and he appeared to be very knowledgeable about this project. Personally, we have some concerns about this project and of course the NEED for such a project. Here are our questions and concerns: Our main concern is safety and the mobilization of our emergency vehicles with these medians...we live on the North side of the highway and it is a genuine concern. With the highway divided by these concrete medians with a few turn arounds in an emergency, time is of the essence. A few minute delay could mean someone's life or a neighborhood fire out of control. We do have a fire department on this side of the city but sometimes they are out helping with other things, such as first responders, and assisting other fire departments with a situation that requires they be there. This is disturbing to us as we had a house catch fire here on our street back several years and our response time was impressive, and the neighborhood was protected. 1.One section of the median is forever long, with no turn around. I asked if they could put a few more breaks for turning and was told that they could not do this because if they did it in front of one business the other businesses would shout favoritism. Seriously! We personally would not drive that far down to get to business and it is a waste of time and money…gas and environmental issue with cars running waiting to turn. I later spoke to different business owners and they said they did not care as long as they put a few more turn arounds in as it would benefit them all. We watched a small business go under here only to relocate in another city due to the processes you use. You keep things blocked and it can negatively affect our businesses. 2.It was supposed to be a beautification project that has now turned into a big ugly mess. Concrete is by no means beautiful and we watch as people go over the curbing etc. and not one of these projects is being maintained by the city. It is just plan ugly. I love the beautification people and their hearts and souls are in the right place, but this is not going to be a plus for beautifying Copperas Cove.	Thank you for your comment. The existing sidewalks on the westbound side are not being improved at this time and are not part of the scope of work due to budget constraints. Public safety services have expressed the installation of the medians will not prohibit service problems or concerns. Academic studies of real-life analysis on medians are posted on the project page and document the impact of medians on businesses.

				3.It appears both the city and the state believe that we are a stupid city and the constituents just do not understand finance. To say this project was mostly paid by the State…….and not from us is a blatant lie. You have money for all of what you do because we pay State taxes as well. Government is funded by it's taxpayers and it gets divided accordingly. Federal, State, County, City or town…….we all contribute one way or the other. 4.Now we must wait once again for all your impact statements on how this will affect whatever. Again, with your timeline……it will be interesting to see if you can do this on time with further expense. These projects are breaking the backs of our retirees and our homeowners. We have seen your work across the state of Texas. 5.No one will answer this question! Why does the north side of the highway have no sidewalks? Is it because we are the older part of the city and not worth bother about? Our final statement is this. On behalf of our family and friends should there be an incident due to a tie up on this highway due to these medians or an accident caused by these medians we will be holding the City of Copperas Cove and you responsible for any loss of life or property. We sincerely hope you will take some of what we have stated seriously as there are people in our community who have the same concerns as we do…….we know because we spoke to them face to face. Unfortunately, the city did not want the information so not sure if you are aware. But ignorance is no excuse. We have council members who have lied right to our face. Oh, and there will be lights in the middle of the medians too……NEVER mentioned in your presentations. Honesty is the best policy. We await your written response.	
12	Liz Sherman	2/12/2019	Form	I am for the Business 190 project. Safety is defined as… The condition of being protected from or unlikely to cause danger, risk, or injury. The medians on Business 190 would protect us from opposing traffic, The medians will cause us no danger, risk or injury. Some cities have nicknamed their two-way left turn lane as the chicken lane. Playing chicken is not a game I want to play. In 2017 there 65 accidents along the proposed 1.2 miles of those 65 accidents 25 of them were accidents involving turning movement. That is 38.46% of 2017 accidents were involving turning movement. Studies show that implementing access management provides three major benefits to transportation systems including increased roadway capacity. reduced crashes, and shortened travel time for motorists. All three of these benefits are a result of minimizing or managing the number of conflict points along the corridor. At this time there are over 70 access points along the corridor of 1.2 miles. While driving down US Business 190 at this time you have to watch to the right for vehicle coming out of establishments wanting to cut across to the other side of the street, and watch to your left for the same thing, all while trying to maintain your speed and watch the vehicles in front of you. Medians would drastically reduce the constant vehicles crossing across the lanes lower the amount of access points. Mike Spack is a recognized industry leader of traffic studies and traffic data collection. He state access should be limited to 12 driveways per mile, our 70 access pints highly exceed that number. I will take the small inconvenience of having to drive a little further to be able to make a safer left or U turn. Raised medians will increase the number of U-turns. However, the study "Effects of Increased U-Turns at intersections on Divided Facilities and Median Divided Versus Five Lane Undivided Benefits, showed that the increase in U-turns had minimal effect on safety and operational performance.	Thank you for your comment.
13	Matthew H. Russell	2/12/2019	Form	I 100% support this project. This project will greatly add to the future safety of our Business 190. The access control medians will provide drivers with a safe and secure location to negociate their way through traffic. The bike & sidewalks are a must! Great job TxDOT-thanks for all you do for our city.	Thank you for your comment.

14	Laurie Russell	2/12/2019	Form	I fully support this project and look forward to seeing the end results.	Thank you for your comment.
15	James Leight	2/12/2019	Form	The proposed median barrier is an ill-conceived and hazardous concept. The increased dangers the median would bring far outnumber the actual dangers that are currently on that road. Controlled location or not U-turns are one of the most dangerous maneuvers for drivers; this barrier forces U-turns at multiple locations in both directions. There will be increased congestion of vehicles waiting to make U-turns spilling out of the turn lane into the travel lanes. Median barriers are well known to adversely restrict traffic flow during vehicle breakdowns and traffic accidents. They can also delay and block access for emergency vehicles. Semi trucks will more likely than not no longer be able to deliver to several businesses along this business route if this barrier is in place. Lastly, these barriers greatly increase risky pedestrian activity. The majority of public comments from citizens are strongly against this project.	According to U.S. Department of Transporation Federal Highway administration Safety Program, medians provide pedestrians an area of refuge, reduces motor vehicle crashes by 15% and reduces vehicle speeds.
16	Michael Tratt	2/27/2019	Form	At this point the city of Copperas Cove, KTEMPO, and TxDOT should get the point that the citizens are now against this project and want it to go away so funds can go towards projects like lane expansion of 190 bypass and North/South crossing of BNSF railway that would better benefit citizens. The #1 issue for me with the current version of the project is that the medians are not necessary and a waste of money. If these medians are such a great thing why has Killeen and Temple not implemented them on their major business corridors that have center turn lanes like Stan Schulter or Adams Ave? Killeen & Temple have more votes with KTEMPO if they wanted money from KTEMPO for medians. This project did not pass the smell test to citizens as either a butifiation or a safety project.	In March 2013 the City Council directed development of a Business US 190 Master Plan. In 2014 a Business US 190 Workgroup formed (citizens, business owners, stakeholders, council members, planning and zoning commissioners and city staff) conducting meetings and developed a concept proposal for the area. In February 2015 the concept proposal was presented to the City Council. The concept approved by the City Council

					included raised lanscaped medians, reducing the lanes of traffic from three in each direction to two lanes in each direction, providing pedestrian and bicycle mobility. The City Council directed the City Manager to identify a funding strategy for completion of plans. November 2015 the City Council approved an access analysis, intersection analysis, engineering analysis, environmental surveys, geotechnical reports and testing, easement or ROW acquisitions. Summer of 2016 KTMPO reprioritized projects in the MTP. The City Council declared support for the 2040 MTP (KTMPO submission at that time. KTMPO approved funding for the Business US 190 project in which the project scored the highest of any other City applications submitted.
17	Susan Gilbreth	2/12/2019	Form	Please leave highway as is. No medians. Thank you!	Thank you for your comment.

18	Jackie Zajicek	2/12/2019	Form	Concerning the proposed divider islands, the City Manager has stated on several occasions that they are for pedestrian safety in crossing. I do not see how there traffic barriers running along the roadway provide safety to pedestrians attempting to cross it. I strongly recommend that pedestrian activated traffic control lights be place on this part of US 190B. I would recommend adding at the junction of Oak & 190 and at Dewald & 190 as these are residentual outlets that access US 190B about midway between the existing crossways at Constitution, MLK jr, and at Avenue D. Also note that the crossing at Avenue d is on the west side of the intersection and there is no protected pedestrian path to the businesses on the northeast side. To me this would be a far more valid means of expendature of the project fund than the adding of traffic island to the length of the roadway.	According to U.S. Department of Transporation Federal Highway administration Safety Program, medians provide pedestrians an area of refuge, reduces motor vehicle crashes by 15% and reduces vehicle speeds.
19	Teresa Hough	2/12/2019	Form	I understand the project has changed after a variety of meetings that provided input from community members. As I read the details of the proposed project, it appears that there is only one sidewalk east bound. Is that correct? 2 low housing accommodations are on the west bound side and few if any crosswalks. Will there be enough room for a pedestrian and handicapped scooter? I come across several in my daily commute. Finally, thank you for the raised central median. It provides pedestrians (not scooters) a safe place to pause in order to cross and prevents drives from using the center as another driving lane.	The existing sidewalks on the westbound side are not being improved at this time and are not part of the scope of work due to budget constraints.
20	Siggi Loe	2/12/2019	Form	TxDOT should really reconsider this 190 median project in Copperas Cove. The "layout" of this town is completely unsuitable for it, especially since there are no side streets on one side of 190 of the stretch in question. U-turns are much more dangerous and it will be definitely more difficult if trucks or fire trucks to turn in u-turns. Accidents don't happen due to the turning lane we have now, they happen because driver don't pay attention to the road. The city should have put arrows in the turning lane from the very beginning to indicate it is for turning only. Concrete on concrete will not beautify anything. This money could be much wiser spend in Cove. I know it was dedicated for 190 but that was <u>not thought</u>t through. It's a waste of <u>ALL</u> of our money. We <u>all</u> pay taxes.	According to U.S. Department of Transporation Federal Highway administration Safety Program, medians provide pedestrians an area of refuge, reduces motor vehicle crashes by 15% and reduces vehicle speeds. Placing arrows in a continuous left turn lane is not conducive to providing safe traffic flow.

21	Evelyn Nelson	2/12/2019	Form	I'm in favor of this project for the following reasons: •Pedestrian Safety at crossings sidewalks •Proper turning lanes Everyone driving gets a turn Better flow of traffic Less car collisions Less pedestrian fatally Beautification of the main artery into Copperas Cove from I-14	Thank you for your comment.
22	Stephanie Williamson	2/12/2019	Form	Although I understand the wanted change of the median, I don't think from a transportation stand point it will help with traffic. I feel as though the medians will back up traffic even more, causing more congestion on the projected 190 plan. Several years ago, additional lanes were added to help with the traffic and it helped tremendously and now to digress back to limited lanes due to u-turns seems like a step back. Copperas Cove has become more populated and will become even bigger with several subdivisions being build as we speak; thus causing even more traffic. Please be mindful of these concerns when making your decision on this project. Thank you.	Thank you for your comment.
23	Lynn Blair	2/12/2019	Form	Spot Elevation differences need to be considered where surfaces next to the roadway are more than a foot different (usually lower) than the roadway surface: east bound - south storm drain east of Enterprise Rent A car - westbound - north surface - parking lot Animal Medical Center - westbound north Shipleys Donuts (present decor is good) - westbound north Cameleon Counters - eastbound south - Nauert Street/Parnell drive Maybe some with an "elevation"/GPS device should WALK along both sides of the roadway noting differences fo sidewalk elevations can be adjusted	Thank you for your comment. The final engineering design will address these issues.
24	Lynn Blair	2/12/2019	Form	Culvert Guards- Pedestrian/Vehicle with markers needed where culverts are adjacent to the roadway. Especially sidewalks- (Cove Leader Press) (JT Sports) Marked "Pedestrian Wait" Areas on medians where cross walks cross highway (at intersections) for "Less Mobile Pedestrians" to wait for next signal sequence to complete their crossing & if practical, walk/don't walk flashing signs & crossing request buttons- in the median at pedestrian wait areas- Median wait areas width- length of a motorized chair	Striping and signage for the project area will follow standard TxDOT Design Specifications.
25	Lynn Blair	2/12/2019	Form	As much as practicable Reduce median with so the outside lanes can be widened to allow better turning into and out of locations along both sides of the roadway except at intersections with crosswalks which need a wider median for a "wait area for less mobile pedestrians	Final design will follow standard TxDOT Design Specifications.
26	Lynn Blair	2/12/2019	Form	Medians to the left of left turn lanes recommend approx 10't of ends of the medians have rounded curbs and paved or firm surface between the curbs so that trailers and large vehicles making turns can run over them without tires being damaged. No sign posts/there such items be in the "median over run area" Turn arrows- non lane "hash"marks may be needed	Final design will follow standard TxDOT Design Specifications.
27	Lynn Blair	2/12/2019	Form	Recommend the proposed "S" turn exit from westbound Highway 9 intersect with B-190 with: two lanes aligning with southbound Constitution Drive (to allow for staging), left lane for left turn to access Robert Griffin III Blvd., and a fourth lane (right) that spurs off to merge onto B-190 eastbound. Logic: build intersection of B-190 at Constitution Drive in preparation for proposed Highway 9 exit. Follow on: improvement of damaged road base & intersections along southbound Constitution Drive to allow through traffic to go from Highway 9 (south) to 190/I-14 west (bypass). This may become essential if the joint use railhead proposal goes into development.	This is outside the scope of the current project.

