# US 190 Feasibility Study

## Meeting Minutes

### U.S. 190 Working Group Meeting #4

April 4, 2018, 2:00 p.m. – 4:00 p.m.

### Opening Remarks & Introductions

*Roger Beall • TxDOT*

Roger Beall opened the meeting by thanking working group members for attending and KTMPO for leading the US 190 Feasibility Study effort. He explained that the purpose of Working Group Meeting #4 would be to 1) review comments and survey results received from the public at the Nov. 30th Open House; 2) present the results of the technical and engineering study findings; and 3) gather feedback from the working group regarding the study findings.

He took a moment to remind the working group members that the purpose of the US 190 Feasibility Study was to be proactive and prepared for future growth in the area and to include the community in the planning process.

Copies of the meeting agenda and sign-in sheets are found in **Appendices A** and **H,** respectively. Working group members were provided a copy of the agenda, study fact sheet (**Appendix B**), and a comment form (**Appendix I**). The working group was shown a PowerPoint presentation, of which the slides can be found in **Appendix C**. Four boards were also set up around the room, copies of the boards can be found in **Appendix D.** Note: No comment forms were received from working group members or observers.

### Recap of Primary Alignment Options Presented to Public at Open House

*Andy Atlas, AICP, Project Manager • CP&Y*

Andy Atlas first thanked the working group for their participation in the Nov. 30th Open House and said that there were more than 200 attendees.

He reviewed the primary route options that were shown to the public at the Open House, the figures discussed can be found in **Appendix C**. The following were discussed:

PINK ROUTE

- The Pink Route encompasses the existing US 190/Loop 363 route.
- There are two options associated with the Pink Route, "Pink" and "Pink +2". The only difference between the Pink and Pink + 2 scenarios is that the Pink +2 includes four lanes in each direction on I-35 from I-14 to Loop 363 while the Pink scenario includes three lanes in each direction.

BLUE ROUTE

- Runs along I-14, then turns north on I-35 before turning east along FM 93. It breaks off onto new location just east of the City of Temple jurisdictional boundaries until it joins existing US 190.

BROWN ROUTE

- Runs along FM 93 to existing US 190.

BLACK ROUTE

- Runs south down I-35 to Shanklin Road, then travels on new location to FM 436, which it follows until just east of the Leon River, where it follows new location around Little River-Academy to the north before joining existing US 190.

AQUA ROUTE

- Takes a greenfield route from I-14 at FM 1670 and cuts across I-35 at Shanklin Road before connecting to FM 436, which it follows until just east of the Leon River, where it follows new location around Little River-Academy to the north before joining existing US 190.

Atlas then gave an overview of the public comments that were received. He listed the following highlights:

- 207 Open House attendees
- 75 comment forms/emailed comments
- 428 MetroQuest Survey's completed, with 750 visits to the site

Atlas then transitioned the discussion over to Lynda Rife for a more in-depth look at the survey and comment results.

### Overview of Public Comments & MetroQuest Survey Responses

*Lynda Rife • Rifeline*

Rife began by thanking the working group for encouraging the community to participate in the Open House. She then went over the results from the MetroQuest survey, as well as the comments and emails received from the open house.

The following are the data discussed, corresponding figures can be found in **Appendix C**:

- Priorities
- Travel Patterns
- Travel Frequency
- Travel Purpose
- Other Comments

Rife explained that according to the data received from the online survey, a majority of participants reported travelling between Belton and Rogers rarely and mostly for recreation. She said that according to the MetroQuest survey results, the community does not seem to see the project as something important for the community.

Rife then went over the data about the community's preferred routes.

The following is the data shown to working group participants, corresponding figures can be found in **Appendix C**:

- Open House Comment Forms and Emails
- Option Rankings
- Total In Favor and Opposed

Based on this data, Rife explained that the Pink Route was the most popular route option on the online survey and on the Open House comment forms and emails. The Black Route was the least favorable. She noted that while those who attended the Open House strongly opposed the blue and brown routes, Open House attendees only made up 26% of the survey respondents. She said that 74% of the survey respondents did not attend the Open House.

She pointed out that the Brown, Aqua, Blue and Black Routes were pretty close together in levels of support and opposition.

She then transitioned the discussion back to Atlas.

## Review of Technical & Engineering Study Findings

*Andy Atlas, AICP, Project Manager • CP&Y*

Atlas began by reviewing the goals and objectives identified in Working Group 2 and how those helped to the evaluate routes. He also noted that due to feedback from the working group, the width of the area evaluated for each route option was reduced from 600 feet to 400 feet. Copies of the Goals and Objectives and Evaluation Criteria charts can be found in **Appendices E** and **F**, respectively. The Evaluation Summary is included in **Appendix G.**

He then discussed the results of the goals and objectives screenings for each route.

The following are the results, corresponding figures can be found in **Appendix C**:

ENHANCE EAST/WEST CONNECTIVITY

- Atlas explained that routes that provided a new east-west route were ranked more favorably in the analysis. The Pink and Pink +2 routes were not ranked as well because they didn't provide a new route for east-west travel.

ACCOMMODATE EXISTING AND PROJECTED TRAFFIC VOLUMES

- Atlas explained all of the routes add extra capacity, though the Pink route adds the least since it does not add extra capacity on I-35. He stated that Pink +2 and Aqua reduce travel time the most overall.

ENHANCE SAFETY

- Atlas explained that the ranking for "Route avoids populated areas" was determined by the number of people who live around the route.

SUPPORT GROWTH AND ECONOMIC DEVELOPMENT

- Atlas pointed out that the goal stating "Minimizes use of existing roadways" is the opposite of the goal of "Maximizing use of existing roadways" identified under the ENHANCE EAST/WEST CONNECTIVITY goal.

