

# US 190 Feasibility Study



## Meeting Summary

### U.S. 190 Working Group Meeting #1

April 28, 2017, 9:00 - 11:00 AM

#### ► Opening Remarks and Introductions

*Cheryl Maxwell, Director • KTMPPO*

Cheryl Maxwell welcomed attendees and asked all participants to introduce themselves. Maxwell explained that the purpose of the Working Group (WG) is to obtain feedback from members of the community who represent a variety of community interests (elected officials, school districts, economic development representatives, and the general public). She asked the WG to apply their knowledge and expertise to avoid any potential issues as we work through the US 190 Feasibility Study. She stated that the WG will help identify preliminary route options for the relocation of US 190 and, later in the process, will help to refine those route options and identify a set of recommended route options.

Copies of the meeting agenda and sign-in sheets are found in the **Appendices A and B**, respectively. WG members were provided a copy of the study Fact Sheet (**Appendix C**) and Frequently Asked Questions (FAQs) (**Appendix D**).

#### ► Project Overview

*Andy Atlas, Project Manager • CP&Y*

Andy Atlas provided an overview of the project. He thanked the WG for their time and explained that later in the meeting there would be a participatory exercise where the project team was counting on their expertise.

**Purpose of Study:** United States Highway (US) 190 is a major east-west highway that serves Belton, Temple, Rogers, and Little River-Academy. At the request of local officials, the Killeen-Temple Metropolitan Planning Organization (KTMPPO) is conducting a feasibility study to explore options for upgrading or relocating US 190 between Farm to Market Road (FM) 1670 and FM 437. The study will investigate creating a more efficient connection to serve the community and improve local mobility.

**Timeline:** The study began February 2017 and is anticipated to take approximately one year to complete. Since February, the team has initiated data collection, identified a study area, developed a constraints map, and conducted field investigations to ground-truth the constraints map.

**Study Area:** Atlas described the study area (see **Appendix E**). He explained that the study area was originally identified by KTMPPO, but had been expanded slightly by the current study team. He noted that later in the meeting the WG will be asked to begin identifying

possible route options. He stated that those routes can follow existing roads, create new roads, or be a combination of the two. An alignment using existing roads would require the addition of frontage roads, which would require additional right-of-way (ROW). Mr. Atlas emphasized that no route options have currently been identified. He stated that the study area included the potential Rogers bypass due to the possibility of it becoming a terminus for the project.

**Anticipated Outcome:** Over the course of the study, a range of possible route options will be identified. Later, criteria will be developed/applied to those options in order to narrow the range of options to a subset of refined options. The refined options will then be presented for public comment at an open house. Public input and input from the WG will be used to identify a set of recommended route options. The recommended route options will be the end-product of the current feasibility study.

Should KTMPO and its partners decide to advance the project further in the future, the recommended route options would become the starting point for National Environmental Policy Act (NEPA) studies and subsequent efforts. During the NEPA process, additional public involvement and coordination with state and federal resource agencies would occur.

## ► Issues and Opportunities

*Group Discussion Facilitated by Lynda Rife • Rifeline*

Lynda Rife led the WG through a facilitated discussion about issues and opportunities pertaining to the US 190 corridor. She explained that there were comment forms for observers and encouraged them to write down their comments (See **Appendix F**). She stated there was a comment box at the back of the room to place the forms.

Rife asked the WG to identify transportation problems and issues in the area. The participants expressed the following concerns with US 190:

- Interstate 35 (I-35) backs up all the time
- there is a lot of north-south connectivity, but not much east-west connectivity;
- construction slowdowns;
- dangers from large trucks;
- traffic on FM 93 (FM 93 needs relief);
- lack of access to cities and towns; and
- negative impacts to the economy.

Rife asked if there was a need for bike and pedestrian accommodations; the WG indicated that this was not a priority at this time.

Rife also asked the WG what kinds of improvements they would like to see for US 190. The following goals were identified:

- Congestion management (associated with future traffic projections/demand);
- east-west connectivity;
- safety;
- growth management;
- cost-effective options;
- environmentally efficient option;
- minimize effects on private property (The WG asked how wide would the highway need to be to accommodate the improvements. The project team stated that the typical ROW width would vary between 350-450 feet);
- minimize negative effects on other roads;

- positively impact businesses (especially small businesses); and
- minimize impact on schools, fire, and police services by not cutting off local access.