28	Lynn Blair	2/12/2019	Form	Eastbound B190 at Constitution Drive turn lane (left) insufficient width on westbound lanes for tractor/trailers to make a "U-turn" without trailer "tail swing" into inside eastbound lane. Recommend "overrun" apron on north side of westbound lanes to allow tractor trailer to make a "U-turn" without rear of trailer swinging into inside eastbound lane & tractor running over the curb onto the unpaved area (and into the traffic signal base). Note: it appears that businesses that have deliveries by tractor/trailers will have access greatly reduced or eliminated. Trucks that will have to stop in a travel lane will cause safety issues.	Final design will follow standard TxDOT Design Specifications. Adequate U-turn spacing will be provided at cross-overs in the final design. Depending on size, large trucks may need to find an alternate route in order to utilize a "right in, right out" approach to driveways along this corridor.
29	Lynn Blair	2/12/2019	Form	Bicycle lanes along travel lanes should be marked for bicycle traffic - and signs posted just prior to bicycle traffic crossing vehicle turn lanes. B-190 eastbound just before constitution drive. Contract/upgrade improvements should include the entire intersections at Ave. D / FM 1113 and at Constitution Drive including crosswalks. No crosswalk across Constitution Drive shown. All crosswalks crossing roadways should be marked on the pavement.	Final design will follow standard TxDOT Design Specifications.
30	Trudy Perry	2/12/2019	Form	I am against this project. I do not believe that U turns across 3 lanes from a median turn point is safer than being able to turn straight into a business. I have also a strong belief that most citizens of Cove are against this project but we are not being properly represented. Only two of the speakers tonight were for the project while all of the other speakers were against the project.	According to U.S. Department of Transportation Federal Highway Administration Safety Program, medians provide pedestrians an area of refuge, reduces motor vehicle crashes by 15% and reduces vehicle speeds.

31	Terri Deans	2/12/2019	Form	Who is going to maintain these medians? The existing medians haven't been maintained in 20 years. This project is a BAD idea-period! NOBODY listens to the PUBLIC. TxDOT has fabricated "safety" concerns with no solid TRUE statistics to back up the claim. Traffic flows very well along the 190 corridor with little problems none that can't be controlled with better police presence. These medians prevent easy access to ALL businesses. Bicycles don't traverse 190-totally useless feature! Medians will prevent emergency vehicles from timely response to incidents. Residential roads that parallel 190 CANNOT handle increased traffic-they are in very poor condition. On the North side there are NO roads to circumvent the traffic (businesses back up to RAILROAD tracks). Businesses will suffer-and the city doesn't care!	According to U.S. Department of Transportation Federal Highway Administration Safety Program, medians provide pedestrians an area of refuge, reduces motor vehicle crashes by 15% and reduces vehicle speeds. Through Municipal Maintenance Agreement between TxDOT and Copperas Cove, the City is responsible for maintaining vegetation and litter clean up on BUS US 190.
32	Christiane Hayward	2/12/2019	Form	This project is going to be wonderful! My concern is now, will the median have any greenery or shrubs? Or will it just be some concrete slab? I was looking forward to an inviting roadway, increased safety and if need be lower speed limit. Also, I'm grateful for all the work that went into this project. I'm sure all the traffic concerns were thought of and talked about.	The current design does not have any vegetation in the median and will utilize colored concrete pavers.
33	Randall Rhinesmith	2/12/2019	Form	After speaking to the Chief of Police I'm am 100% percent in favor of project. Thank you.	Thank you for your comment.
LETTERS AND EMAILS					
34	Darren Blair	Not Dated	Form	My name is Darren Blair. I have been a resident of Copperas Cove, Texas since 1990. It is for this reason that I am writing to you today about the proposed changes to Business 190 as it runs through Copperas Cove. In April of 2013 I was working the overnight shift in one of the businesses located along the proposed route for the new highway median. What had been a quiet evening was shattered by a series of horrific sounds outside the building. When I went to investigate, I discovered that a speeding westbound vehicle had crossed the highway, jumped a small creek, and crashed into a retail strip on the other side of it, resulting in a fire that nearly destroyed the strip. The driver did not survive the accident. When I have been speaking with various individuals here in Copperas Cove about the planned highway median, this incident is sometimes referred to. "After all", the logic goes, "if the median was in place then this would not have happened." However, if memory serves, based on information released to the media the vehicle in question was estimated by the investigating authorities to have been going at least *twice* the posted speed	According to U.S. Department of Transportation Federal Highway Administration Safety Program, medians provide pedestrians an area of refuge, reduces motor vehicle crashes by 15% and reduces vehicle speeds.

				limit of 40 miles per hour in order to be going fast enough to become airborne and clear the creek. Based on this, I strongly doubt that the basic proposed design of a standard curb and median would have alone been sufficient to prevent this accident. When I spoke with a certified master mechanic who has also been studying the highway median, they confirmed my doubts. If the driver approached the median at an angle, their speed would have been more than enough to carry them over the median and into incoming traffic. They may have lacked sufficient speed to clear the creek, but they would still be across the highway and in motion. This motion could have taken them into the building I was in, a small wooden bridge spanning the creek (the bridge has since been demolished), or the creek itself. Either one would have risked igniting a large tree that is in the middle of the creek, spreading the devastation to other buildings. Furthermore, I was the one who made the initial emergency services call for this incident; I had been in the front of the building I was in when the accident took place, and had I been struck I may not have been in any shape to be summoning assistance. If the driver drifted into the median, however, then at that speed there was a chance the vehicle could have flipped over or bounced off of the median and back into westbound traffic If the vehicle flipped over, then depending upon how it flipped it would like have either landed on the median itself or landed in oncoming traffic regardless. If the impact caused the vehicle to bounce, it may have redirected the car into a business on the north side of the highway...one of which is a large gas station with attached convenience store and car wash. In short, at the involved speed, the median would have done little to mitigate the situation, and may have even served to make it worse by either disabling me to the point that I could not have contacted emergency services, causing the car to ignite something that would have done significant damage to surrounding buildings, (including private homes, a motel, and two apartment complexes), or some combination thereof. But because of this incident, and other similar concerns, we are being told that a median is necessary. We are also being told that the small openings in the median will be sufficient for traffic to pass through, both drivers attempting to cross the hghway to get at local businesses and drivers attempting to U-turn in order to reach businesses that they had to go past because of the median. Not only would we be contemplating personal passenger vehicles attempting to go through these small medians, we would also be looking at delivery trucks, mail trucks, firefighting and other emergency vehicles (all fire stations in Coppers Cove are located west of the intersection the median is to start at), public transportation (in particular school busses, due to the two main highway intersections leading to the town's football stadium being located within the area of the proposed median), and possibly even tractor-trailers all competing for space within these small openings. As much as the original accident still periodically haunts my nightmares, the prospect that it is being used as an excuse to create what I-and others-regard as a far, far more dangerous situation is nothing short of terrifying. Had I been aware of the means to contact you directly, I would have done so much sooner. It is for this reason that I strongly oppose the construction of the Business 190 median in Copperas Cove, Texas, as it is currently being proposed. I thank you for your time and consideration.	

35	Wendi Page (O'Reilly Auto Parts)	2/14/2019	Form	We have reviewed the plans for the proposed improvements along Highway 190, as it pertains to our property referenced above. After reviewing the plan, we have certain concerns about the effect of the project on our business. As you may know, O'Reilly Auto Parts operates a store on 1537 East Highway 190, Copperas Cove, Texas. O'Reilly operates its business model as a split between retail sales and professional sales. The retail portion of our business consists of customers who visit the store to obtain parts for personal use. The professional portion of our business consists of technicians, service centers, and auto dealerships that require aftermarket auto parts to satisfy their customers. Additionally, we provide frequent deliveries of inventory to the store through our distribution network to ensure we have the parts on hand to maintain our competitive advantage. The ability to easily enter and exit our store is crucial to our customers, both retail and professional, and to our distribution network, all of which ensure that we can promptly provide the proper parts to our customers. As you might imagine, our business creates a great need for access to and from the store for our customers, our team members making deliveries to professionals, and our delivery trucks stocking the store. The proposed construction of a median would act to limit that access by separating the lanes of traffic, preventing any eastbound traffic from entering the store. Further, the development would also obstruct any eastbound exit from the store. Together, this would effectively cut the access to the store in half. This hindrance could diminish the profitability to a point below the expected rate of return to our shareholders, thus making it illogical to maintain store operations. Of course, we have more than our own profitability at stake. The livelihood of our employees rests on our ability to maintain our current business, and growth in our business results in adding the personnel to maintain that growth. Any decline in our business or hindrance to our growth directly impacts the number of quality jobs we provide and create in your community. We believe that the proposed construction of a median will have such a negative impact. While we appreciate the concern for the safety of your citizens, we propose that at least a left turn pocket or a curb cut into the entrance of the store be maintained in order to provide an option for the eastbound traffic besides attempting a U-tum down the street or choosing an auto parts store in a more accessible area. Accordingly, we would ask that you take these concerns into consideration as this project moves forward. I also ask that I be notified of any upcoming meeting dates and/or updates to the project in the future.	Adequate turning radii will be provided at all cross-overs in the final design. Trucks with trailers will utilize an alternative route.
36	Cheryl Dewald	2/21/2019	Email	Statement made that someone had spoken with all the 190 Business owners. No one has visited Dewald Automotive. We oppose the project. U-turns are not going to be effective. Traffic will back up and you are just directing where the accidents will happen. We have been in business since 1958 seen a lot of changes this project is a waste of money for both	Property owners adjacent to this project were notified of the public hearing by letter.
37	Debbie Burrows	2/20/2019	Email	I am completely against the Business 190 project in Copperas Cove. I have made this known to our city, replied to surveys and now I'm told to tell you. The people don't want this. Put in the sidewalk/bike lane but don't destroy what little business we have left for no reason. If having 85% of residents against this doesn't matter I doubt this will.	Thank you for your comment.
38	Joan Nance	2/26/2019	Email	Kevin Keller, the public affairs representative for Copperas Cove, gave me your email to send a response to the upcoming Highway 190 project in Copperas Cove. Mainly, I just want to say to just leave the highway alone. It is a beautiful and fully functional highway as it is. If sidewalks are desired, that is OK, but leave the rest of the road alone. I am well aware of all the preceding steps to this and am grateful that the number of lanes is staying the same. But if it means anything, the majority of the residents and business owners in Cove want the road to be left alone.	Thank you for your comment.

39	Jordanna Packwood Larson	2/26/2019	Email	My name is Jordanna Packwood. We spoke last week concerning the Hwy 190 Construction in Copperas Cove. My property is at 2614 East Hwy.190, AKA Motor Pool Auto Sales. After looking at the Schematic, I notice the raised median is in front of the entrance to the car lot, which means people would have to go to Dewald Street to do a turn around to get there. I have one more question, though. Is the construction going to cause the entrance into the Motor Pool to become smaller? If so, is that necessary?	The opening location and size will be determined by utilizing the TxDOT Access Management guidelines.
40	Jordanna Packwood Larson	2/22/2019	Email	Hello, I own property on Hwy. 190 in Copperas Cove. The address is 2614 East Hwy 190. I have 2 questions. One, if TxDOT takes some of the property, will it replace the iron fence? Two, I also have a Lamar Billboard. It is close to the road. Do I need to contact Lamar and make them aware of the construction? Lastly, will this decrease the value?	This project will not require acquisition of any ROW. If the Lamar Billboard is located within TxDOT ROW, they will need to contact TxDOT concerning this. Property values are assessed by the Appraisal District. You will need to contact them to determine whether or not the project will decrease the value.
41	Wallace Williams	2/27/2019	Email	Reference Hwy 190 project in Copperas Cove, TX I'm against this project as i don't feel this is beneficial to the citizens or the business along this stretch of highway 190. I've lived in the Cove for more than 40 years and the amount of bicycle traffic is negligible. The loss of the center turn lane will slow traffic and limit economic growth.	Thank you for your comment.

ATTACHMENT E

TRANSCRIPT

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TEXAS DEPARTMENT OF TRANSPORTATION PUBLIC HEARING

4

US BUSINESS (BU) 190: FROM AVENUE D TO CONSTITUTION AVE
5 CSJ: 0231-02-062
CORYELL COUNTY, TEXAS

6

7 FEBRUARY 12, 2019
6:00 P.M.

8

HELD AT: COPPERAS COVE CIVIC CENTER
9 1206 W. AVENUE B
COPPERAS COVE, TEXAS 76522
10 **********

11

APPEARANCES:

12

TXDOT:
13 Victor Goebel, Director of Transportation Planning &
Development
14 Liz Bullock, PM
Michael Rhodes, Environmental Coordinator
15 Stephen Kasberg, Area Engineer, Gatesville

16 BSP ENGINEERS:
Anthony Beach
17 Jerry Landes
Janet Sheguit

18

COPPERAS COVE CITY COUNCIL:
19 Dan Yancey, Mayor Pro Tem
Joann Courtland, Council Member
20 Fred Chavez, Council Member
Jay Manning, Council Member
21 Marc Payne, Council Member

22 ALSO PRESENT:
Gary Kafer, District Director,
23 Office of State Rep J.D. Sheffield

24 Sherri Williamson, Shorthand Reporter.

25

PUBLIC COMMENT SPEAKERS: PAGE

John Weber 9
Jason Manning 10
Jonathan Manning 11
Beth Moore 12
Siggi Loe 13
Silvia Rhoads 15
Tom McNew 16
Natasha Tabor 16
Jackie Zajicek 18

VICTOR GOEBEL: If I could have your attention, please, we'll begin this. It is now six o'clock on the dot, so we'll begin the following presentation.

Good evening. My name is Victor Goebel. I'm the Director of Transportation Planning & Development for the Waco District of the Texas Department of Transportation. I want to welcome each of you and thank you for joining us in tonight's public hearing for the Business US 190 improvement project.

I'd like to start by introducing the people who have official responsibilities during tonight's hearing. Once we adjourn, please feel free to visit with them and ask them questions about the project. First of all, I want to recognize some of the TxDOT staff who's had a hand in this project. If you wouldn't mind standing up when I call your name.

Liz Bullock. She is the TxDOT PM for this project.

Michael Rhodes. He's the Environmental Coordinator for TxDOT.