PROVIDE COST-EFFECTIVE AND ENVIRONMENTALLY EFFICIENT OPTIONS

- Atlas explained that the Pink and Pink +2 routes outscore all other route options because they stay in the same right-of-way as existing US 190.

Atlas showed the working group members the Evaluation Summary (**Appendix G**) and said that the estimated costs for each route are as follows:

- Pink: $356.1 million
- Pink +2: $372.1 million
- Blue: $513.9 million
- Brown: $534 million
- Black: $427.1 million
- Aqua: $454.6 million

He then went over the Study Findings, which are as follows:

- Pink Route is the most supported and least opposed.
- General public does not see the need to relocate US 190.
- Pink+2 Route confirms regional planning efforts to add a lane in each direction of I-35. These improvements are capable of accommodating traffic projected through the 2040 planning horizon on I-35.
- The study confirms that future US 190 improvements are compatible with, and complement, the Rogers Relief Route.
- If, in the future, it becomes necessary to relocate US 190, a fresh look at the primary route options identified in this feasibility study is recommended to assess land use and environmental conditions at that time.

He then passed the discussion over to Rife, to facilitate a discussion about the Study Findings.

## Working Group Facilitated Discussion & Recommendations

*Lynda Rife • Rifeline*

Rife started the discussion by asking the working group if any of the information surprised them or if they had any questions.

The following are the questions and comments from the working group members, as well as responses from the project team, if necessary:

- What are the estimated costs of each route?
  - Pink: $356.1 million
  - Pink +2: $372.1 million
  - Blue: $513.9 million
  - Brown: $534 million
  - Black: $427.1 million
  - Aqua: $454.6 million
- Where did the cost estimates come from (TxDOT data or project team estimates)?
  - The project team generated the estimates based on available data.
- A member of the group said that the Primary Route Options Screening Results slide provided a lot of information to digest in such a short amount of time, and requested a second look at them.
  - A member of the group asked if anything had changed since the last time the working group met. Atlas explained that the traffic data and cost estimates were added.
- What is going to happen next?

    - Beall explained that the findings are telling the team that the existing route is working okay as it is now and an extension is not an immediate need. He said that in the future, what was learned in this feasibility study should be considered.
- A member of the working group asked Beall to clarify what he meant when he said that US 190 is working okay as it is now.
    - Beall said that operationally, without any other future improvements taken into consideration, the road is working well today. He also said that it is important to consider if the community is ready for another construction project in the area.
- A working group member said that they think it's important to identify a preferred route for planning purposes.
    - Beall said that for planning purposes, based on public comment, the Pink +2 route is noted as the most publically supported route.
- A working group member asked if the study would have any results other than the findings.
    - Atlas explained that the study is not yet finalized and that the information that the working group is providing is relevant to the finalization of the study.
- Texas State Representative Hugh Shine, on behalf of US Congressman John Carter, explained that in conversations with the community, they looked at the situation through the lens that there is no funding yet, but that the Pink Route is what they are looking to support moving forward. If funding becomes available, they plan to support the Pink Route. He said that the I-14 portion of the road has a military and federal impact that they have been trying to move forward on.
- A working group member said it looks like the pink route is most favorable overall.
- Rife asked the group if they want to make a recommendation based on the findings, working group members said yes
- A working group member asked where the extra lanes for the Pink +2 would be going.
    - Atlas showed the map of the Pink +2 route and explained that the I-35 portion appeared to have enough existing right-of-way for the extra lanes.
- A working group member asked if the working group could provide a set of recommendations.
    - Beall said yes. Beall also explained the Project Development Process board, included in **Appendix D.** He said that since the public does not yet see a need as far as east-west connectivity in the area, the project will likely not progress in the immediate future.

Rife broke the working group members into two group to discuss if they wanted to give recommendations.

Rife reconvened the discussion after the groups were given an opportunity to discuss their preferences. The following are the recommendations from each group:

GROUP 1

TxDOT should submit any additional portions of the Pink +2 route to be introduced in the KTMPO 2045 master planning document in July 2018. A member said that some portion of the project is already on the Metropolitan Transportation Plan, and that all should be included.

The following activities should be added:

- Raising bridges
- Upgrading existing US 190 to interstate standards
- Adding 2 additional lanes to IH 35

GROUP 2

Agreed with Group 1, with the addition that Pink +2 is the Working Group's recommendation and that they move forward as funding becomes available. They recommended that all other options except for the Pink +2 route be closed for consideration.

Following the group presentations, Atlas explained that if something unexpected happens, it could be important to consider other options, but based on the Working Group input they can focus in on the Pink +2 route moving forward. A working group member explained that they have already done the feasibility study once before, and they don't want to have to do it again. They think it's very important to make a decision.

A working group member said that it is important to consider that the community doesn't see it as necessary to relocate US 190, but it is important to update US 190, rather than relocate it.

The working group also recommended that the last bullet ("If, in the future, it becomes necessary to relocate US 190, a fresh look at the primary route options identified in this feasibility study is recommended to assess land use and environmental conditions at that time.") be removed from the study findings.

## Next Steps

*Roger Beall • TxDOT*

Beall closed the meeting by giving the working group an overview of what would happen next. He explained that the feasibility study would be prepared by the project team and a final report with recommendations would be given to TxDOT and KTMPO. KTMPO would use the report to inform their planning and project development process.

Beall thanked the working group for their participation in the feasibility study.

# Appendices

- Appendix A – Agenda
- Appendix B – Fact Sheet
- Appendix C – PowerPoint presentation
- Appendix D – Boards
- Appendix E – Goals and Objectives
- Appendix F – Evaluation Criteria
- Appendix G – Evaluation Summary
- Appendix H – Sign-in Sheets
- Appendix I – Comment Forms

# Appendix A – Agenda

## US 190 Feasibility Study

### Agenda

**U.S. 190 Working Group Meeting #4**

April 4, 2018, 2:00 p.m. – 4:00 p.m.