Rife asked participants to provide real-time responses to live-poll questions to get a sense for what was important to them. The top ranked considerations for the US 190 project were safety (81% strongly agreed), economic development (53% strongly agreed), direct route options (50% strongly agreed) and congestion mitigation (47% strongly agreed). Environmental protection (only 1% strongly agreed) and minimizing impacts to property (only 12% strongly agreed) were not seen as crucial considerations for this project.

## ► Review Constraints Map

Stacey Benningfield • CP&Y

Stacey Benningfield explained that the planning process generally begins with identification of constraints. She then reviewed a constraints map of the study area with the attendees.

She stated that the study area contains a diverse range of resources. Some have regulatory protection; others do not. She noted that often those resources that are not protected by regulations, such as churches, are very important to communities so it is important to consider and weigh the impact on all resources. She then discussed key resources in the study area.

**Floodplains:** There are extensive floodplains in the study area. Floodplains are regulated and can be impacted only if the project doesn't have a significant encroachment into the floodplain. For this reason, it is best to cross floodplains where they are narrow (which is also more cost-effective). During the NEPA process, planners must demonstrate that floodplain impacts have been taken into consideration.

**Places of Worship and Cemeteries:** Numerous churches and cemeteries are found within the study area. Benningfield explained that while churches are not necessarily protected (unless historic), they are valued by communities and therefore are avoided, whenever possible, during the route planning and selection process. Cemeteries, however, are protected and are typically considered a "fatal flaw" with regard to route planning and selection.

**Section 4(f) Resources:** Section 4(f) resources include publicly-owned parks, recreation areas, and wildlife refuges as well as properties listed on or eligible for the National Register of Historic Places whether publicly or privately owned. Section 4(f) resources are found in the study area. Section 4(f) resources are regulated and project planners must demonstrate that there are no reasonable and feasible alternatives. It is usually best to avoid these resources, if possible.

**Waters of the U.S. and Wetlands:** Jurisdictional waters of the U.S. and their associated wetlands are regulated under Section 404 of the Clean Water Act. Impacts to these resources require permitting from the U.S. Army Corps of Engineers. During the route planning and selection process, efforts must be made to avoid and/or minimize impacts.

**Community Facilities:** Community facilities such as schools, hospitals, law enforcement and emergency service facilities are not protected (unless historic), but are important to the community. Care is taken during the planning process to avoid impacting these facilities, when possible.

**Hazardous Materials:** Hazardous material sites are considered a constraint because impacting them can result in public health concerns and can be expensive. One site in the study area has been designed by the U.S. Environmental Protection Agency as a “Superfund site” which means it is included on the National Priorities List for clean-up. The site straddles FM 93; clean-up of the site has been initiated and is on-going.

## ► Identify Preliminary Routes

*Small Group Exercise Facilitated by Lynda Rife*

The WG was divided into small groups to identify potential route options. Groups were encouraged to “free think” as they identified possible route options. Even though a study area had been identified, the groups were informed that they were not constrained by the study area. Route options outside the study area could also be identified and would be considered.

WG members were assigned to each group in order to balance between geographic areas. Each group was provided with constraints maps, markers, Post-it notes and fact sheets. Each group was facilitated by a member of the project team. An additional group was established of meeting observers.

Each group was first asked to identify any constraints that may have been missed during the initial review of the area. Then they were asked to develop as many route options as possible. Rife explained that they should brainstorm possibilities. She stated that routes do not need to be perfect – just get them on paper. The study team will take the WG’s ideas and apply engineering criteria to make sure they work.

After approximately 40 minutes working independently, each group selected a spokesperson to report their findings to the larger group.

Although the groups worked independently, the recommendations of the groups were quite similar. Each group identified one or more northern, central and southern route options. None of the groups identified route options outside of the study area.

The northern route options generally focused on utilization of existing US 190. The central route options generally utilized FM 93 or a combination of new location (to avoid existing development along FM 93) and existing FM 93. The southern route options focused on upgrading existing FM 436 and potentially Loop 121.

Several groups developed off-shoots or spurs from the existing routes to avoid impacting the Little River-Academy area and providing better connection across I-35. All of the groups expressed the need to minimize floodplain impacts. One of the groups emphasized that the project needs to provide congestion relief for both Temple and Belton. The need to ensure access to local businesses was brought up by several groups in their explanation of route options and spurs.

After the group session, Rife asked two additional live poll questions of the WG. When attendees were asked which issue was most important to them, the top ranked responses were more direct routes (47%), economic development (29%), and safety (18%). Congestion relief (6%) and environmental protection (0%) were not seen as crucial considerations for this project.