And we have Stephen Kasberg. He's the Area Engineer in the Gatesville office.

From BSP Engineers' staff, we have Anthony Beach. We have Jerry Landes and Janet Sheguit.

I'd also like to recognize the public officials who have shown up for tonight's meeting. From the

City Council, we have Dan Yancey, Mayor Pro Tem. We have Joann Courtland, Council Member. We have Fred Chavez, Council Member; Jay Manning, Council Member; and Marc Payne, Council Member.

We also have Gary Kafer, who's a representative from J.D. Sheffield's office.

So tonight's hearing has been advertised in the local newspaper, on TxDOT's Public Involvement web page, and, also, letters were sent out to adjacent properties. The purpose of the hearing is to solicit public input, and we've provided several ways for you to do that.

The first way is a speaker registration form. Those are the orange forms you see going around here. If you wish to stand up and make verbal public comments, please fill out one of those. In order to keep things moving, we're going to limit your comments to three minutes so that everyone here has a chance to speak.

If you don't feel like making verbal comments, you can make a written comment. These carry the same weight as the verbal comment. If you want to submit a written comment, you have to use one of the provided forms. There should be a stack on the table, and they had some at the front desk as you walked in. You can either drop them in the comment box tonight or you can mail them back to us.

So at this point, I'm going to turn the

presentation over to Mr. Anthony Beach with BSP. He's going to briefly walk us through the features of this project.

ANTHONY BEACH: Thank you, Mr. Goebel. The Business US 190 project limits extend from East Avenue D and continues east to Constitution. The length of the project is approximately 1.25 miles and is contained within the city limits of Copperas Cove.

The proposed Business US 190 project is needed to improve traffic safety, improve access management, and to provide pedestrian and bicycle accommodations. The purpose of the proposed Business US 190 project is to bring the roadway up to current safety and design standards and to improve mobility along Business US 190 within the project limits.

The proposed project is consistent with the Killeen-Temple Metropolitan Planning Organization, or KTMPO, Metropolitan Transportation Plan, or the MTP, and the Transportation Improvement Plan, or the TIP.

The KTMPO describes their MTP as the 25-year document that outlines the state of the current transportation and needed future projects to keep the people and freight in the region moving efficiently. Their TIP is defined as the four-year transportation planning document that includes a detailed listing of projects reasonably expected to begin construction within a four-year period. Both of these planning documents can be found on their website.

A public meeting for the proposed Business US 190 project was held on Thursday, May 31st, 2018. Additional informal meetings have been held with the City of Copperas Cove, property owners, and other citizen groups. An updated corridor design was refined, considering input from the past public input. The current design schematic is on display here tonight on the tables over to my left, which would be your right.

The proposed Business US 190 improvements is -- will be constructed within a single project. The anticipated start date is Spring of 2020, with a -- proposed construction is expected to take 15 months; therefore, project completion is anticipated in early Summer 2021.

This proposed project would improve safety by introducing a raised central median to divide westbound and eastbound traffic, improve access management by providing median openings, including left and right turns at most public roadway intersections, and optimizing driveway placement along the corridor, provide -- also to provide pedestrian and bicycle accommodations in the form of a 6-foot-wide sidewalk and an eastbound 5-foot-wide bicycle lane and a westbound 14-foot-wide outside shared-use lane. No proposed right-of-way is required for these proposed improvements.

The existing Business US 190 is a six-lane, undivided roadway from East Avenue D to Constitution. This

section of roadway includes curb and gutter and existing drainage facilities within a portion of the project.

The proposed Business US 190 project would be a -- six lanes, including three through main lanes per direction, with a 17-foot-wide raised median to accommodate left-turn bays from East Avenue D to Constitution. This section would also include pedestrian and bicycle accommodations in the form of a 6-foot-wide sidewalk, an eastbound 5-foot-wide bicycle lane, and a westbound 14-foot-wide outside shared-use lane. The main roadway section will be increased 3 feet to accommodate the added functionality.

This project will also include a terraced landscape element that will include grasses, shrubs, and ornamental trees that are native to Central Texas. These improvements will be located at the concrete embankment adjacent and parallel to Parnell Street. This portion of the project is funded by the Governor's Community Achievement Award granted to the City of Copperas Cove.

I will now briefly discuss the environmental findings of this project, and then we will hear from you during public testimony. An environmental study has been prepared for this project, as required by the National Environmental Policy Act of 1969. A copy of it is available for inspection and copying at the district office in Waco.

We do not anticipate any significant environmental impacts from this project. If you would like to discuss the environmental report tonight, our environmental professionals are here tonight and will address any questions that you might have.

I will now turn the presentation back over to Mr. Goebel, who will open the public testimony section.

VICTOR GOEBEL: Thank you, Mr. Beach. We're now ready to receive public comments by those who completed speaker registration forms. If you still have them filled out and you wish to speak, please turn them in to Janet, in the red shirt right there, and she'll bring them up here to me so I can call your name.

Before we begin, I'd like to mention that this is an opportunity for you to reiterate your thoughts and/or concerns about the proposed project. Because of the guidelines set forth by TxDOT for public hearings and the public comment period, this time will be strictly for statements only. To ensure that we objectively evaluate each statement, we will refrain from responding to it formally here tonight. Specific questions can be addressed in a one-on-one conversation with our representatives at our schematics displayed here after the presentation.

Upon completion of the public hearing process, statements received will be addressed with the response

provided in the formal hearing -- formal public hearing document. You'll be notified when that document is available and how to access it. We appreciate your cooperation and understanding.

At this time, we ask those of you wishing to speak to come forward as your name is called and speak clearly into the floor microphone so that your testimony is recorded accurately. Please state your name and then present your remarks. Audience members, please allow each speaker to present his or her statement in full without interruption.

The proceedings are being recorded, and a transcript of the hearing will be prepared and included in the public hearing report. Please speak clearly so that the court reporter can record your comments. Again, out of courtesy for everyone in attendance, please limit your comments to three minutes. I'm going to make one last call, if anybody else has a speaker card, before I begin calling names.

So I'm going to go ahead and start calling names. We're waiting on one more. They're going to be called in the order that we received the comment cards as you came in the door and filled them out.

So first up is going to be John Weber. Following him will be Jason Manning and Jonathan Manning.

JOHN WEBER: So my name's John Weber. In 2016, the City of Copperas Cove submitted Business 190 Phase 1

project during our MTP call for projects. At that time, the project was scored using various criteria to include level of service, safety, traffic volume, economic development, multimodal characteristics, as well as others.

Based on its overall score, this project was KTMPO's third highest priority project based on 67 roadway projects that were submitted at that time. In 2017, KTMPO's Transportation Planning Policy Board allocated 10 million in funds to this project.

In October of 2018, KTMPO's Policy Board approved an amendment to KTMPO's short-range transportation plan, as requested by the City of Copperas Cove, for an updated project description, which is being shown tonight.

KTMPO's Policy Board continues to support this project and the transportation needs for the City of Copperas Cove. Thank you.

VICTOR GOEBEL: Thank you for your comments, Mr. Weber.

Next up is Jason Manning.

JASON MANNING: I'm Jason with Manning Homes. The reason I come forward today is to, from looking at the sketches over here, the possibility with truck drivers getting in and out of our business and a lot of routes that I take while I drive from projects that I go to, I'm going to have to drive down more neighborhoods, looks like, and I just believe

it's going to be a problem for traffic in Copperas Cove. Thank you.

VICTOR GOEBEL: Thank you, Mr. Manning, for your comment.

Mr. Jonathan Manning, followed by Beth Moore.

JONATHAN MANNING: I'm Jonathan Manning, partial owner of a business at 2425 Business 190. We are a home building company. We do receive a lot of deliveries on a weekly basis from different trucking companies. I see this as a little bit troublesome. I have looked at other areas that have divided highways, and I'm not necessarily against them.

In our case, there's no way for circulation of traffic behind our business. It doesn't seem to me that there are any east/west access roads on our side -- I'm sorry -- north/south or east/west. Behind us is the BNSF Railroad. So I see that as a big problem.

I do appreciate TxDOT having this meeting and allowing us to present our opinions. The two loops that TxDOT put in around Copperas Cove have really done a wonderful 190. Our traffic is just so much -- it's amazing compared to what it was a few years ago, just -- a fewer occurrences of wrecks. We're able to get in and out of our business more efficiently.

I just ask that you consider these opinions. Thank you.

VICTOR GOEBEL: Thank you for your comment,

Mr. Manning.

Next up is Beth Moore, followed by Siggi Loe.

BETH MOORE: Hi. I'd just like to say that even though you say that this is all about safety, actually, KCCB opened up this can of worms in 2013, when they applied for and received a grant for the beautification project.

The project proposed a center divide with a 6-inch curb, a grassy area in between and planted with crepe myrtles. Then in 2015, two years later, that's when some form of safety came into the conversation. TxDOT Director of Transportation Planning & Development Kevin Dickey, at a 2015 meeting, stated, "When I get back to my Waco office, I'll have my guys start looking into the accident rates in this area." So that -- the whole safety as the main reason for this is not right. It started out only as a beautification project.

And Mr. Weber spoke just a minute ago, but he knows how contentious a project this is because he even stated it in the KTMPO meeting, and some gentleman in that meeting asked for a raise of hands of who was opposed to the project, and more than half the room raised their hands. It was incorrectly reported in the Cove Herald that more than half the room raised their hands in support, but that was incorrect. They raised their hands in opposition to it.

I do want to say -- relay a few comments from business owners and other cities that removed medians. In

Utah, the owners were petitioning the City to remove the new traffic medians because they say they lost -- they say, "The installations make it more difficult for customers to get to the businesses. We have lost customers, and the customers who are coming in complain. We have seen our business go down, and that's all the evidence I need."

In Council Bluffs, the Council Bluffs City Council voted three to two to eliminate medians from the master plan because they feared they would lose money if the customers couldn't get in and out of their businesses easily.

In Honolulu, the installation of a landscaped median several years prior prevented motorists from turning left into and out of businesses. The mayor said, "Installation of the median was one of those nice to have projects that the prior administration embarked upon without thinking it all the way through." He went on to say that other projects could have been done earlier instead of installing a median that very few people wanted.

As far as we've seen, a big portion of this town does not want this project.

VICTOR GOEBEL: Thank you, Ms. Moore, for your comments.

Next up is Siggi Loe, followed by Silvia Rhoads.

SIGGI LOE: Medians will not make 190 more beautiful or safer. Accidents cannot be prevented. Accidents

1 happen because people don't pay attention when they drive.
2 I've heard some people say, "I almost got hit in the turning
3 lane," "I almost won the lottery."
4 Well, almost doesn't count. We all have
5 experienced almost accidents everywhere. On a daily basis,
6 people run stop signs, run red lights, make unsafe lane
7 changes, come out of side streets from 190 -- I mean, coming
8 onto 190 without paying attention to oncoming traffic and then
9 make left-hand turns coming out of Walmart -- out of the
10 Walmart gas station.
11 If you go ahead with the revised plan, it will
12 make 190 even more dangerous because we will be much closer to
13 each other since the lanes would have to be reduced in width,
14 and I don't want to be any closer to an 18-wheeler than I have
15 to.
16 People are texting. People swerve. They grab
17 their coffee. Unfortunately, we cannot interfere or predict
18 how other people drive. We all need to be more responsible
19 when we are on the road. And just because this plan was
20 approved does not mean we have to go through with it. It's
21 okay to change your mind and say, "We're not doing it after
22 all." The majority of Copperas Cove citizens would appreciate
23 it. Thank you.
24 VICTOR GOEBEL: Thank you, Ms. Loe, for your
25 comments.

Next up is Silvia Rhoads, followed by Tom McNew.

SILVIA RHOADS: Good evening. I want to say a few words in favor of this project. I want to thank KTMPO and TxDOT for the opportunity of this grant, and as previous Executive Director and board member of -- current board member of Keep Copperas Cove Beautiful, we are directly responsible for the GCAA.

I want to state that while we wanted a beautification project, we were not directly involved in the current terracing of the project, so that was not our choice.

I also want to say that I do believe that this project will make Business 190 a safer road to travel on. Once medians are in place, drivers will no longer be able to use the middle turning lane as a regular travel lane, which we see happen so often.

As a consumer, I don't mind turning through a designated turning lane to get to a business on the other side. We have traveled a lot to Corpus Christi, Austin, where they have medians in place, and it does not deter people from turning to the left to get to the business. Either way, you would have to wait to make your turn, whether there is a median or not.

And so I look forward to this project starting, and thank you for your time.

VICTOR GOEBEL: Thank you, Ms. Rhoads.

Next up is Tom McNew. He'll be followed by Natasha Tabor.

TOM MCNEW: Thank you for the opportunity. I've got three questions. I'd like to know if there is a time analysis associated to this -- the number of accidents. You know, do they occur mostly at night? Which is what I suspect. And what the impact of that, with an increased number of U-turns, is going to create -- or is going to cause as a result of this project.

How much is the maintenance of the median, the bike lanes, and the sidewalk going to cost, and who pays for this? I'm talking about after the project is done, for the next "X" number of years. Same thing with the plants on whatever street you refer to. Who's paying for it? How much is it going to cost? And how long are they expected to last?

Thank you.

VICTOR GOEBEL: Thank you, Mr. McNew, for your comments.

Next we have Natasha Tabor, followed by -- I can hardly -- Is it Chiznek (phonetic)?

JACKIE ZAJICEK: Zajicek.

VICTOR GOEBEL: Zajicek. Okay. Jackie Zajicek.

NATASHA TABOR: Hi. My name is Natasha Tabor. I just have a couple comments. I did some research, and according to the Killeen Police Department, accidents are

actually down. Since 2013 -- there was 943 accidents that year. Every year since then, it's gone down, especially after the bypass. And in 2017, there was only reported 641 accidents. So we already have a decrease in the bypass, and other things are helping with that. So we don't have an increase of accidents.