- **Opening Remarks & Introductions**
  *Roger Beall • TxDOT*
- **Recap of Primary Alignment Options Presented to Public at Open House**
  *Andy Atlas, AICP, Project Manager • CP&Y*
- **Overview of Public Comments & MetroQuest Survey Responses**
  *Lynda Rife • Rifeline*
- **Review of Technical & Engineering Study Findings**
  *Andy Atlas, AICP, Project Manager • CP&Y*
- **Working Group Facilitated Discussion**
  *Lynda Rife • Rifeline*
- **Next Steps**
  *Roger Beall • TxDOT*

# Appendix B – Fact Sheet

# US 190 Feasibility Study

## Fact Sheet


The US 190 Feasibility Study will evaluate options for upgrading, and possibly relocating, US 190 between FM 1670 and the Rogers Relief Route north of the city of Rogers in Bell County.

### ABOUT THE STUDY

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

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

### COMMUNITY DRIVEN EFFORT

KTMPO has formed 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 has met throughout the duration of the project and has helped the project team identify problems and opportunities for transportation improvements. The working group has provided input on the study as it progressed, assisting the project team in narrowing the options.*

*A community open house is being held on November 30, 2017, and an online survey is available to encourage additional input from the community.*

### STATUS OF THE FEASIBILITY STUDY

With input from the working group, project goals and objectives have been established, an environmental constraints map has been developed, and 40 route options have been narrowed down to the five primary route options that will be presented at the November 30th open house.

Public feedback gathered from the Open House will be considered, along with technical and engineering studies, to identify route options recommended for further study. These route options will be the starting point for any future phases of project development, including an environmental study, should the project advance.

### STUDY TIMELINE


▶ Visit **www.KTMPO.org** for the most up-to-date information.

***Last Updated:*** November 6, 2017

365 *The study will take approximately one year to complete.*

# Frequently Asked Questions (FAQs)

**What environmental factors will be considered in this study?**
As part of this study, several factors are being considered including water resources, social and community impacts, land use and parkland, archaeological and historic resources, right of way (ROW) analysis and land cost, threatened and endangered species, vegetation and wildlife, hazardous materials, engineering analysis, and public input.

**What happens after this Open House?**
Public feedback gathered from the Open House will be considered, along with technical and engineering studies, to identify route options recommended for further study. Recommended route options will be the starting point for any future phases of project development, including an environmental study, should the project advance. The US 190 Feasibility Study is expected to be completed in Spring 2018.

**After the US 190 Feasibility Study is completed, what's next?**
The diagram below provides an overview of the steps required following the completion of the US 190 Feasibility Study and prior to the start of any future construction. There is currently no funding identified for an environmental study, which would be the next step. Each step will be dependent on available funding.


**How does the US 190 Feasibility Study relate to the I-14 Study?**
The purpose of the US 190 Feasibility Study is to investigate creating a more efficient connection to serve the community and improve local mobility. The I-14 study is a separate, independent study focused on serving regional priorities and initiatives. In the future, this section may become part of the I-14 project or may remain a distinct regional project.

**How can I provide feedback on this project?**
Your feedback will help the Killeen-Temple Metropolitan Planning Organization (KTMPO) identify project goals and objectives, environmental constraints, and route options to recommend for further study. A final route will not be chosen at the end of this process.

Please share your thoughts by completing our online community survey, which can be found here: https://www.txdot.gov/inside-txdot/projects/studies/waco/us-190-feasibility-study.html.

You can also provide general comments by completing a comment form.

**How can I stay informed?**
Please check the Killeen-Temple Metropolitan Planning Organization (KTMPO) website for project updates: https://ktmpo.org/roadway/us-190-feasibility-study/.

Appendix C – PowerPoint presentation

# US 190 Feasibility Study

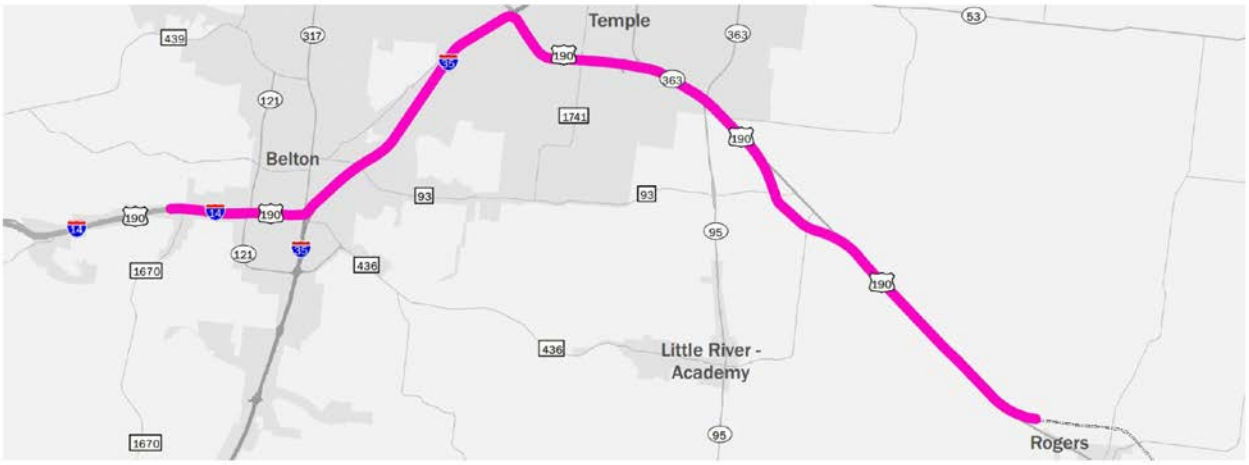
## US 190 Working Group Meeting #4

April 4, 2018 2:00 p.m.– 4:00 p.m.