The WG was then asked, “As routes are developed, what would your preference for the route be?” Eighty-eight percent (88%) of the WG selected a combination of the two options (i.e. Greenfield is OK, and follow an existing corridor with frontage roads).

### ► **Evaluation Criteria Survey**

*Andy Atlas, Project Manager • CP&Y*

Atlas explained that a survey is being developed and will be emailed to the WG. The purpose of the survey is to obtain their input with regard to criteria that will be developed and subsequently used to evaluate route options.

### ► **Future Meetings & Wrap-up**

*Andy Atlas, Project Manager • CP&Y*

- |   |   |
|---|---|
| ✓ <b>Working Group Meeting 2:</b><br><i>Identify Refined Routes</i>                       | ✓ <b>Working Group Meeting 3:</b> <i>Identify Recommended Routes</i>                  |
| ✓ <b>Open House:</b><br><i>Solicit Comments on Refined Routes and Evaluation Criteria</i> | ✓ <b>Working Group Meeting 4:</b> <i>Review of Study Findings and Recommendations</i> |

Atlas reviewed the goals for the upcoming WG meetings. The second WG meeting will focus on refined route options and on the criteria to be used to evaluate the refined route options. Following the second WG meeting, the project team will hold an open house to solicit public comments on the refined route options.<sup>1</sup> The third WG meeting will focus on identification of the recommended route options. The fourth WG meeting (possibly via WebEx) will review study findings and recommendations.

When asked by the project team if there were any stakeholders missing from the WG who should be invited to the next meeting, various suggestions were made and noted (i.e. Brazos River Authority, Blacklands Research Center, Clearwater). Places for future meetings were also recommended (i.e. schools, Rogers Community Center). When asked if there was any additional information that attendees wanted from the project team, the following items were requested: a briefing on the 1990s study; typical section renderings that would display the width of the road; population and employment projections; major traffic generators; and community thoroughfare plans. The project team will bring this information to the next WG meeting.

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<sup>1</sup>NOTE: Since WG meeting #1, the plan for future WG meetings has changed. WG meeting #2 will focus on evaluation criteria and WG meeting #3 will focus on identification of the refined route options (to be presented at the open house); thus, the current plan is to hold the open house after WG meeting #3.

## Appendices

- **Appendix A – Agenda**
- **Appendix B – Sign-In Sheets**
- **Appendix C – Fact Sheet**
- **Appendix D – FAQs**
- **Appendix E – Study Area Map**
- **Appendix F – Comment Form**

## Appendix A – Agenda

# US 190 Feasibility Study

## Agenda



### US 190 Working Group

April 28, 2017, 9:00 - 11:00 AM

▶ **Opening Remarks and Introductions**

*Cheryl Maxwell, Director • KTMP*

▶ **Project Overview**

*Andy Atlas, Project Manager • CP&Y*

- ✓ Purpose of Study
- ✓ Study Area
- ✓ Anticipated Outcome

▶ **Issues and Opportunities**

*Group Discussion Facilitated by Lynda Rife • Rifeline*

▶ **Review Constraints Map**

*Stacey Benningfield • CP&Y*

▶ **Identify Preliminary Routes**

*Small Group Exercise Facilitated by Lynda Rife*

▶ **Future Meetings**

*Andy Atlas*

- ✓ **Working Group Meeting 2:** Identify Refined Routes
- ✓ **Open House:** Solicit Comments on Refined Routes and Evaluation Criteria

- ✓ **Working Group Meeting 3:** Identify Recommended Routes
- ✓ **Working Group Meeting 4:** Review of Study Findings and Recommendations