And one of the statements is about the population. Copperas Cove population is not increasing. It's actually decreasing. 2013, we had 33,275 residents. It has teetered and kind of plateaued, but, currently -- not currently -- since -- in 2017, we had 32,706, almost a thousand below. So we're not increasing. Traffic accidents are decreasing, even though population is staying the same.

It's my opinion that this would create more accidents because people trying to get across -- or not across but trying to get back to the business that they had passed will be making U-turns, and U-turns cause more accidents and they're more fatal. So I can only imagine a semi trying to cross and turn across three lanes of traffic and a car going underneath of it. That's just going to make more accidents.

My question is: If this is safe and this is better for us, then why did you stop halfway through town? Why did you not go all the way through town?

I do want to thank you for the bypass. I use it all the time, every day. It's wonderful. I love it, and it

has helped with accidents and other things, and I just want to say that I oppose this. Thank you.

VICTOR GOEBEL: Thank you, Ms. Tabor, for your comments.

Last speaker comment card we have is Jackie Zajicek.

JACKIE ZAJICEK: Yes. I gave a fair talk back in October to the City Council, published a letter in the newspaper describing it, and I sent about all that information to TxDOT at that time.

The traffic islands are wonderful ideas from the 1950s. They are great where they are needed. They are hazardous where they are not needed. If you're developing a section of road and you're planning out what's on each side of it so that you have large parking lots and areas to control in, they're great for guiding traffic. Cove is already developed. There are multiple turn-ins for all of the businesses there.

So you're not really going to help the situation. You can't change what's already there, unless you just demolish everything that's along -- which really doesn't make a lot of sense.

The other thing, just from a point of physics, if I can change a lane and make my turn using momentum I already have going down the road, I'm not going to burn all of the energy that I do pulling over, stopping, now waiting, now

1 starting up the engine again and going from a dead stop. So
2 it's an energy waste, and we're in kind of an energy concern
3 period right now.
4 So, again, it's, you know, an old traffic idea.
5 It's good where it's needed. It's not good where it's not
6 required, and I don't see any requirement along most of 190.
7 Maybe where the Avenue D intersection is, there could be a
8 little better control of the direction of the traffic there,
9 but that's the only place along the whole road that I can see
10 any need or possibility of a need.
11 Actually, I've missed most of the City Council's
12 meetings since October because -- I guess somebody heard me
13 speaking, because the old engineers got rehired and has been
14 working again. I had been in retirement. And I am an
15 engineer. I study things.
16 A quick comment. My pickup truck is a 2009
17 Dodge Crew Cab, 6-1/2-foot bed. I have a huge turning radius.
18 I will need all three lanes to make a U-turn. It will not do
19 it in two. It will take 2-1/2, actually. And that's just a
20 pickup truck.
21 What's along 190? It's all business. It's not
22 residential. There are going to be semis trying to turn on
23 that road. So it's not going to be very beautiful when all
24 those traffic islands are covered with tire marks from the
25 trucks dragging an axle over the concrete.

Another thing, safety was mentioned for the islands, and safety was for people crossing the road. Well, I'm not sure how islands down the center of the road help a person cross the road. Some pedestrian-activated, time-synchronized crossing lights areas, that would help people crossing, but these islands?

Okay. Let's get a scenario. I am a disabled veteran. I'm in a wheelchair or power chair. How am I going to negotiate up on that island to get out of the traffic? It's not going to help us with safety.

I could stand here for half an hour talking. One of the things I mentioned previously is that we always have a traffic jam on MLK where it comes in, and that one could be fixed with a little bit of paint. If you have enough width in the road to do three lanes, just mark it so you've got two lanes coming into 190 all the way down to the next traffic intersection, and you can double up the traffic that can get through when there's a green light. Going onto MLK, there's never been a real problem now that the width of the entrance ramp has been lengthened a bit.

But, like I say, the traffic islands really don't make much sense in that location. Again, I have a lot of praise for the loop that we have around town. I wish to heck it was done as nice as the one around Heidenheimer, a town of about 300. I mean, that one's two full lanes with two full

1 service roads going right out there to Walker's Honey Crop Farm
2 and then going back to the old two-lane 190/36 it's always
3 been, that I've heard from the 1960s was going to be widened.
4 Don't see wasting the money here putting an
5 island in. I see sidewalks. That would be nice. Would be
6 nice if we don't have to tear out all of the ADA areas that
7 have been put in and waste that money, but putting islands in,
8 that's just wasting the money.
9 VICTOR GOEBEL: Thank you for your comment,
10 Mr. Zajicek.
11 So that concludes all of the speaker public
12 comment forms. Let's move on to concluding the hearing. So in
13 closing, I'd like to explain what happens next, after tonight's
14 hearing. We're going to examine each of the comments received
15 here tonight, both verbal and written form, and those comments
16 received in person or by mail during the 15-day comment period
17 following tonight's meeting.
18 So let me pause right there and kind of explain
19 how that works. So whether you filled out a comment card or
20 you got up and spoke verbally, those comments all carry the
21 same weight, and we have to address each one of those comments
22 in a public forum.
23 So -- And I also want to point out that the
24 public comments do work. This is the second public hearing we
25 had on this project, and if you've noticed, the scope has

changed significantly based on the comments we received from the public during the last meeting. So, please, I urge you to fill out comment cards, and we will weigh all of your comments.

So as mentioned earlier, all verbal and written comments will be addressed in the public hearing documentation. From public input, we'll determine if any minor adjustments to the design need to be made and then move forward with finalizing the environmental process. Upon completion of the environmental studies, TxDOT will advertise construction bids, which, as spoken earlier, will be anticipated in March of 2020.

So all information and data pertaining to this project are on file and available for public inspection and review at the district office located at 100 South Loop Drive in Waco. Written statements commenting on this project may be submitted after the hearing but must be received in person or postmarked on or before Wednesday, February 27th of 2019, which is 15 days from today.

So in conclusion, thank you for coming, for your interest in your community and providing your input. Have a safe trip home. It is now 6:34, and this meeting is adjourned.

(MEETING ADJOURNED AT 6:34 P.M.)

REPORTER'S CERTIFICATION

TEXAS DEPARTMENT OF TRANSPORTATION PUBLIC HEARING

US BUSINESS (BU) 190: FROM AVENUE D TO CONSTITUTION AVE

CSJ: 0231-02-062
CORYELL COUNTY, TEXAS

FEBRUARY 12, 2019
6:00 P.M.

****

I, Sherri K. Williamson, hereby certify that the facts stated in the foregoing pages are true and correct.

GIVEN UNDER MY HAND on this the 26th day of February, 2019.

Sherri K. Williamson
Notary Public ID No. 661581-6
U.S. Legal Support, Inc.
Firm Registration No. 10558
Austin Centre
701 Brazos, Suite 380
Austin, Texas 78701
(512)292-4249

ATTACHMENT F

Comments Received

Deadline for public comments
Wednesday, February 27, 2019

Comments forms submitted
24

Comments submitted by email
8

PUBLIC HEARING COMMENT FORM

Proposed Improvements to U S Business 190 from Ave. D to Constitution
Coryell County

CSJ: 0231-02-062

Tuesday, February 12, 2019

The Texas Department of Transportation is seeking your comments on the proposed improvements to US Business 190 from Avenue D to Constitution. All written comments are welcome. **All written comments must be postmarked by Tuesday, February 27, 2019.**

Please Print

See attached

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Beth + Keith Moore

EMAIL:

ADDRESS: 403 Windmill Dr

CITY: Copperas Cove **STATE:** Tx **ZIP:** 76522

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

We moved to Copperas Cove less than 3 yrs ago. Two things drew us to Cove: the size of the town AND Business 190...the main road through town. It is wide-open and beautiful with an unobstructed view of the road, drivers and the few pedestrians that we DO have as far as the eye can see. The two-way-left-turn is a stroke of genius. More than a year after we moved here, I became aware of the plan to junk it up by adding concrete, obstructing our view with light poles and signs, lengthening our drive time and obliterating our ease of getting anywhere we need to get. We'll drive a block or two out of our way, sit in a u-turn lane to work our way to the front of the line of cars waiting to turn, find a time to make a safe u-turn, and then drive a block or two BACK to where we were going. Additionally, Cove is one-of-a-kind. We have NO SIDE STREETS on which to escape an emergency. We will be trapped in the driving lanes by medians on one side of us and buildings on the other side. We won't even be able to get out of the way for emergency vehicles. And that doesn't even address the issue of large trucks having to ALSO sit in u-turn lanes and then blocking the turn around waiting to find a time to turn.

When I emailed the city council and interim city manager that the number of accidents on 190 does not warrant adding medians to control our every movement. Mr. Haverlah quoted a Statewide Traffic Crash data formula whereby the number of accidents were calculated per millions of miles traveled and compared with statewide averages. I don't care what is happening in Dallas, Bulverde, Kilgore or even Muleshoe. And the majority of Cove feels the same way. We care about OUR town, our road. The statistics for our Business 190 do not lie. **In a year's time, we have over 12 MILLION drivers on our Business 190. In all of 2017, with over 12 MILLION drivers, there were only 61 accidents...nearly all of them in the three DRIVING lanes.** ***There were less than a handful in or caused by the two way left turn lane.***

Neither KTMPO nor TXDOT have been listening to the people. Did you even review the results of your May 31, 2018 survey? I doubt it. Or you would see what I saw. I printed off about 15 pages of the TXDOT survey **comments section**. There were 249 comments in those 15 pages. A half dozen of those comments were too vague to determine how they felt about the project. ONLY 15 comments said that the median will be a good thing. In this, TXDOT's OWN SURVEY, there were 235+ comments in opposition to the medians. That is exactly in line with every meeting we attended, every survey we took on our own, every random person on the street that we talked to, and the fact that even KTMPO knows that the majority of Cove is opposed to this project. **The results were and are ALWAYS overwhelmingly in opposition.**

PUBLIC HEARING COMMENT FORM

Proposed Improvements to U S Business 190 from Ave. D to Constitution
Coryell County

CSJ: 0231-02-062

Tuesday, February 12, 2019

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Please see attached - Thank you

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NAME: Dennis & Mary Furey

EMAIL: [redacted]

ADDRESS: 707 N 19th St.

CITY: Copperas Cove **STATE:** TX **ZIP:** 76522

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February 16, 2019

Dear Sirs:

We attended your presentation for the medians in Copperas Cove, TX. We had attended your last presentation also. We spoke to the presenter and he appeared to be very knowledgeable about this project. Personally, we have some concerns about this project and of course the NEED for such a project.

Here are our questions and concerns:

Our main concern is safety and the mobilization of our emergency vehicles with these medians...we live on the North side of the highway and it is a genuine concern. With the highway divided by these concrete medians with few turn arounds in an emergency, time is of the essence. A few minute delay could mean someone's life or a neighborhood fire out of control. We do have a fire department on this side of the city but sometimes they are out helping with other things, such as first responders, and assisting other fire departments with a situation that requires they be there. This is disturbing to us as we had a house catch fire here on our street back several years and our response time was impressive, and the neighborhood was protected.

1. One section of the median is forever long, with no turn around. I asked if they could put a few more breaks for turning and was told that they could not do this because if they did it in front of one business the other businesses would shout favoritism. Seriously! We personally would not drive that far down to get to business and it is a waste of time and money...gas and environmental issue with cars running waiting to turn. I later spoke to different business owners and they said they did not care as long as they put a few more turn arounds in as it would benefit them all. We watched a small business go under here only to relocate in another city due to the processes you use. You keep things blocked and it can negatively affect our businesses.

2. It was supposed to be a beautification project that has now turned into a big ugly mess. Concrete is by no means beautiful and we watch as people go over the curbing etc. and not one of these projects is being maintained by the city. It is just plan ugly. I love the beautification people and their hearts and souls are in the right place, but this is not going to be a plus for beautifying Copperas Cove.

3. It appears both the city and the state believe that we are a stupid city and the constituents just do not understand finance. To say this project was mostly paid by the State.....and not from us is a blatant lie. You have money for all of what you do because we pay State taxes as well. Government is funded by it's taxpayers and it gets divided accordingly. Federal, State, County, City or town..... we all contribute one way or the other.

4. Now we must wait once again for all your impact statements on how this will affect whatever. Again, with your timeline.....it will be interesting to see if you can do this on time without further expense. These projects are breaking the backs of our retirees and our homeowners. We have seen your work across the state of Texas.

5. No one will answer this question! Why does the north side of the highway have no sidewalks? Is it because we are the older part of the city and not worth bothering about?

Our final statement is this. On behalf of our family and friends should there be an incident due to a tie up on this highway due to these medians or an accident caused by these medians we will be holding the City of Copperas Cove and you responsible for any loss of life or property.

We sincerely hope you will take some of what we have stated seriously as there are people in our community who have the same concerns as we do..... we know because we spoke to them face to face. Unfortunately, the city did not want the information so not sure if you are aware. But ignorance is no excuse. We have council members who have lied right to our face. Oh, and there will be lights in the middle of medians too.....NEVER mentioned in your presentations.

Honesty is the best policy.

We await your written response,

Mary O. Furey

Dennis and Mary Furey

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Please Print I am for the Business 190 project.

Safety is defined as ... The condition of being protected from or unlikely to cause danger, risk, or injury.
The medians on Business 190 would protect us from opposing traffic,
The medians will cause us no danger, risk or injury.

Some cities have nicknamed their two-way left turn lane as the chicken lane. Playing chicken is not a game I want to play. In 2017 there were 65 accidents along the proposed 1.2 miles of those 65 accidents 25 of them were accidents involving turning movement. That is 38.46% of 2017 accidents were involving turning movement.