# Welcome

# Primary Route Options Review

## Pink Route



# Blue Route


# Brown Route

# Black Route


# Aqua Route

# Public Open House
## Highlights

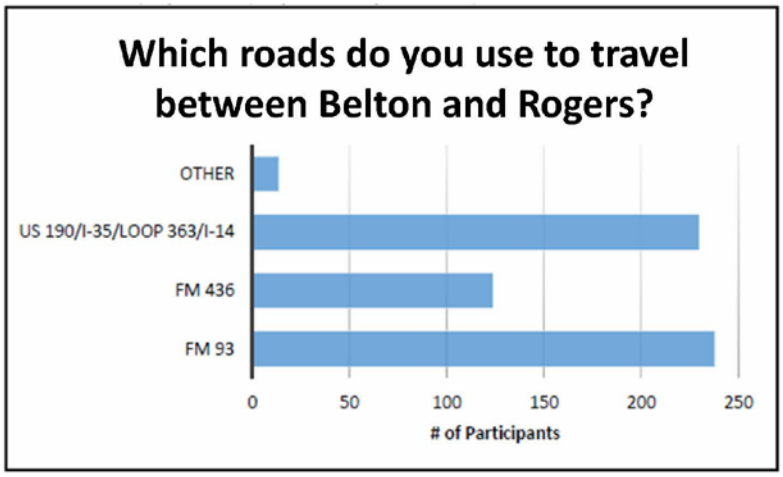
- Attendees – 207
- Comment forms/emails – 75
- MetroQuest Surveys – 428 received (750 visits)

# Public Comments

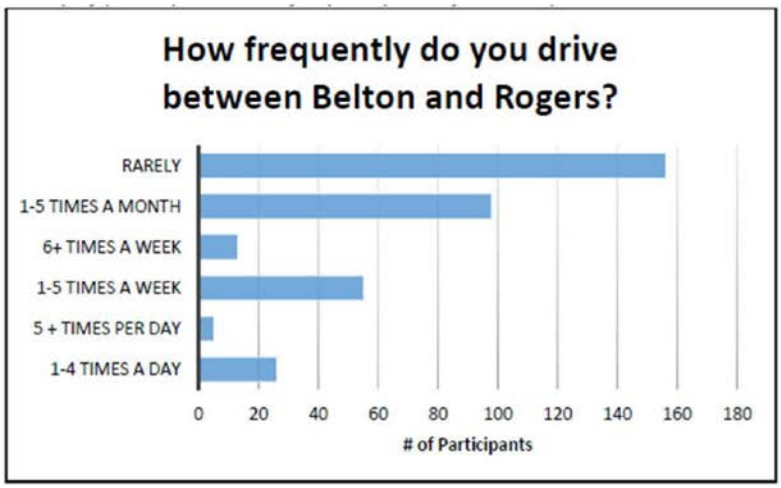
# MetroQuest Survey
## Priorities

| Priority | # of times ranked in Top 3 | Percent of Total |
|---|---|---|
| Reduces community impacts | 211 | 20.5% |
| Uses existing roadways | 153 | 14.9% |
| Protects farmland | 155 | 15.1% |
| Most direct route | 100 | 9.7% |
| Reliable travel times | 109 | 10.6% |
| Ensures good local access | 114 | 11.1% |
| Spurs development | 68 | 6.6% |
| Protects the environment | 117 | 11.4% |
| **Total** | **1027** | **100%** |

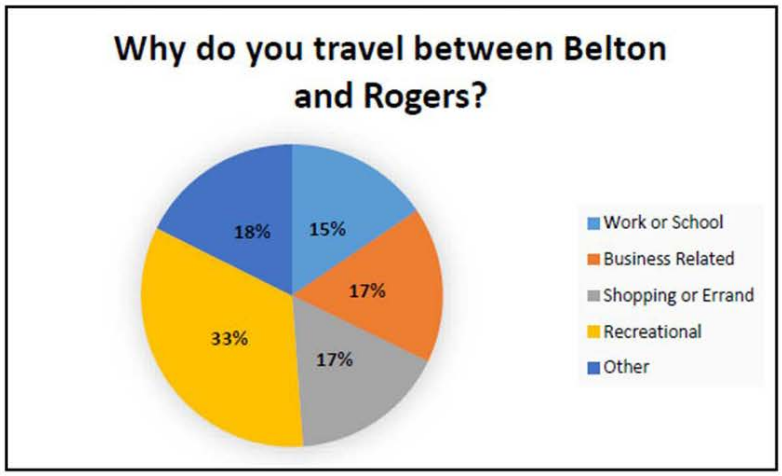
# MetroQuest Survey
## Travel Patterns



# MetroQuest Survey
## Travel Frequency




# MetroQuest Survey
## Travel Purpose



# MetroQuest Survey
## Other Comments

| Comment General Category | # of comments | Percent |
|---|---|---|
| Not important/Unnecessary: | 154 | 57.5% |
| Widen or utilize existing roadways | 25 | 9.3% |
| Important | 72 | 26.9% |
| Neutral | 7 | 2.6% |
| Minimal to Somewhat Important | 9 | 3.4% |
| Other | 1 | 0.4% |
| **Total** | **268** | **100%** |

# Comment Forms & Emails

| Primary Route Options | Total # of Comments in Favor | Total # of Comments Opposed |
|---|---|---|
| Pink Route | 47 | 0 |
| Blue Route | 0 | 19 |
| Brown Route | 0 | 13 |
| Black Route | 4 | 6 |
| Aqua Route | 7 | 6 |