▶ **Evaluation Criteria Survey**

*Andy Atlas*

▶ **Wrap-up**

*Andy Atlas*

## Appendix B – Sign-in Sheets



### PARTICIPANT SIGN IN SHEET

US 190 Feasibility Study – Working Group #1

April 28, 2017 9:00 am – 11:00 am – KTMP Office, 2810 North Main St, Belton

|    | NAME   | ORGANIZATION                               | INITIALS   |
|----|--|--|------------|
| 1  | Judge Jon H. Burrows                                   | Bell County                                |            |
| 2  | Commissioner Tim Brown<br>" " <i>Rossen Tschneider</i> | Bell County                                |            |
| 3  | Sam A. Listi<br><i>Sam Listi</i>                       | City of Belton                             | <i>SA</i>  |
| 4  | Brynn Myers  | City of Temple                             | <i>SAZ</i> |
| 5  | Mayor Tammy Cockrum                                    | City of Rogers                             | <i>THM</i> |
| 6  | David Olson P.E, CFM                                   | City of Killeen                            | <i>ASC</i> |
| 7  | David Blackburn  | Temple Economic Development Corporation    | <i>DB</i>  |
| 8  | Joe Craig  | Rogers Independent School District         | <i>JC</i>  |
| 9  | Mark Arrazola  | Belton Chamber of Commerce                 | <i>MA</i>  |
| 10 | Michael Harmon   | Bell County Office of Emergency Management | <i>MH</i>  |
| 11 | John Crutchfield III                                   | Greater Killeen Chamber of Commerce        |            |
| 12 | Kevin Sprinkles<br><i>[Signature]</i>                  | Academy Independent School District        |            |
| 13 | Lynette Batts<br><i>Lynette Batts</i>                  | Environmental Justice Representative       | <i>KS</i>  |





## PARTICIPANT SIGN IN SHEET

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April 28, 2017 9:00 am - 11:00 am - KTMP Office, 2810 North Main St, Belton

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| 2  | Commissioner Tim Brown<br><i>Tim Brown</i> | Bell County                                |            |
| 3  | Sam A. Listi<br><i>Sam Listi</i>           | City of Belton                             | <i>SA</i>  |
| 4  | Brynn Myers                                | City of Temple                             | <i>SAZ</i> |
| 5  | Mayor Tammy Cockrum                        | City of Rogers                             | <i>THM</i> |
| 6  | David Olson P.E, CFM                       | City of Killeen                            | <i>DOC</i> |
| 7  | David Blackburn                            | Temple Economic Development Corporation    | <i>DB</i>  |
| 8  | Joe Craig                                  | Rogers Independent School District         | <i>JC</i>  |
| 9  | Mark Arrazola                              | Belton Chamber of Commerce                 | <i>MA</i>  |
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| 13 | Lynette Batts<br><i>Lynette Batts</i>      | Environmental Justice Representative       | <i>KS</i>  |



### SIGN IN SHEET

US 190 Feasibility Study – Working Group #1

April 28, 2017 9:00 am – 11:00 am – KTMP Office, 2810 North Main St., Belton

|    | NAME              | ORGANIZATION   |
|----|-------------------|----------------|
| 1  | Angelina Points   | City of Belton |
| 2  | Russell Schneider | Bell County    |
| 3  | Cynthia Hernandez | Belton EDC     |
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### STAFF SIGN IN SHEET

US 190 Feasibility Study - Working Group #1

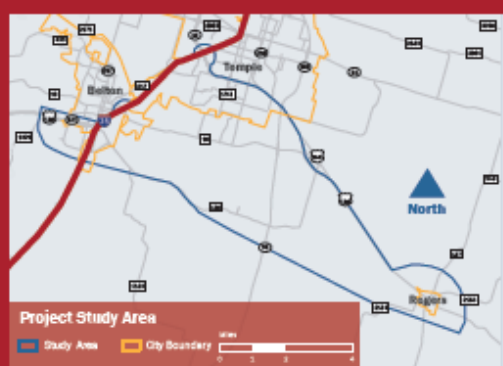
April 28, 2017 9:00 am - 11:00 am - KTMPO Office, 2810 North Main St, Belton

|    | NAME                 | ORGANIZATION | INITIAL |
|----|----------------------|--------------|---------|
| 1  | Cheryl Maxwell, AICP | KTMPO        | cm      |
| 2  | John Weber           | KTMPO        | JW      |
| 3  | Kendra Coufal        | KTMPO        | KC      |
| 4  | Jason Deckman        | KTMPO        | J/D     |
| 5  | Jim Reed             | KTMPO        |         |
| 6  | Susan Chavez         | TxDOT        | Sue     |
| 7  | Andy Atlas, AICP     | CP&Y         | AA      |
| 8  | Roger Beall, P.E.    | TxDOT        | RBS     |
| 9  | Michael Bolin, P.E.  | TxDOT        |         |
| 10 | Stacey Benningfield  | CP&Y         | SB      |
| 11 | Jaime Aguilar, P.E.  | CP&Y         |         |
| 12 | Angela Gillmeister   | CP&Y         | AGM     |
| 13 | Lynda Rife           | Rifeline     | LR      |
| 14 | Michelle Neeley      | Rifeline     | MN      |
| 15 | Andy Adams           | CP&Y         |         |
| 16 | Susan Howard         | TxDOT        |         |

## Appendix C – Fact Sheet

# US 190 Feasibility Study

## Fact Sheet



The US 190 Feasibility Study will evaluate options for upgrading, and possibly relocating, US 190 from FM 1670, just west of I-35, to FM 437 in the city of Rogers.