Studies show that implementing access management provides three major benefits to transportation systems including increased roadway capacity, reduced crashes, and shortened travel time for motorists. All three of these benefits are a result of minimizing or managing the number of conflict points along the corridor. At this time there are over 70 access points along the corridor of 1.2 miles. While driving down US Business 190 at this time you have to watch to the right for vehicles coming out of establishments wanting to cut across to the other side of the street, and watch to your left for the same thing, all while trying to maintain your speed and watch the vehicles in front of you. Medians would drastically reduce the constant vehicles crossing across the lanes lower the amount of access points. Mike Spack is a recognized industry leader of traffic studies and traffic data collection. He states access should be limited to 12 driveways per mile, our 70 access points highly exceed that number.

(Per Texas Tr

- ❑ I am emplc
- ❑ I do busine
- ❑ I could ber

I will take the small inconvenience of having to drive a little further to be able to make a safer left or U turn. Raised medians will increase the number of U-turns. However, the study "Effects of Increased U-Turns at intersections on Divided Facilities and Median Divided Versus Five Lane Undivided Benefits, showed that the increase in U-turns had minimal effect on safety and operational performance.

The environm
project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Liz Sherman
EMAIL: [redacted]
ADDRESS: 2744 CR 4938
CITY: Copperas Cove **STATE:** TX **ZIP:** 76522

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Please Print I 100% support this project. This project will greatly add to the future safety of our Business 190. The access control medians will provide drivers with a safer safe location to negociate their way through traffic. The bike & sidewalks are a must! Great job TxDOT - thanks for all you do for our city.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Matthew H. Russell

EMAIL: [redacted]

ADDRESS: 1812 Bowen Avenue

CITY: Copperas Cove **STATE:** TX **ZIP:** 76522

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Please Print

I fully support this project and look forward to seeing the end results.

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NAME: LAURIE RUSSELL
EMAIL: [redacted]
ADDRESS: 1812 BOWEN AVE
CITY: COPPERAS COVE **STATE:** TX **ZIP:** 76522

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Fold Here

Fold Here

James Leight
302 Rodeo Cir
Copperas Cove TX 76522

AUSTIN TX 787
RIO GRANDE DISTRICT
26 FEB 2019 PM 3 L

ATTN: LIZ BULLOCK, P.E.
TXDOT WACO DISTRICT OFFICE
100 S. LOOP DRIVE
WACO, TX 76704

RECEIVED
FEB 28 2019
TEXAS DEPT. OF TRANS
WACO DISTRICT

RE: CSJ 0231-02-062

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Please Print The proposed median barrier is an ill-conceived and hazardous concept. The increased dangers the median would bring far outnumber the actual dangers that are currently on that road. Controlled location or not, U-turns are one of the most dangerous maneuvers for drivers; this barrier forces U-turns at multiple locations in both directions. There will be increased congestion of vehicles waiting to make U-turns spilling out of the turn lane into the travel lanes. Median barriers are well known to adversely restrict traffic flow during vehicle breakdowns and traffic accidents. They can also delay and block access for emergency vehicles. Semi trucks will more likely than not no longer be able to deliver to several businesses along this business route if this barrier is in place. Lastly, these barriers greatly increase risky pedestrian activity.

The majority of public comments from citizens are strongly against this project

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NAME: James Leight

EMAIL: [redacted]

ADDRESS: 302 Rodeo Cir

CITY: Copperas Cove **STATE:** TX **ZIP:** 76522

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Please Print At this point the city of Copperas Cove, KTEMPO, and TxDOT should get the point that the citizens are now against this project and want it to go away so funds can go towards projects like lane expansion of 190 bypass and North/South crossing of BNSF railway that would better benefit citizens.

The #1 issue for me with the current version of the project is that the medians are not necessary and a waste of money. If these medians are such a great thing why has Killeen and Temple NOT implemented them on their major business corridors that have center turn lanes like Stan Schulter or Adams Ave? Killeen + Temple have more votes with KTEMPO if they wanted money from KTEMPO for medians.

This project did not pass the smell test to citizens as either a beautification or a safety project.

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NAME: Michael Trott

EMAIL: [redacted]

ADDRESS: 4016 MYRA LOU AVE.

CITY: COPPERAS COVE STATE: TX ZIP: 76522

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Fold Here

M. TRATT
406 MYRA LOU RUE
COOPERS COVE, TX 76522

AUSTIN TX 787
27 FEB 2019 PM 3 L

USA FOREVER

ATTN: LIZ BULLOCK, P.E.
TXDOT WACO DISTRICT OFFICE
100 S. LOOP DRIVE
WACO, TX 76704

RECEIVED
MAR 01 2019
TEXAS DEPT. OF TRANS
WACO DISTRICT

RE: CSJ 0231-02-062

76704-285800

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Please Print

Please leave highway as is. No medians.

Thank you!

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NAME: Susan Gilbreth

EMAIL: [redacted]

ADDRESS: 1105 Morning Dove Trl

CITY: Copperas Cove **STATE:** Tx **ZIP:** 76522

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Please Print Concerning the proposed divider islands, the City Manager has stated on several occasions that they are for pedestrian safety in crossing. I do not see how these traffic barriers running along the roadway provide safty to pedestrians attempting to cross it. I strongly recommend that pedestrian activated traffic control lights be placed on this part of US 190B. I would recommend adding at the junction of Oak & 190 and at Dewald & 190 as these are residential outlets that access US190B about midway between the existing crossways at Constitution, ~~and at Ave~~ MLK jr, and at Avenue D.

Also note that the crossing at Avenue D is on the west side of the intersection and there is no protected pedestrian path to the businesses on the northeast side

To me this would be a far more valid means of expendature of the project fund than the adding of traffic island to the length of the roadway.

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NAME: Jackie Zajicek

EMAIL: [redacted]

ADDRESS: 2303 Freedom Lane

CITY: Copperas Cove **STATE:** Tx **ZIP:** 76522

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Please Print I understand the project has changed after a variety of meetings that provided input from community members. As I read the details of the proposed project, it appears that there is only one sidewalk east bound. Is that correct? 2 low housing accommodations are on the westbound side and few if any cross walks. Will there be enough room for a pedestrian and handicapped scooter? I come across several ~~de~~ in my daily commute. Finally, thank you for the raised central median. It provides pedestrians (not scooters) a safe place to pause in order to cross and prevents drives from using the center as another driving lane.

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NAME: Teresa Hough
EMAIL: [redacted]
ADDRESS: 1003 Sublett Ave.
CITY: Copperas Cove **STATE:** TX **ZIP:** 76522

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Please Print TxDOT should really reconsider this 190 median project in Copperas Cove. The "layout" of this town is completely unsuitable for it, especially since there are no side streets on one side of 190 of the stretch in question. U-turns are much more dangerous and it will be definitely more difficult f. trucks or fire trucks to turn in u-turns. Accidents dont happen due to the turning lane we have now, they happen because drivers dont pay attention to the road. The city should have put arrows in the turning lane from the very beginning to indicate it is turning only. Concrete on concrete will not beautify anything. This money could be much wiser spent in Cove I know it was dedicated for 190 but that was not thought through. It's a waste of ALL of our money. We all pay taxes.

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NAME: Siggi Loe

EMAIL: [redacted]

ADDRESS: 820 N. 23rd St

CITY: Copperas Cove **STATE:** TX **ZIP:** 76522

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I'm in FAVOR of this project for the following reasons:

→ Pedestrian Safety
- at crossings
- sidewalks

→ Proper TURNING LANES
- Everyone driving gets a turn
- Better Flow of Traffic
- LESS CAR collisions
- Less Pedestrian fatally

→ Beautification of the main artery into Copperas Cove from I-14.

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NAME: Evelyn Nelson
EMAIL: [redacted]
ADDRESS: 913 TAMMY DR
CITY: Copperas Cove **STATE:** TX **ZIP:** 76522

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Although I understand the wanted change of the medians, I don't think from a transportation stand point it will help with traffic. I feel as though the medians will back up traffic even more, causing more congestion on the projected 190 plan. Several years ago, additional lanes were added to help with the traffic and it helped tremendously and now to digress back to limited lanes due to U-turns seems like a step back. Copperas Cove has become more populated and will become even bigger with several subdivisions being built as we speak, thus causing even more traffic. Please be mindful of these concerns when making your decision on this project. Thank you.

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NAME: Stephanie Williamson

EMAIL:

ADDRESS: 2607 Sunflower Tri.

CITY: Copperas Cove **STATE:** TX **ZIP:** 76522

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Please Print SPOT ELEVATION DIFFERENCES NEED TO BE CONSIDERED WHERE SURFACES NEXT TO THE ROADWAY ARE MORE THAN A FOOT DIFFERENT (USUALLY LOWER) THAN THE ROADWAY SURFACE =

- east bound - south storm drain EAST OF ENTERPRISE RENT A CAR
- westbound - north surface parking lot ANIMAL MEDICAL CENTER
- westbound north Shipleys Donuts (present decor is good)
- westbound north Cameleon Counters -
- eastbound south - NAUERT STREET / parnell drive

Maybe someone with an "elevation" / GPS device should WALK along both sides of the road way - noting differences so side walk elevations can be adjusted

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NAME: LYNN BLAIR

EMAIL: [redacted]

ADDRESS: 2003 BOLAND ST

CITY: COPPERAS COVE **STATE:** TX **ZIP:** 76522

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Please Print

CULVART GUARDS - PEDESTRIAN / VEHICLE WITH MARKERS NEEDED WHERE CULVERTS ARE ADJACENT TO THE ROAD WAY - ESPECIALY SIDEWALKS - (COVE LEADER PRESS) (JT SPORTS)

MARKED "PEDESTRIAN WAIT" AREAS ON ~~TSA~~ MEDIANS WHERE CROSS WALKS CROSS HIGHWAY (AT INTERSECTIONS) FOR "LESS MOBILE PEDESTRIANS" TO WAIT FOR NEXT SIGNAL SEQUENCE TO COMPLETE THEIR CROSSING & IF Practical, walk/dont walk Flashing signs & crossing request buttons - in the median at pedestrian wait areas -

MEDIAN WAIT AREAS WIDTH - LENGTH OF A MOTORIZED CHAIR

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: LYNN BLAIR
EMAIL: [redacted]
ADDRESS: 2003 BOLAND ST
CITY: COPPERAS COVE **STATE:** TX **ZIP:** 76522

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

PUBLIC HEARING COMMENT FORM
Proposed Improvements to U S Business 190 from Ave. D to Constitution
Coryell County

CSJ: 0231-02-062

Tuesday, February 12, 2019

The Texas Department of Transportation is seeking your comments on the proposed improvements to US Business 190 from Avenue D to Constitution. All written comments are welcome. **All written comments must be postmarked by Tuesday, February 27, 2019.**

Please Print

As much as practicable Reduce median width so the outside lanes can be widened to allow better turning into and out of locations along both sides of the roadway except at intersections with crosswalks which need a wider median for a "wait" area for less mobile pedestrians

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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Please Print medians To the left of left turn lanes
RECOMMEND APROX 10'+ OF ENDS OF THE MEDIANS
have rounded curbs and paved or firm surface between
the curbs so that trailers and large vehicles making
turns can run over them without Tires being damaged.

No sign posts / other such items be in the
"median over run area"
TURN ARROWS - NON-LANE "MASK" MARKS MAY BE NEEDED

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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EMAIL: [redacted]
ADDRESS: 2003 BOLAND ST
CITY: Copperas Cove **STATE:** TX **ZIP:** 76522

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Please Print RECOMMEND THE PROPOSED "S" TURN EXIT FROM WEST BOUND HIGHWAY 9 INTERSECT WITH B-190 WITH; TWO LANES ALLIGNING WITH SOUTH BOUND CONSTITUTION DRIVE (TO ALLOW FOR STAGING-), LEFT LANE FOR LEFT TURN TO ACCESS ROBERT GRIFFIN III BLVD, AND A FOURTH LANE (RIGHT) THAT SPURS OFF TO MERGE ONTO B-190 EASTBOUND.

LOGIC- BUILD INTERSECTION OF B-190 AT CONSTITUTION DRIVE IN PREPARATION FOR PROPOSED HIGHWAY 9 EXIT

FOLLOW ON- IMPROVEMENT OF DAMAGED ROAD BASE & INTERSECTIONS ALONG SOUTHBOUND CONSTITUTION DRIVE TO ALLOW THROUGH TRAFFIC TO GO FROM HIGHWAY 9 (SOUTH) TO 190/I14 WEST (BYPASS) THIS MAY BECOME ESSENTIAL IF THE JOINT USE RAILHEAD PROPOSAL GOES INTO DEVELOPMENT-

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: LYNN BLAIR

EMAIL: [redacted]

ADDRESS: 2003 BOLAND ST

CITY: COPPERAS COVE **STATE:** TX **ZIP:** 76522

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Please Print

EASTBOUND B190 AT CONSTITUTION DRIVE TURN-LANE-(LEFT) INSUFFICIENT WIDTH ON WESTBOUND LANES FOR TRACTOR/TRAILERS TO MAKE A "U-TURN" WITH OUT TRAILER "TAIL SWING" INTO INSIDE EASTBOUND LANE-

RECOMMEND "OVERRUN" APRON ON NORTH SIDE OF WESTBOUND LANES, TO ALLOW TRACTOR TRAILER TO MAKE A "U TURN" WITH OUT REAR OF TRAILER SWINGING INTO INSIDE EAST BOUND LANE & TRACTOR RUNNING OVER THE CURB ONTO THE UNPAVED AREA (AND INTO THE TRAFFIC SIGNAL BASE)

NOTE! IT APPEARS THAT BUSINESSES THAT HAVE DELIVERIES BY TRACTOR/TRAILERS WILL HAVE ACCESS GREATLY REDUCED OR ELIMINATED TRUCKS THAT WILL HAVE TO STOP IN A TRAVEL LANE WILL CAUSE SAFETY ISSUES

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NAME: LYNN D BLAIR

EMAIL: [redacted]

ADDRESS: 2003 BOLAND ST.