# MetroQuest Survey
## Option Rankings


## Total In Favor and Opposed

| Favor | | |
|---|---|---|
| Pink | 62% | 275 |
| Brown | 25% | 110 |
| Aqua | 23% | 102 |
| Blue | 20% | 88 |
| Black | 20% | 87 |

| Opposed | | |
|---|---|---|
| Black | 47% | 208 |
| Aqua | 46% | 205 |
| Blue | 43% | 191 |
| Brown | 43% | 189 |
| Pink | 24% | 108 |

# Technical & Engineering Study Findings

## Primary Route Options Screening
## Goals & Objectives

| | PINK | PINK +2 | BLUE | BROWN | BLACK | AQUA |
|---|---|---|---|---|---|---|
| **ENHANCE EAST/ WEST CONNECTIVITY** | | | | | | |
| Results in improved access to Little River-Academy and Rogers | | | | | | |
| Maximize use of existing roadways | | | | | | |
| Reduce AM peak roundtrip travel time between FM 1670 at I-14 to north of Rogers (minutes) | | | | | | |
| Provides reliable travel times | | | | | | |
| Results in enhanced access to schools, hospitals, and emergency services | | | | | | |
| **ACCOMMODATE EXISTING AND PROJECTED TRAFFIC VOLUMES** | | | | | | |
| Provides additional capacity | | | | | | |
| Reduces network vehicle hours traveled (VHT) across the subarea under future year (2040) volume levels ("Build" alternative compared to "No-Build" alternative) | | | | | | |
| **ENHANCE SAFETY** | | | | | | |
| Route avoids populated areas | | | | | | |
| Enhance access and reliability for first responders | | | | | | |
| **SUPPORT GROWTH AND ECONOMIC DEVELOPMENT** | | | | | | |
| Promote economic development | | | | | | |
| Minimizes use of existing roadways | | | | | | |
| **PROVIDE COST-EFFECTIVE AND ENVIRONMENTALLY-EFFICIENT OPTIONS** | | | | | | |
| Maximizes use of existing ROW (thereby, minimizing ROW required) | | | | | | |
| Minimizes number of divided parcels | | | | | | |
| Minimizes potential for residential displacements | | | | | | |
| Minimizes potential for noise and neighborhood impacts | | | | | | |
| Minimizes potential for non-residential displacements | | | | | | |
| Minimizes potential impacts to floodplains (Acres) | | | | | | |
| Minimizes potential impacts to creeks, rivers, and waterways (# of crossings) | | | | | | |
| Minimizes potential impacts to wetlands (Acres) | | | | | | |
| Minimizes impacts to natural (non-urban, non-cultivated) vegetation (Acres) | | | | | | |
| Demonstrated Public Support | | | | | | |
| **ESTIMATED CONSTRUCTION COST** | | | | | | |
| Construction cost including ROW and DCs ($ Millions) | | | | | | |

# Primary Route Options Screening
# Evaluation Criteria

| | Green | Yellow | Red |
|---|---|---|---|
| ENHANCE EAST/ WEST CONNECTIVITY | | | |
| Results in improved access to Little River-Academy and Rogers | High - South Routes | Medium - Central Routes | Low - Existing Route |
| Maximize use of existing roadways | High - Utilize existing roadways 75 percent or more | Medium - Utilizes existing roadways 25 - 74 percent | Utilizes existing roadways less than 25 percent |
| Reduce travel time between FM 1670 at I-34 to north of Rogers | Low - Average AM & PM peak round trip travel times average less than 60 minutes | Medium - Average AM & PM peak round trip travel times average between 60 and 70 minutes | High - Average AM & PM peak round trip travel times average more than 70 minutes |
| Provides reliable travel times | Low - Ratio of round-trip peak period travel time to free flow travel time along proposed route greater than 0.75 | Medium - Ratio of round-trip peak period travel time to free flow travel time along proposed route between 0.66 and 0.75 | High - Ratio of round-trip peak period travel time to free flow travel time along proposed route less than 0.66 |
| Results in enhanced access to schools, hospitals, and emergency services | High - Enhances access primarily by providing new location options and/ or upgrading existing roadways to a higher speed/higher functioning facility | Medium - Enhances access primarily by improving existing higher speed, higher functioning roadways | Low - Does not enhance access |
| ACCOMMODATE EXISTING AND PROJECTED TRAFFIC VOLUMES | | | |
| Provides additional capacity | Pass | | Fail |
| Reduces network vehicle hours traveled (VHT) across the subarea under future year (2040) volume levels ("Build" alternative compared to "No-Build" alternative) | Decreases VHT by more than 2 percent | Decreases VHT by 1 to 2 percent | Decreases VHT by lessthan 1 percent |
| ENHANCE SAFETY | | | |
| Route avoids populated areas | Low - TAZs adjacent to route have a projected (2040) population density of less than one person per acre | Medium - TAZs adjacent to route have a projected (2040) population density between one and two people per acre | High - TAZs adjacent to route have a projected (2040) population density greater than two people per acre |
| Enhance access and reliability for first responders | Pass | | Fail |
| SUPPORT GROWTH AND ECONOMIC DEVELOPMENT | | | |
| Promote economic development | Pass | | Fail |
| Minimizes use of existing roadways | Low - Utilizes existing roadways less than 25 percent | Medium - Utilizes existing roadways 25 - 74 percent | High - Utilizes existing roadways 75 percent or more |
| PROVIDE COST-EFFECTIVE AND ENVIRONMENTALLY-EFFICIENT OPTIONS | | | |
| Maximizes use of existing ROW (thereby, minimizing ROW required) | High - Route utilizes existing roadways for 75 percent (or more) of overall length | Medium - Route utilizes existing roadways for 25 - 74 percent of length | Low - Route utilizes existing roadways for less than 25 percent of overall length |
| Minimizes number of divided parcels | Low – Route divides less than 10 parcels | Medium – Route divides between 10-20 parcels | High – Route divides more than 20 parcels |
| Minimizes potential for residential displacements | Low – Fewer than 25 residences located within 400' ROW corridor | Medium – Between 25 and 50 residences located within 400' ROW corridor | High – More than 50 residences located within 400' ROW corridor |
| Minimizes potential for noise and neighborhood impacts | Low – Fewer than 75 residences located within 100' of ROW corridor | Medium – Between 75 and 100 residences located within 100' of ROW corridor | High – More than 100 residences located within 100' of ROW corridor |
| Minimizes potential for non-residential displacements | Low – Fewer than 10 non-residences located within 400' ROW corridor | Medium – Between 10 and 15 non-residences located within 400' ROW corridor | High – More than 15 non-residences located within 400' ROW corridor |
| Minimizes potential impacts to floodplains (Acres) | Low – Less than 50 acres of floodplain within 400' (buffered) corridor | Medium – Between 50 and 75 acres of floodplain within 400' (buffered) corridor | High – Greater than 75 acres of floodplain within 400' (buffered) corridor |
| Minimizes potential impacts to creeks, rivers, and waterways (# of crossings) | Less than 15 creek/river crossings | Medium – Between 15 and 20 creek/river crossings | High – Greater than 20 creek/river crossings |
| Minimizes potential impacts to wetlands (Acres) | Low – Less than 10 acres of wetlands within 400' ROW corridor | Medium – Between 10 and 15 acres of wetlands within 400' ROW corridor | High – Greater than 15 acres of wetlands within 400' ROW corridor |
| Minimizes impacts to natural (non-urban, non-cultivated) vegetation (Acres) | Low – Less than 100 acres of natural vegetation within 400' ROW corridor | Medium – Between 100 and 200 acres of natural vegetation within 400' ROW corridor | High – Greater than 200 acres of natural vegetation within 400' ROW corridor |
| Demonstrated Public Support | High - Generally supported by public | Medium - Generally public neutral | Low - Generally opposed by public |
| ESTIMATED CONSTRUCTION COST | | | |
| Construction cost including ROW and DC's ($ Millions) | | | |