### ABOUT THE STUDY

US 190 is a major east-west highway that serves Belton, Temple, Rogers, and Little River-Academy. At the request of local officials, the Killeen-Temple Metropolitan Planning Organization (KTMPPO), with support from the Texas Department of Transportation (TxDOT) is conducting a feasibility study to explore options for upgrading, and possibly relocating, US 190 between FM 1670 (west of I-35) and FM 437 in the city of Rogers.

KTMPPO will investigate creating a more efficient connection to serve the community and improve local mobility. The study began in February 2017 and is anticipated to take approximately one year to complete.

### PURPOSE OF THE FEASIBILITY STUDY

KTMPPO will identify project goals and objectives, develop an environmental constraints map, provide travel demand modeling and identify several preliminary route alternatives. Working with the community, the project team will narrow the preliminary route alternatives.

These route alternatives would be the starting point for any future phases of project development, including an environmental study, should the project advance. A final alternative will not be chosen at the end of this process.

### COMMUNITY DRIVEN EFFORT

KTMPPO is forming a working group specifically for the US 190 Feasibility Study.



The working group includes local county and city elected officials and agency representatives.



The working group will meet throughout the duration of the project and will help the project team identify problems and opportunities for transportation improvements. The working group will provide input on the study as it progresses, assisting the project team in narrowing the alternatives.



A community open house will also be held to encourage additional input from the community.

### STUDY TIMELINE



► Visit [www.KTMPPO.org](http://www.KTMPPO.org) for the most up-to-date information.

Last Updated: March 14, 2017



The study will take approximately one year to complete.

## Appendix D – FAQs

### **US 190 Feasibility Study Frequently Asked Questions**



#### **About the US 190 Feasibility Study**

US 190 is a major east-west highway that serves Belton, Temple, Rogers, and Little River-Academy. At the request of local officials, the Killeen-Temple Metropolitan Planning Organization (KTMO), with support from the Texas Department of Transportation (TxDOT), is conducting a feasibility study to explore options for upgrading, and possibly relocating, US 190 between FM 1670 (west of I-35) and FM 437 in the city of Rogers. The study will investigate creating a more efficient connection to serve the community and improve local mobility. The study began in February 2017 and is anticipated to take approximately one year to complete.

#### **What is the purpose of the feasibility study?**

The purpose of the study is to identify alternative route options that could be advanced into further environmental study and design.

#### **Who is on the working group and what is their role?**

KTMO is forming a working group specifically for the US 190 Feasibility Study that includes local county and city elected officials and agency representatives from Bell County, Belton, Temple, Killeen, Little River-Academy and Rogers. The working group will meet throughout the duration of the project and will help the project team identify problems and opportunities for transportation improvements. The working group will provide input on the study as it progresses, assisting the project team in narrowing the alternatives.

#### **How will the routes be developed and selected?**

Once the preliminary route alternatives are identified, the community will be invited to a public meeting to provide additional input on the route alternatives and the criteria to be used to evaluate the alternatives. Public feedback will then be considered, along with the technical and engineering feasibility, to identify three primary route alternatives. The three route alternatives would be the starting point for any future phases of project development, including an environmental study, should the project advance.

#### **Who is the lead?**

KTMO is leading the study with support from TxDOT and CP&Y (a planning and engineering consultant). KTMO will host the project web page.

#### **What is the project timeline?**

The study began in February 2017 and will take approximately one year to complete.

#### **How are the improvements funded? Would US 190 be tolled?**

TxDOT is funding the US 190 Feasibility Study. It is not known at this time how future environmental studies or construction would be funded. Currently, it is not anticipated that US 190 would be a toll road, but that decision will be made at a later date.

**How does this relate to the I-14 Study?**

The US 190 Feasibility Study is completely independent from the I-14 study and is designed to serve regional priorities and initiatives. The community has asked TxDOT to prioritize bringing US 190 up to current interstate highway standards. In the future, this section may become part of the I-14 project or may remain a distinct regional project.