CITY: COPPERAS COVE **STATE:** TX **ZIP:** 76522

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Please Print

BICYCLE LANES ALONG TRAVEL LANES SHOULD BE MARKED FOR BICYCLE TRAFFIC - AND SIGNS POSTED JUST PRIOR - TO BICYCLE TRAFFIC CROSSING ~~FOR~~ VEHICLE TURN LANES -

B 190 EAST BOUND JUST BEFORE CONSTITUTION DRIVE -

CONTRACT \ UPGRADE IMPROVEMENTS SHOULD INCLUDE THE ENTIRE INTERSECTIONS AT AVE D / KM 1113 AND AT CONSTITUTION DRIVE . INCLUDING CROSSWALKS

NO CROSSWALK ACROSS CONSTITUTION DRIVE SHOWN

ALL CROSS WALKS CROSSING ROADWAYS SHOULD BE MARKED ON THE PAVEMENT

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: LYNN BLAIR

EMAIL: [redacted]

ADDRESS: 2003 BOLAND STREET

CITY: COPPERAS COVE **STATE:** TX **ZIP:** 76522

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Please Print

I am against this project. I do not believe that U turns across 3 lanes from a median turn point is safer than being able to turn straight into a business.

I have also a strong belief that most citizens of Cove are against this project but we are not being properly represented. Only two of the speakers tonight were for the project while all of the other speakers were against the project.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Trudy Perry

EMAIL: [redacted]

ADDRESS: 1002 Rhonda Lee St.

CITY: Copperas Cove STATE: TX ZIP: 76522

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Please Print WHO is going to maintain these medians? The existing medians haven't been maintained in 20 years
This project is a BAD idea - period! NOBODY listens to the PUBLIC. TXDOT has fabricated "safety" concerns with no solid TRUE statistics to back up the claim. Traffic flows very well along the 190 corridor with little problems - none that can't be controlled with better police presence. These medians prevent easy access to ALL businesses. Bicycles don't traverse 190 - totally useless feature! Medians will prevent emergency vehicles from timely response to incidents. Residential roads that parallel 190 CANNOT handle increased traffic - they are in very poor condition. On the North side there are NO ~~roads~~ roads to circumvent the traffic (businesses back up to RAILROAD tracks). Businesses will suffer - And the city doesn't care!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Terri Deans
EMAIL: [redacted]
ADDRESS: 801 Cradlock St
CITY: Copperas Cove **STATE:** TX **ZIP:** 76522

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Please Print

This project is going to be wonderful ☒
My concern is now, will the median have any greenery or shrubs? Or will it just be some concrete slab? I was looking forward to an inviting roadway, increased safety and if need be lower speed limit.
Also, I'm grateful for all the work that went into this project. I'm sure all the traffic concerns were thought and talked about.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Christiane Hayward
EMAIL: [redacted]
ADDRESS: 220 Pinto Dr
CITY: Copperas Cove **STATE:** TX **ZIP:** 76522

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Please Print

After Speaking to the Chief of Police I'm
Am 100 % percent in Favor of project.
Thank you.

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NAME: Randall Rhinesmith
EMAIL: [redacted]
ADDRESS: 2513 Gail Dr
CITY: Copperas Cove STATE: TX ZIP: 76522

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Darren Blair

2003 Boland Street

Copperas Cove, Texas 76522

To Liz Bullock, P.E.

Texas Department of Transportation –

My name is Darren Blair. I have been a resident of Copperas Cove, Texas since 1990. It is for this reason that I am writing to you today about the proposed changes to Business 190 as it runs through Copperas Cove.

In April of 2013 I was working the overnight shift in one of the businesses located along the proposed route for the new highway median. What had been a quiet evening was shattered by a series of horrific sounds outside the building. When I went to investigate, I discovered that a speeding westbound vehicle had crossed the highway, jumped a small creek, and crashed into a retail strip on the other side of it, resulting in a fire that nearly destroyed the strip. The driver did not survive the accident.

When I have been speaking with various individuals here in Copperas Cove about the planned highway median, this incident is sometimes referred to. "After all", the logic goes, "if the median was in place then this would not have happened."

However, if memory serves, based on information released to the media the vehicle in question was estimated by the investigating authorities to have been going at least *twice* the posted speed limit of 40 miles per hour in order to be going fast enough to become airborne and clear the creek. Based on this, I strongly doubt that the basic proposed design of a standard curb and median would have alone been sufficient to prevent this accident. When I spoke with a certified master mechanic who has also been studying the highway median, they confirmed my doubts.

If the driver approached the median at an angle, their speed would have been more than enough to carry them over the median and into oncoming traffic. They may have lacked sufficient speed to clear the creek, but they would still be across the highway and in motion. This motion could have taken them into the building I was in, a small wooden bridge spanning the creek (the bridge has since been demolished), or the creek itself. Either one would have risked igniting a large tree that is in the middle of the creek, spreading the devastation to other buildings. Furthermore, I was the one who made the initial emergency services call for this incident; I had been in the front of the building I was in when the accident took place, and had I been struck I may not have been in any shape to be summoning assistance.

If the driver drifted into the median, however, then at that speed there was a chance the vehicle could have flipped over or bounced off of the median and back into westbound traffic. If the vehicle flipped over, then depending upon how it flipped it would likely have either landed on the median itself or landed in oncoming traffic regardless. If the impact caused the vehicle to bounce, it may have

redirected the car into a business on the north side of the highway... one of which is a large gas station with attached convenience store and car wash.

In short, at the involved speed, the median would have done little to mitigate the situation, and may have even served to make it worse by either disabling me to the point that I could not have contacted emergency services, causing the car to ignite something that would have done significant damage to surrounding buildings, (including private homes, a motel, and two apartment complexes), or some combination thereof.

But because of this incident, and other similar concerns, we are being told that a median is necessary. We are also being told that the small openings in the median will be sufficient for traffic to pass through, both drivers attempting to cross the highway to get at local businesses and drivers attempting to U-turn in order to reach businesses that they had to go past because of the median. Not only would we be contemplating personal passenger vehicles attempting to go through these small medians, we would also be looking at delivery trucks, mail trucks, firefighting and other emergency vehicles (all fire stations in Copperas Cove are located west of the intersection the median is to start at), public transportation (in particular school busses, due to the two main highway intersections leading to the town's football stadium being located within the area of the proposed median), and possibly even tractor – trailers all competing for space within these small openings.

As much as the original accident still periodically haunts my nightmares, the prospect that it is being used as an excuse to create what I – and others – regard as a far, far more dangerous situation is nothing short of terrifying. Had I been aware of the means to contact you directly, I would have done so much sooner.

It is for this reason that I strongly oppose the construction of the Business 190 median in Copperas Cove, Texas, as it is currently being proposed.

I thank you for your time and consideration.

Darren S. Blair

Darren S. Blair

O'Reilly AUTO PARTS.
PROFESSIONAL PARTS PEOPLE

February 14, 2019

RECEIVED
FEB 19 2019
TEXAS DEPT. OF TRANS
WACO DISTRICT

Via e-mail: liz.bullock@txdot.gov

Texas Department of Transportation
100 South Loop Drive
Waco, TX 76704-2858
Attn: Liz Bullock

RE: O'Reilly Auto Parts – #558 – 1537 East Highway 190, Copperas Cove, TX
CSJ: 0231-02-062

Dear Ms. Bullock,

We have reviewed the plans for the proposed improvements along Highway 190, as it pertains to our property referenced above. After reviewing the plan, we have certain concerns about the effect of the project on our business.

As you may know, O'Reilly Auto Parts operates a store on 1537 East Highway 190, Copperas Cove, Texas. O'Reilly operates its business model as a split between retail sales and professional sales. The retail portion of our business consists of customers who visit the store to obtain parts for personal use. The professional portion of our business consists of technicians, service centers, and auto dealerships that require aftermarket auto parts to satisfy their customers. Additionally, we provide frequent deliveries of inventory to the store through our distribution network to ensure we have the parts on hand to maintain our competitive advantage. The ability to easily enter and exit our store is crucial to our customers, both retail and professional, and to our distribution network, all of which ensure that we can promptly provide the proper parts to our customers.

As you might imagine, our business creates a great need for access to and from the store for our customers, our team members making deliveries to professionals, and our delivery trucks stocking the store. The proposed construction of a median would act to limit that access by separating the lanes of traffic, preventing any eastbound traffic from entering the store. Further, the development would also obstruct any eastbound exit from the store. Together, this would effectively cut the access to the store in half. This hindrance could diminish the profitability to a point below the expected rate of return to our shareholders, thus making it illogical to maintain store operations.

Of course, we have more than our own profitability at stake. The livelihood of our employees rests on our ability to maintain our current business, and growth in our business results in adding the personnel to maintain that growth. Any decline in our business or hindrance to our growth directly impacts the number of quality jobs we provide and create in your community. We believe that the proposed construction of a median will have such a negative impact.

While we appreciate the concern for the safety of your citizens, we propose that at least a left turn pocket or a curb cut into the entrance of the store be maintained in order to provide an option for the eastbound traffic besides attempting a U-turn down the street or choosing an auto parts store in a more accessible area.

Accordingly, we would ask that you take these concerns into consideration as this project moves forward. I also ask that I be notified of any upcoming meeting dates and/or updates to the project in the future.

Sincerely,

Wendi Page

Wendi Page
Property Manager
417-829-5799
Fax: 417-874-7112
Email: [redacted]

RECEIVED
FEB 19 2019
TEXAS DEPT. OF TRANS
WACO DISTRICT

Janet Sheguit <jsheguit@bspengineers.com>

FW: Business 190 Project - Public Hearing Comments

1 message

Liz Bullock <Liz.Bullock@txdot.gov> Fri, Feb 22, 2019 at 1:22 PM
To: "jsheguit@bspengineers.com" <jsheguit@bspengineers.com>
Cc: Michael Rhodes <Michael.Rhodes@txdot.gov>

FYI

-----Original Message-----
From: Kenneth Roberts
Sent: Friday, February 22, 2019 12:10 PM
To: Liz Bullock
Cc: Victor Goebel
Subject: Business 190 Project - Public Hearing Comments

Public Hearing input received 2-21-19 via TxDOT Internet E-Mail system.
Ken

-----Original Message-----
From: [redacted]
Sent: Thursday, February 21, 2019 6:53 PM
Subject: TxDOT Internet E-Mail

Name: [redacted]
Address:
407 Cottonwood Drive
Copperas cove, TX 76522

Phone:
(254) 630-5608

Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Comment: Statement made that someone had spoken with all the 190 Business owners No one has visited Dewald Automotive We oppose the project U-Turns are not going to be effective traffic will back up and you are just directing where the accidents will happen We have been in business since 1958 seen a lot of changes this project is a waste of money for both

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

Janet Sheguit <jsheguit@bspengineers.com>

FW: US Business 190 Copperas Cove

1 message

Liz Bullock <Liz.Bullock@txdot.gov> Wed, Feb 20, 2019 at 9:51 AM
To: "jsheguit@bspengineers.com" <jsheguit@bspengineers.com>
Cc: Michael Rhodes <Michael.Rhodes@txdot.gov>, Ryan Haverlah <rhaverlah@copperascovetx.gov>

FYI

From: Kenneth Roberts
Sent: Wednesday, February 20, 2019 9:37 AM
To: Liz Bullock
Cc: Victor Goebel
Subject: US Business 190 Copperas Cove

Public Hearing input received 2-20-19 via TxDOT complaint system – TRACK

I am completely against the business 190 project in Copperas Cove. I have made this known to our city, replied to surveys and now I'm told to tell you. The people don't want this. Put in the sidewalk/bike lane but don't destroy what little business we have left for no reason. If having 85% of residents against this doesn't matter I doubt this will.

Business 190 Copperas Cove

Debbie Burrows

712 S 11t St

City	Copperas Cove
State	Texas
Zip Code	76522 - 2703
Email	[redacted]

Business Name

Home Phone 254-368-4295; Ext-000

A Texas Department of Transportation (TxDOT) message

BSP engineers

Janet Sheguit <jsheguit@bspengineers.com>

FW: Highway 190 project in Copperas Cove

1 message

Liz Bullock <Liz.Bullock@txdot.gov> Tue, Feb 26, 2019 at 3:40 PM
To: "jsheguit@bspengineers.com" <jsheguit@bspengineers.com>
Cc: Michael Rhodes <Michael.Rhodes@txdot.gov>

FYI

From: [redacted]
Sent: Tuesday, February 26, 2019 3:34 PM
To: Liz Bullock
Subject: Highway 190 project in Copperas Cove

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Kevin Keller, the public affairs representative for Copperas Cove, gave me your email to send a response to the upcoming Highway 190 project in Copperas Cove. Mainly I just want to say to just leave the highway alone. It is a beautiful and fully functional highway as it is. If sidewalks are desired, that is ok, but leave the rest of the road alone. I am well aware of all the preceding steps to this and am grateful that the number of lanes is staying the same. But if it means anything, the majority of the residents and business owners in Cove want the road to be left alone.

Sincerely,

Joan Nance

A Texas Department of Transportation (TxDOT) message

BE SAFE. DRIVE SMART.

Janet Sheguit <jsheguit@bspengineers.com>

FW: Bus 190 CC - Project Query

1 message

Liz Bullock <Liz.Bullock@txdot.gov> Wed, Feb 27, 2019 at 4:03 PM
To: "jsheguit@bspengineers.com" <jsheguit@bspengineers.com>
Cc: Michael Rhodes <Michael.Rhodes@txdot.gov>

From: Kenneth Roberts
Sent: Tuesday, February 26, 2019 9:23 AM
To: Victor Goebel
Cc: Liz Bullock
Subject: Bus 190 CC - Project Query

FYI.