# Primary Route Options Screening
# Enhance East/West Connectivity

| | PINK | PINK +2 | BLUE | BROWN | BLACK | AQUA |
|---|---|---|---|---|---|---|
| Results in improved access to Little River-Academy and Rogers | | | | | | |
| Maximize use of existing roadways | 100% | 100% | 82% | 100% | 51.20% | 33.20% |
| Reduce travel time between FM 1670 at I-14 to north of Rogers (2040 AM peak) | 79.4 minutes | 76.6 minutes | 69.5 minutes | 69.3 minutes | 66.3 minutes | 59.2 minutes |
| Provides reliable travel times (2040) | 0.7 | 0.65 | 0.67 | 0.67 | 0.70 | 0.76 |
| Results in enhanced access to schools, hospitals, and emergency services | | | | | | |

# Primary Route Options Screening
## Accommodate Existing and Projected Traffic Volumes

| | PINK | PINK +2 | BLUE | BROWN | BLACK | AQUA |
|---|---|---|---|---|---|---|
| Provides additional capacity | | | | | | |
| Reduces network vehicle hours traveled (VHT) across the subarea under future year (2040) volume levels ("Build" alternative compared to "No-Build" alternative) | -0.10% | -2.90% | -1.50% | -1.60% | -1% | -3.70% |

# Primary Route Options Screening
## Enhance Safety

| | PINK | PINK +2 | BLUE | BROWN | BLACK | AQUA |
|---|---|---|---|---|---|---|
| Route avoids populated areas | 2.3 | 2.3 | 1.9 | 2 | 0.7 | 0.4 |
| Enhance access and reliability for first responders | | | | | | |

# Primary Route Options Screening
## Support Growth and Economic Development

| | PINK | PINK +2 | BLUE | BROWN | BLACK | AQUA |
|---|---|---|---|---|---|---|
| Promote economic development | | | | | | |
| Minimizes use of existing roadways | 100% | 100% | 82% | 100% | 51.20% | 33.20% |

# Primary Route Options Screening
## Provide Cost-Effective & Environmentally-Efficient Options

| | PINK | PINK +2 | BLUE | BROWN | BLACK | AQUA |
|---|---|---|---|---|---|---|
| Maximizes use of existing ROW (thereby, minimizing ROW required) | 100% | 100% | 82.20% | 100% | 51.20% | 33.20% |
| Minimizes number of divided parcels | 0 | 0 | 2 | 0 | 25 | 36 |
| Minimizes potential for residential displacements | 16 | 16 | 27 | 32 | 32 | 69 |
| Minimizes potential for noise and neighborhood impacts | 83 | 83 | 90 | 95 | 54 | 111 |
| Minimizes potential for non-residential displacements | 12 | 12 | 17 | 18 | 11 | 17 |
| Minimizes potential impacts to floodplains (Acres) | 31.7 | 31.7 | 56.7 | 58.7 | 56.9 | 66.5 |
| Minimizes potential impacts to creeks, rivers, and waterways (# of crossings) | 12 | 12 | 18 | 17 | 20 | 25 |
| Minimizes potential impacts to wetlands (Acres) | 10.1 | 10.1 | 16.9 | 16.5 | 10.6 | 12.9 |
| Minimizes impacts to natural (non-urban, non-cultivated) vegetation (Acres) | 41.7 | 41.7 | 83.6 | 82.5 | 179.8 | 246.5 |
| Demonstrated Public Support | 2 | 2 | 6 | 5 | 10 | 6 |