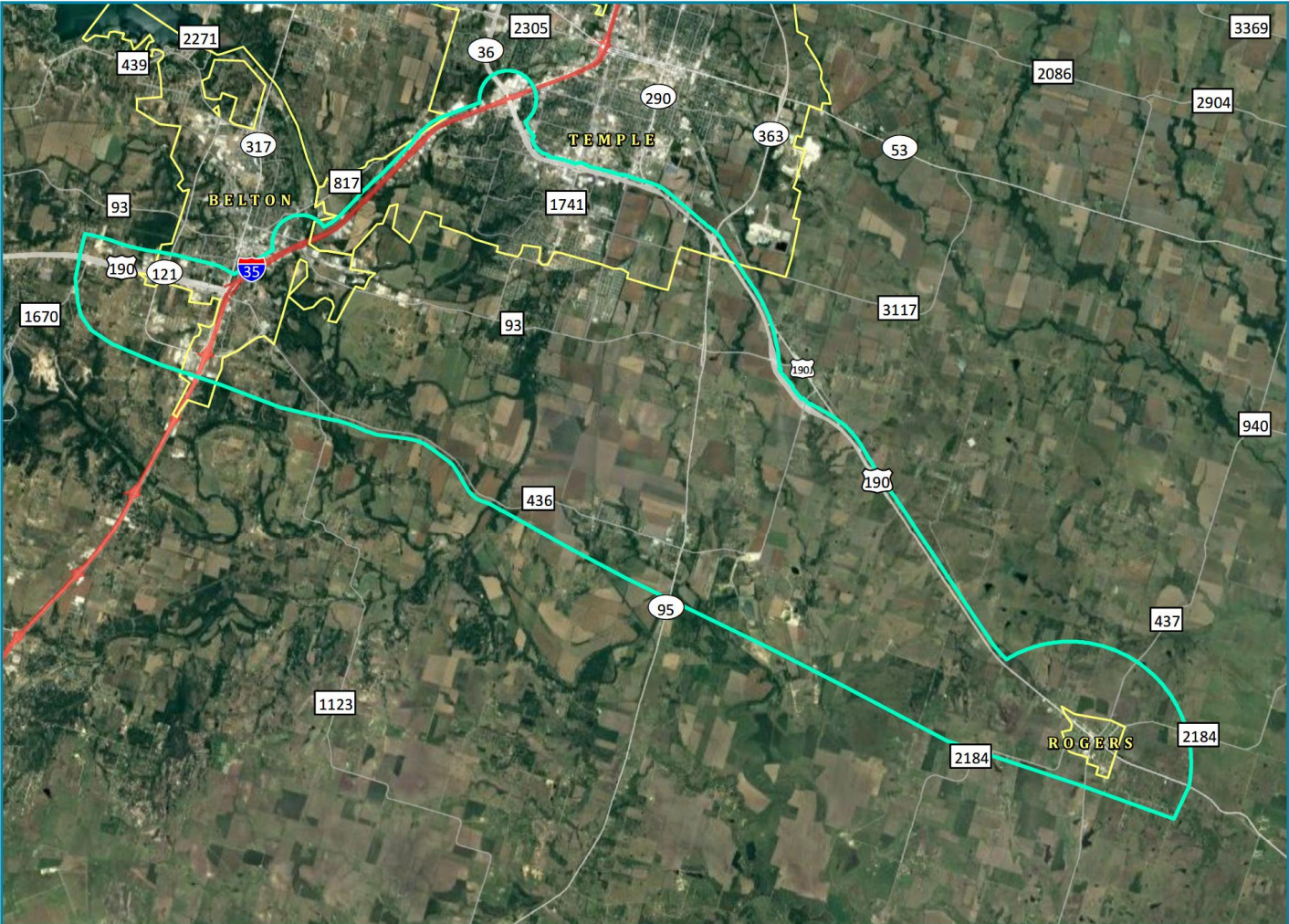
**How can I participate?**

A community open house will be held later in the process to encourage additional input from the community. Go to [www.KTMPO.org](http://www.KTMPO.org) for the most up to date information.

*Last Updated: March 13, 2017*



Appendix E – Study Area Map



**US 190 Feasibility Study**  
Project Study Area

 Study Area  City Boundary



## Appendix F – Comment Form

# US 190 Feasibility Study

## Comment Form



**Working Group Meeting #1**  
**April 28, 2017 9:00 am – 11:00 am**

Name (Please Print): \_\_\_\_\_

Comment:

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NOTE: Work group members were provided a comment form and asked to provide additional feedback, but no completed comment forms were received.

**(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