Ken

From: Jordanna Packwood [redacted]
Sent: Tuesday, February 26, 2019 8:43 AM
To: Kenneth Roberts
Subject: Re: TxDOT Internet E-Mail

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Mr. Roberts,

My name is Jordanna Packwood. We spoke last week concerning the HWY 190 Construction in Copperas Cove. My property is at 2614 East HWY 190 AKA Motor Pool Auto Sales. After looking at the Schematic, I notice the raised median is in front of the entrance to the Car Lot, which means people would have to go to Dewald Street to do a turn around to get there. I have one more question, though. Is the construction going to cause the entrance into the Motor Pool to become smaller? If so, is that necessary?

Thank you Mr. Roberts for your time in this matter.

Jordanna Packwood

The Motor Pool Auto Sales

jordannapackwood@hotmail.com Email

254-289-2272 Cell

From: Kenneth Roberts <Kenneth.Roberts@txdot.gov>
Sent: Friday, February 22, 2019 3:28 PM
To: [redacted]
Subject: RE: TxDOT Internet E-Mail

Per our conversation, here is the link to the information from the recent Public Hearing in Copperas Cove, concerning this project.

https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/waco/021219.html

Ken Roberts
Public Information Office
Texas Department of Transportation (Waco District)
(254) 867-2705
Kenneth.roberts@txdot.gov

-----Original Message-----
From: [redacted]
Sent: Friday, February 22, 2019 1:49 PM
To: Kenneth Roberts; Carrie Jackson
Subject: TxDOT Internet E-Mail

Name: Ms. Jordanna Packwood Larson[redacted]
Address:
P.O. Box 2392
Harker Heights, Texas 76548
Copperas Cove, TX 76522

Phone:
(254) 289-2272

Requested Contact Method: Phone

Reason for Contact: Customer Service
Complaint: No

Comment: Hello,
I own property on HWY 190 in Copperas Cove.The address is 2614 East HWY 190.I have 2 questions.One, if TXDOT takes some of the property, will it replace the iron fence? Two, I also have a Lamar Billboard. It is close to the road.Do I need to contact Lamar and make them aware of the construction? Lastly, will this decrease the value?

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

Janet Sheguit <jsheguit@bspengineers.com>

FW: TxDOT Internet E-Mail

Liz Bullock <Liz.Bullock@txdot.gov> Thu, Feb 28, 2019 at 1:44 PM
To: "jsheguit@bspengineers.com" <jsheguit@bspengineers.com>
Cc: Michael Rhodes <Michael.Rhodes@txdot.gov>

-----Original Message-----
From: Kenneth Roberts
Sent: Thursday, February 28, 2019 1:22 PM
To: Liz Bullock
Cc: Victor Goebel
Subject: FW: TxDOT Internet E-Mail

FYI.

-----Original Message-----
From: [redacted]
Sent: Wednesday, February 27, 2019 5:36 PM
To: Kenneth Roberts; Carrie Jackson
Subject: TxDOT Internet E-Mail

Name: Mr. Wallace Williams<[redacted]
Address:
221 County Road 4810
Copperas Cove, TX 76522

Phone:
(254) 547-1220

Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Comment: Reference Hwy 190 project in Copperas Cove Tx.
I'm against this project as i don't feel this is beneficial to the citizens or the business along this stretch of highway 190. I've lived in the Cove for more than 40 years and the amount of bicycle traffic is negligible. The loss of the center turn lane will slow traffic and limit economic growth.

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

ATTACHMENT G

Figures/Exhibits presented at Meeting

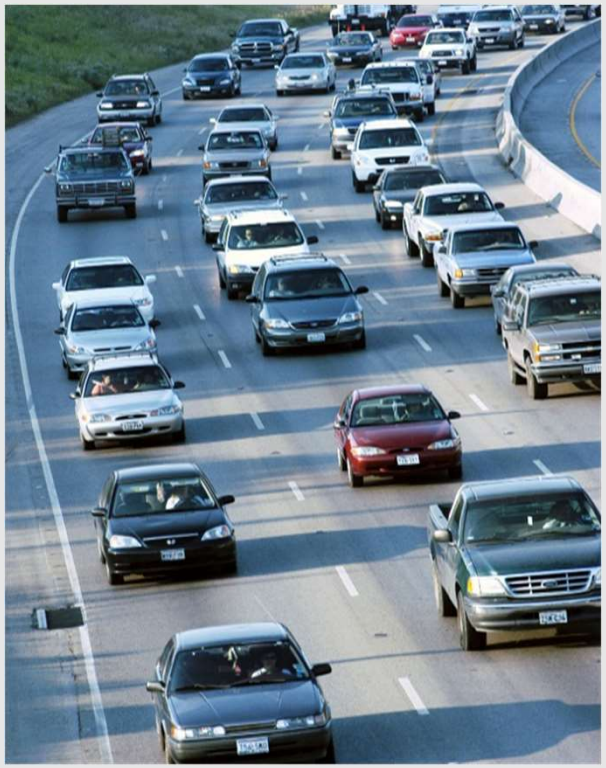
Power Point Presentation

Comment Card

Fact Sheet

Project Location Map

TEXAS DEPARTMENT OF TRANSPORTATION



PUBLIC HEARING

Business US 190

E. Avenue D to Constitution

City of Copperas Cove, Coryell County

CSJ: 0231-02-062

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

February 12, 2019

Introductions

- Victor Goebel, P.E.
  Director of Transportation Planning & Development - TxDOT Waco District

- Liz Bullock, P.E.
  Business US 190 Project Manager - TxDOT Waco District

- Michael Rhodes
  Environmental Coordinator - TxDOT Waco District

- Stephen Kasberg, P.E.
  TxDOT Area Engineer (Gatesville)

- Anthony D. Beach, P.E., CFM
  Consultant Project Manager – BSP Engineers, Inc.

- Elected Officials

Proposed Project Location

Need and Purpose

NEED:

The proposed project is needed to improve traffic safety, improve access management, and to provide pedestrian/bicycle accommodations.

PURPOSE:

The purpose of the proposed project is to bring the roadway up to current safety and design standards, and to improve mobility along Business US 190 within the project limits.

Project Consistency

- The proposed project is consistent with the Killeen-Temple Metropolitan Planning Organization's (KTMPO) Metropolitan Transportation Plan (MTP) and Transportation Improvement Plan (TIP).
- Both plans can be found at: https://ktmpo.org/planning/plans/

Background and Planning

- Public Meeting
  - Public Meeting (May 31, 2018)
  - Additional informal meetings with the City of Copperas Cove, property owners, and citizen's groups.

- A Revised Corridor Design – Design Schematic
  - On display here this evening

- Anticipated as a Single Construction Project

  Start – Spring 2020

  Completion - Early Summer 2021

Proposed Project

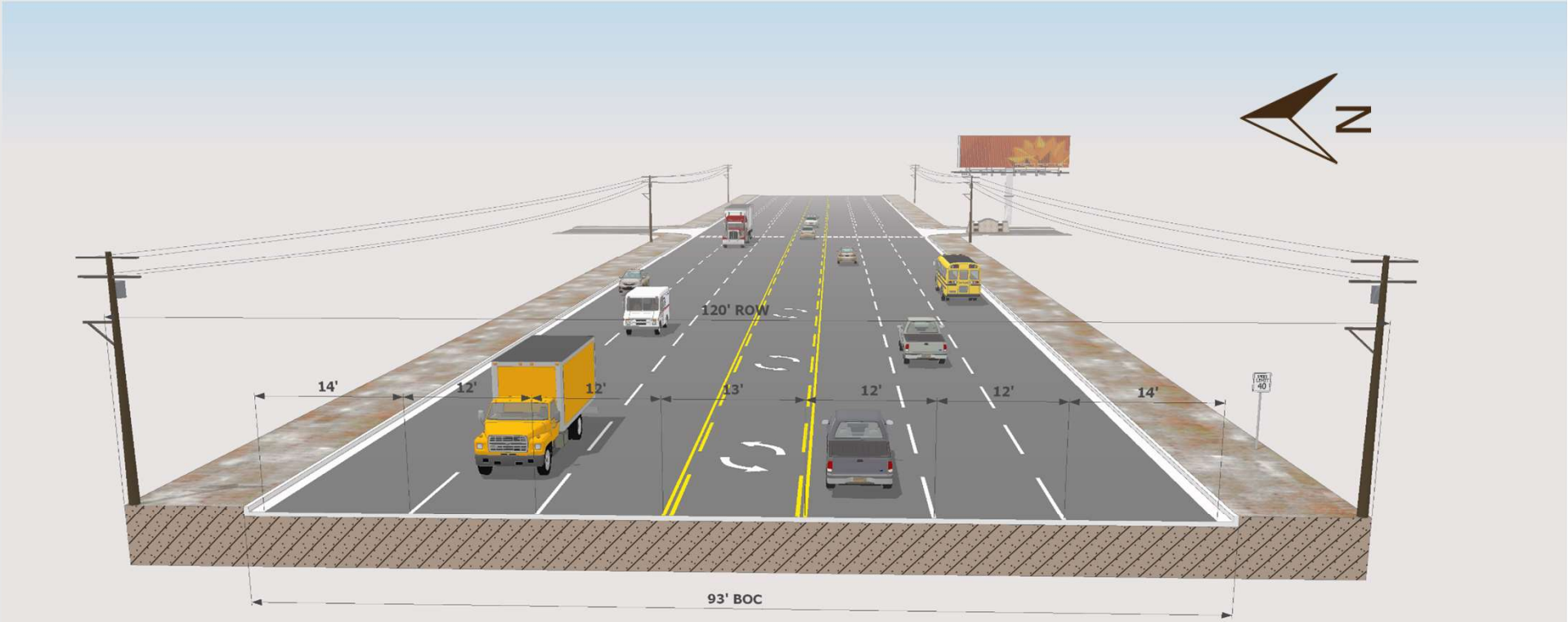
- The proposed project would:
  - Improve Safety
  - Improve Access Management
  - Provide Pedestrian and Bicycle Accommodations

Right of Way

- This project does not require additional right of way (ROW). Drainage structures to extend into existing drainage easements.
- No potential displacement.

Typical Sections - Existing

- E. Avenue D to Constitution



Typical Sections - Proposed

- E. Avenue D to Constitution

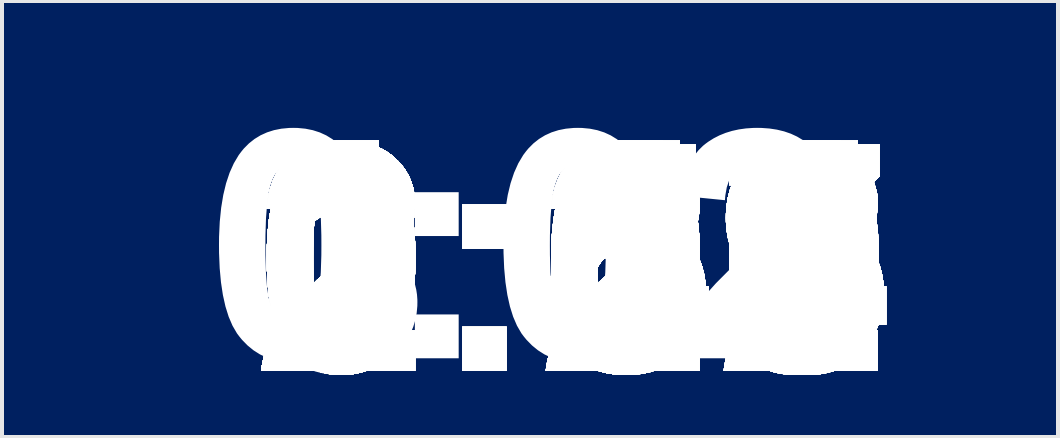
Terraced Landscape

Environmental Findings

No significant environmental impacts from this proposed Business US 190 project are expected.

Public Testimony

- So that everyone may speak, please limit your comments to three (3) minutes



Questions and Comments

Comments must be received or postmarked on or before

Wednesday, February 27, 2019

Questions

Main Contact
Liz Bullock, P.E.
254-867-2746

Area Contact
Stephen Kasberg, P.E.
254-865-7115

Comments

Mailing Address
Liz Bullock, P.E.
Business US 190 Project Manager
TxDOT Waco District Office
100 S. Loop Dr.
Waco, TX 76704

Project Webpage

https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/waco/021219.html

Conclusion

This concludes the presentation.

Thank you for coming and have a safe trip home!

Business US 190 from FM 1113 (Avenue D) to Constitution Dr. - Public Hearing February 12, 2019

AGENDA

- ***Doors Open (5:30 p.m.)***
- ***Presentation (6 p.m.)Anthony Beach, P.E., BSP Engineers, Inc.***
- ***Adjourn Presentation***
- ***Open House (come-and-go)***

SCOPE

The proposed design of a raised, central median to divide westbound and eastbound traffic, providing optimally placed median openings and left and right-turn lanes at selected locations, and provide pedestrian and bicycle accommodations in the form of a six-foot wide sidewalk, an eastbound five-foot wide bicycle lane and a westbound 14 -foot wide outside shared-use lane. The proposed project extends from FM 1113 (Avenue D) to Constitution Drive on Business US 190.

RIGHT OF WAY

Construction of this project will NOT require any additional right of way.

FUNDING

The City of Copperas Cove was awarded $10M from KTMPO in 2017. This includes a 20% ($2M) match from TxDOT ($8M + $2M = $10M). The KTMPO Technical Advisory Committee (TAC) selected this project for funding after it was identified as a priority project. The TAC is comprised of City representatives from the region. The project also includes a $420,000 landscaping feature funded by the Governor's Community Achievement Award. To date, the City of Copperas Cove has spent more than $359,000 toward preliminary design.