# Primary Route Options Screening
## Results

| | PINK | PINK +2 | BLUE | BROWN | BLACK | AQUA |
|---|---|---|---|---|---|---|
| **ENHANCE EAST/ WEST CONNECTIVITY** | | | | | | |
| Results in improved access to Little River Academy and Rogers | | | | | | |
| Maximizes use of existing roadways | 100% | 100% | 82% | 100% | 51.20% | 33.20% |
| Reduces AM peak round trip travel time between IH 540 at I-49 to north of Rogers (minutes) | 79.4 | 76.6 | 80.5 | 69.3 | 66.3 | 60.2 |
| Provides reliable travel times | 0.7 | 0.65 | 0.67 | 0.67 | 0.70 | 0.75 |
| Results in enhanced access to schools, hospitals, and emergency services | | | | | | |
| **ACCOMMODATE EXISTING AND PROJECTED TRAFFIC VOLUMES** | | | | | | |
| Provides additional capacity | | | | | | |
| Reduces network vehicle hours traveled (VHT) across the subarea under future year (2040) volume levels ("Build" alternative compared to "No-Build" alternative) | -0.10% | -2.90% | -1.50% | -1.60% | -1% | -3.20% |
| **ENHANCE SAFETY** | | | | | | |
| Route avoids populated areas | 2.1 | 2.1 | 1.5 | 2 | 0.7 | 0.4 |
| Enhances access and reliability for first responders | | | | | | |
| **SUPPORT GROWTH AND ECONOMIC DEVELOPMENT** | | | | | | |
| Promotes economic development | | | | | | |
| Minimizes use of existing roadways | 100% | 100% | 82% | 100% | 51.20% | 33.20% |
| **PROVIDE COST-EFFECTIVE AND ENVIRONMENTALLY-EFFICIENT OPTIONS** | | | | | | |
| Maximizes use of existing ROW (Preferably, minimizing ROW required) | 100% | 100% | 82.30% | 100% | 51.20% | 33.20% |
| Minimizes number of divided canals | 0 | 0 | 2 | 0 | 25 | 36 |
| Minimizes potential for residential displacements | 16 | 16 | 27 | 32 | 32 | 69 |
| Minimizes potential for noise and neighborhood impacts | 83 | 83 | 90 | 95 | 54 | 111 |
| Minimizes potential for non-residential displacements | 12 | 12 | 17 | 18 | 11 | 17 |
| Minimizes potential impacts to floodplains (Acres) | 51.7 | 51.7 | 56.7 | 58.7 | 55.9 | 66.5 |
| Minimizes potential impacts to streams, rivers, and waterways (# of crossings) | 12 | 12 | 19 | 17 | 20 | 25 |
| Minimizes potential impacts to wetlands (Acres) | 10.1 | 10.1 | 16.9 | 16.5 | 10.6 | 12.9 |
| Minimizes impacts to natural (non-urban, non-cultivated) vegetation (Acres) | 41.7 | 41.7 | 83.6 | 82.5 | 125.8 | 244.5 |
| Demonstrated Public Support | 2 | 2 | 4 | 5 | 10 | 6 |
| **ESTIMATED CONSTRUCTION COST** | | | | | | |
| Construction cost including ROW and IDCs ($ Millions) | $366.0 | $372.3* | $513.0 | $534 | $427.1 | $454.6 |

* This cost estimate includes 4 main lanes in each direction on I-35

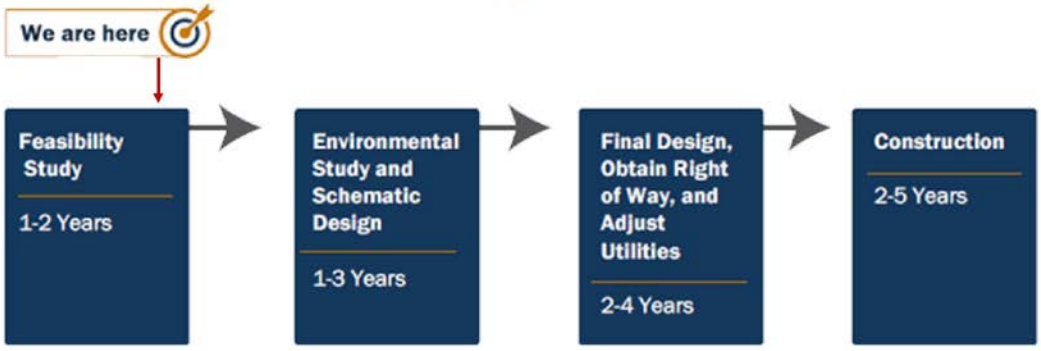
# Primary Route Options Screening
## Study Findings

- Pink Route is the most supported and least opposed.
- General public does not see the need to relocate US 190.
- Pink+2 Route confirms regional planning efforts to add a lane in each direction of I-35. These improvements are capable of accommodating traffic projected through the 2040 planning horizon on I-35.
- The study confirms that future US 190 improvements are compatible with, and complement, the Rogers Relief Route.
- If, in the future, it becomes necessary to relocate US 190, a fresh look at the primary route options identified in this feasibility study is recommended to assess land use and environmental conditions at that time.