DURATION

Once construction begins, the project should take approximately 15 months to complete.

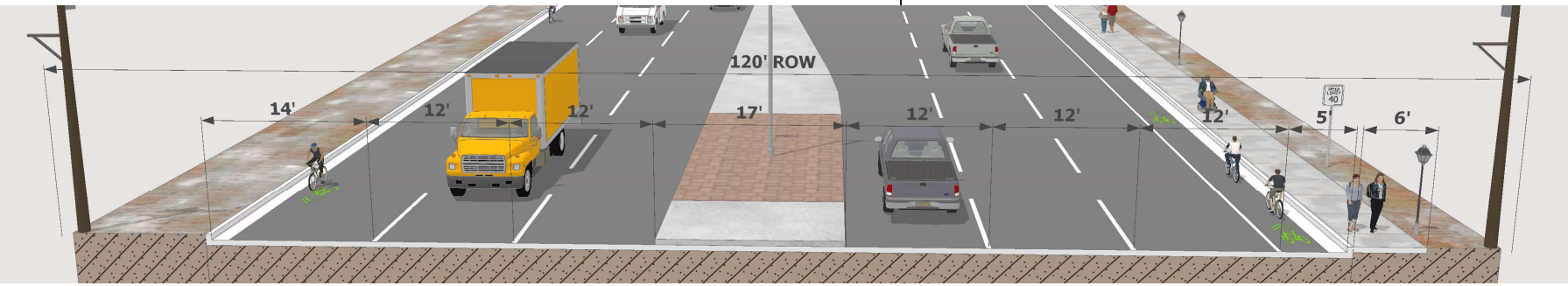
STILL TO COME

- Collect and evaluate public input
- Complete environmental technical reports
- Approve environmental study including public involvement
- Complete construction engineering plans
- Project letting (construction bids)

PUBLIC INPUT

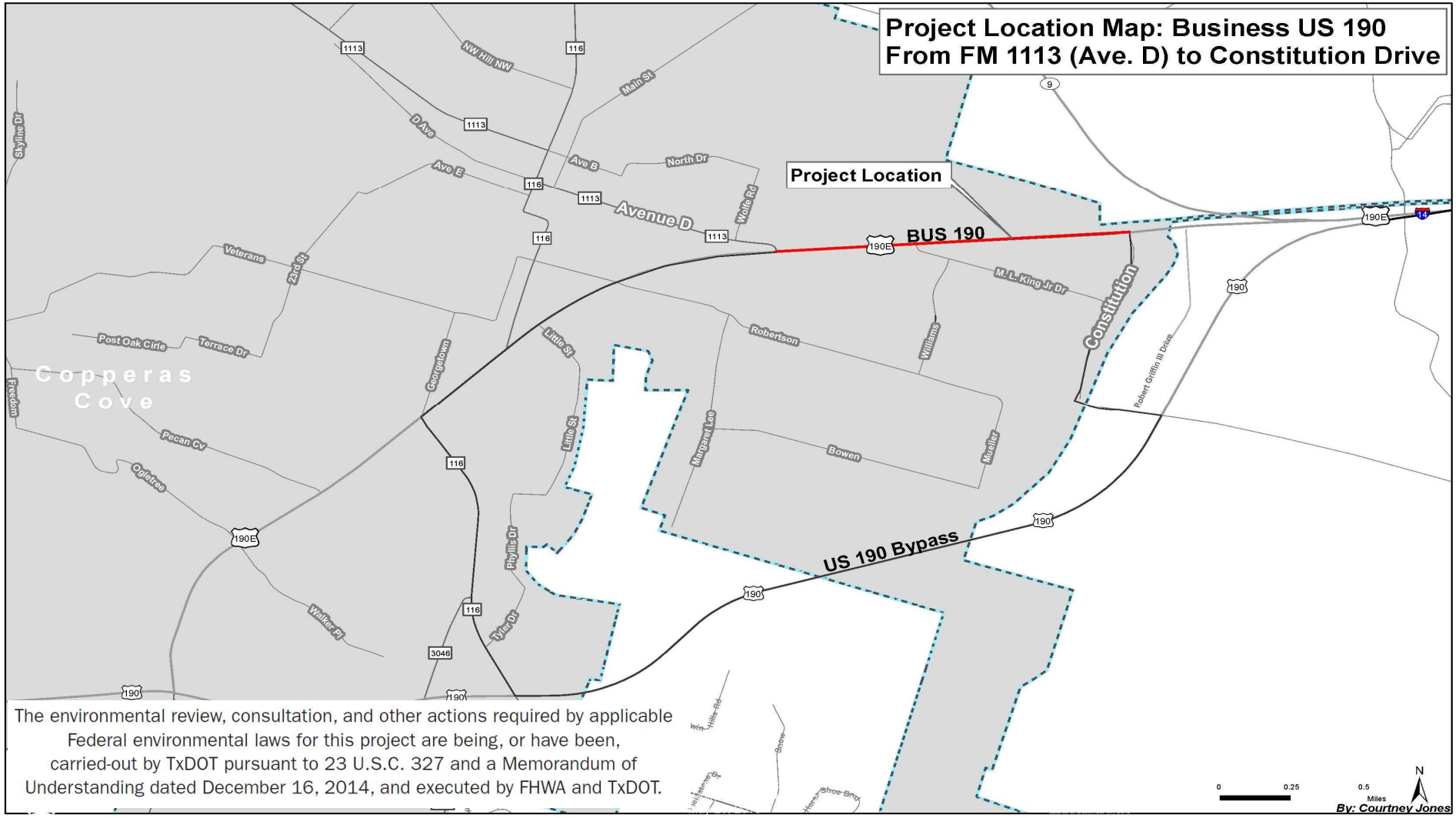
There are several ways you can offer your input on the proposed project.

1. Talk to Copperas Cove and TxDOT officials as well as the consultant design staff tonight! All of these individuals will be available to discuss your questions or concerns about the project.
2. You may leave a written comment tonight in the comment box.
3. *We HIGHLY encourage you to take the online survey tonight or on your own by visiting the BUS US 190 Project webpage at:* **https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/waco/021219.html**
4. You may submit written comments by February 27, 2019 to:
   Texas Department of Transportation
   ATTN: Liz Bullock
   100 South Loop Drive
   Waco, TX 76704-2858
   liz.bullock@txdot.gov



Estimated Letting (Construction Bid)
March 2020

Waco District Office
100 South Loop Drive
Waco, TX 76704



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ATTACHMENT H

NEWS COVERAGE

AND

MEETING PHOTOS

COPPERAS COVE LEADER PRESS Since 1894

MOTHER EARTH NEWS FAIR
Belton TEXAS FEB. 16-17

TxDOT Hosts Meeting, Receiving Comments On Business 190 Project

Fri, 2019-02-15 15:27 david_morris

By LYNETTE SOWELL
Cove Leader-Press

The Texas Department of Transportation along with the City of Copperas Cove held a public hearing on Tuesday on the Business Highway 190 median project.

Victor Goebel, director of transportation planning and development for TxDOT's Waco District presented an overview of the project, approximately 1.25 miles from Constitution Drive to Avenue D.

The anticipated timetable for construction is from spring 2020 through early summer 2021. The median will run along the entire length of the route, with a five-foot bicycle lane and six-foot sidewalk on the south side, and a 14-foot shared bicycle and vehicle lane on the north side.

The $420,000 Governor's Community Achievement Award, won by Keep Copperas Cove Beautiful, will go toward a terraced landscape that will be installed where a current concrete riprap exists along Bus. 190.

Prior to the hearing opening at 6 p.m., citizens could view the current schematic design displayed along a series of tables on one side the civic center.

During its May 31 meeting, TxDOT had computers set up to take surveys without an opportunity for residents to speak. This time around, those attending the hearing had the opportunity to speak for three minutes, with a stenographer transcribing their comments.

A total of nine individuals took to the microphone to speak, including Jason Manning and Jonathan Manning, with Manning Homes, located on Business 190.

Both were concerned that delivery trucks would have issues accessing their place of business, and that there is no "back street" behind their business for traffic flow which could also cause an issue.

Resident Beth Moore gave examples of other cities which once had medians, but removed them due to the problems it caused businesses, and stated that much of Copperas Cove is against the project.

Silvia Rhoads, member of KCCB, stated she is in favor of the project, but that KCCB was not involved in the

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current terracing. Also, in the area of safety, she does not mind waiting to make a turn if it will prevent accidents.

Those who weren't able to attend the hearing may also submit written comments about the project to Liz Bullock, P.E., TxDOT Waco District Office, 100 S. Loop Dr., Waco, TX 76704.

Goebel said that all comments, whether written or verbal statements, carry the same weight and each will be considered.

Comments must be received or postmarked by Wednesday, February 27, to be included in the documentation of the public meeting.

The Killeen Temple Metropolitan Planning organization, or KTMPO, is a conglomerate of government entities that receive submitted projects and score them to award funding.

Phase 1 of the Business 190 project was the third highest-scoring project out of the more than 60 proposed in 2016. KTMPO earmarked a mix of federal and state transportation funds for the median project, with the city of Copperas Cove to kick in as much as $1,000,000 toward the project's design.

To date, the city has already spent more than $721,000 on the design, with that expense approved by the Copperas Cove city council in August 2017 when it authorized the city to hire BSP. The city council authorized an additional $70,000 for BSP to restart the design with the above modifications.

After Tuesday's public hearing next in the process, comes the environmental analysis. After that will come bid letting, with construction anticipated to begin in spring 2020. The project will take about 15 months to complete, Goebel said.

Section: NEWS

Popular Content

Today's:

- Cove Health Fair open to general public for first time
- Slow second quarter costs Lady Dawgs in bi-district playoff loss to Horn
- TxDOT hosts meeting, receiving comments on Business 190 project
- Library's new reading room dedicated to Palumbos
- Sweetheart Tea raises money to support library

Related Articles

- Liquor, water, and retail figure big in Copperas Cove for 2017
- Margaret Litchfield trial series
- 2015: A Year in Review
- Fire, floods, FATHOM, and medians: 2018, a year in review
- Candidates in local elections answer questions
- TxDOT, city host public meeting on Business 190 project

COPPERAS COVE BUSINESS US 190
PUBLIC HEARING PHOTOS

COPPERAS COVE BUSINESS US 190
PUBLIC HEARING PHOTOS

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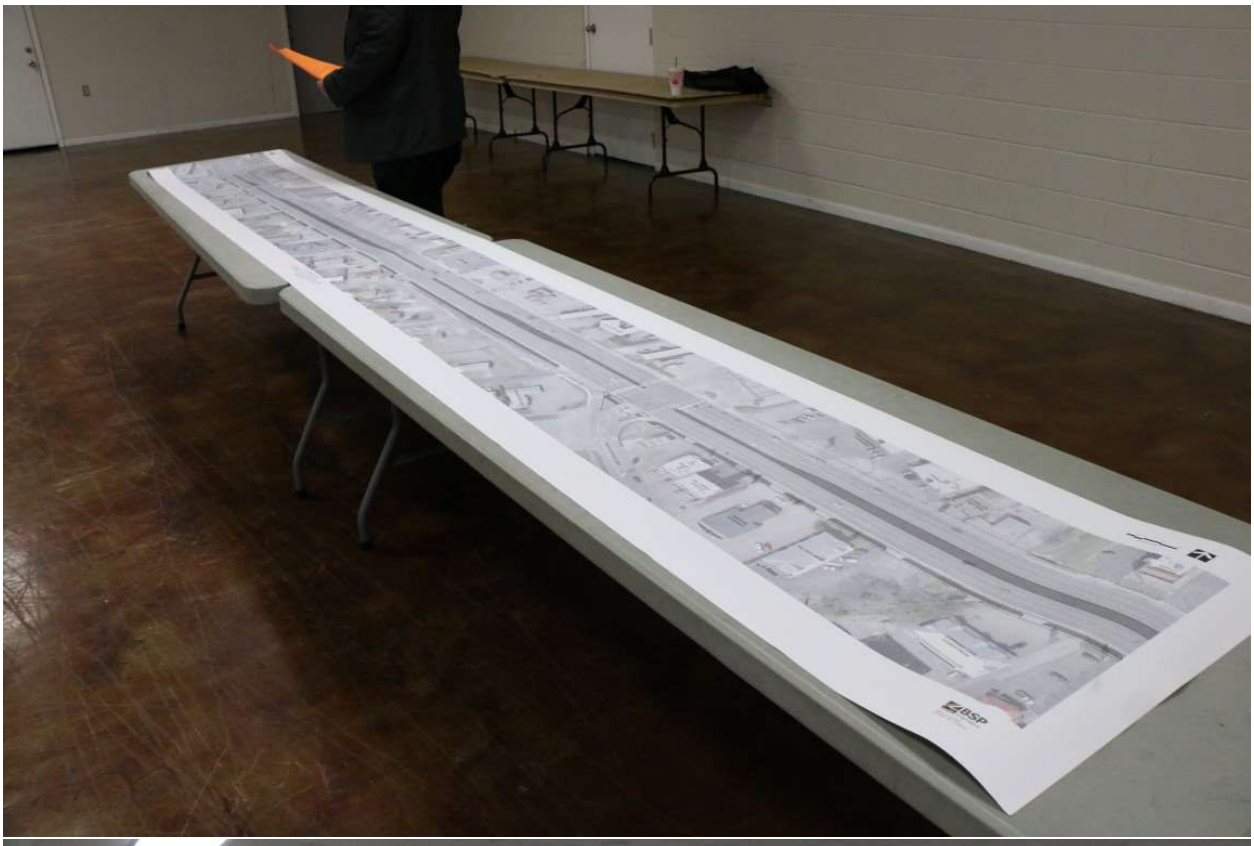

COPPERAS COVE BUSINESS US 190
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