# Group Discussion

# US 190 Feasibility Study
## Next Steps

# Project Development Process




** Each step is dependent on available funding.*

# Thank you!

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# Appendix D – Boards

## US 190 Feasibility Study

### Typical Project Development Process


## US 190 Feasibility Study

### Working Group Membership

**Thank you to our Working Group Members!**

**WORKING GROUP REPRESENTATION**

Academy Independent School District
Bell County
Bell County Office of Emergency Management
Belton Chamber of Commerce
Belton Economic Development Corporation
Belton Independent School District
City of Belton
City of Killeen
City of Little River-Academy
City of Rogers
City of Temple
Environmental Justice Community
Greater Killeen Chamber of Commerce
Killeen Independent School District
Rogers Independent School District
Temple Chamber of Commerce
Temple Economic Development Corporation
Temple Independent School District
Texas Farm Bureau




# US 190 Feasibility Study

## Primary Route Options

### Northern Route Option

**PINK ROUTE** — **21.9 Miles**

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

### Central Route Options

**BLUE ROUTE** — **19.1 Miles**

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

**BROWN ROUTE** — **19.3 Miles**

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

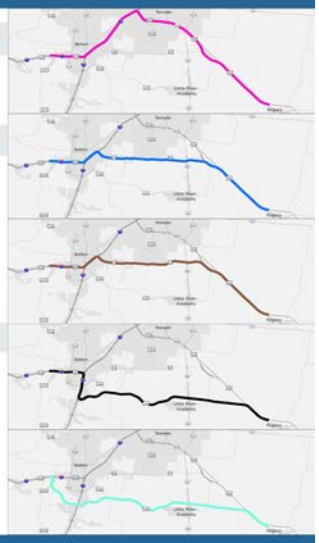
### Southern Route Options

**BLACK ROUTE** — **20.5 Miles**

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

**AQUA ROUTE** — **19.6 Miles**

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



# US 190 Feasibility Study

## Environmental Thresholds

| Primary Route Options Screening Criteria | | | |
|---|---|---|---|
| | Green | Yellow | Red |
| **ENHANCE EAST/ WEST CONNECTIVITY** | | | |
| Results in improved access to Little River-Academy and Rogers | High - South Routes | Medium - Central Routes | Low - Existing Route |
| Maximize use of existing roadways | High - Utilize existing roadways 75 percent or more | Medium - Utilizes existing roadways 25 - 74 percent | Utilizes existing roadways less than 25 percent |
| Reduce travel time between FM 1670 at I-14 to north of Rogers | Low - Average AM & PM peak round trip travel times average less than 60 minutes | Medium - Average AM & PM peak round trip travel times average between 60 and 70 minutes | High - Average AM & PM peak round trip travel times average more than 70 minutes |
| Provides reliable travel times | Low - Ratio of round-trip peak period travel time to free flow travel time along proposed route greater than 0.75 | Medium - Ratio of round-trip peak period travel time to free flow travel time along proposed route between 0.66 and 0.75 | High - Ratio of round-trip peak period travel time to free flow travel time along proposed route less than 0.66 |
| Results in enhanced access to schools, hospitals, and emergency services | High - Enhances access primarily by providing new location options and/ or upgrading existing roadways to a higher speed/higher functioning facility | Medium - Enhances access primarily by improving existing higher speed, higher functioning roadways | Low - Does not enhance access |
| **ACCOMMODATE EXISTING AND PROJECTED TRAFFIC VOLUMES** | | | |
| Provides additional capacity | Pass | | Fail |
| Reduces network vehicle hours traveled (VHT) across the subarea under future year (2040) volume levels ("Build" alternative compared to "No-Build" alternative) | Decreases VHT by more than 2 percent | Decreases VHT by 1 to 2 percent | Decreases VHT by less than 1 percent |
| **ENHANCE SAFETY** | | | |
| Route avoids populated areas | Low - TAZs adjacent to route have a projected (2040) population density of less than one person per acre | Medium - TAZs adjacent to route have a projected (2040) population density between one and two people per acre | High - TAZs adjacent to route have a projected (2040) population density greater than two people per acre |
| Enhance access and reliability for first responders | Pass | | Fail |
| **SUPPORT GROWTH AND ECONOMIC DEVELOPMENT** | | | |
| Promote economic development | Pass | | Fail |
| Minimizes use of existing roadways | Low - Utilizes existing roadways less than 25 percent | Medium - Utilizes existing roadways 25 - 74 percent | High - Utilizes existing roadways 75 percent or more |
| **PROVIDE COST-EFFECTIVE AND ENVIRONMENTALLY-EFFICIENT OPTIONS** | | | |
| Maximizes use of existing ROW (thereby, minimizing ROW required) | High - Route utilizes existing roadways for 75 percent (or more) of overall length | Medium - Route utilizes existing roadways for 25 - 74 percent of length | Low - Route utilizes existing roadways for less than 25 percent of overall length |
| Minimizes number of divided parcels | Low – Route divides less than 10 parcels | Medium – Route divides between 10-20 parcels | High – Route divides more than 20 parcels |
| Minimizes potential for residential displacements | Low – Fewer than 25 residences located within 400' ROW corridor | Medium – Between 25 and 50 residences located within 400' ROW corridor | High – More than 50 residences located within 400' ROW corridor |
| Minimizes potential for noise and neighborhood impacts | Low – Fewer than 75 residences located within 100' of ROW corridor | Medium – Between 75 and 100 residences located within 100' of ROW corridor | High – More than 100 residences located within 100' of ROW corridor |
| Minimizes potential for non-residential displacements | Low – Fewer than 10 non-residences located within 400' ROW corridor | Medium – Between 10 and 15 non-residences located within 400' ROW corridor | High – More than 15 non-residences located within 400' ROW corridor |
| Minimizes potential impacts to floodplains (Acres) | Low – Less than 50 acres of floodplain within 400' (buffered) corridor | Medium – Between 50 and 75 acres of floodplain within 400' (buffered) corridor | High – Greater than 75 acres of floodplain within 400' (buffered) corridor |
| Minimizes potential impacts to creeks, rivers, and waterways (# of crossings) | Less than 15 creek/river crossings | Medium – Between 15 and 20 creek/river crossings | High – Greater than 20 creek/river crossings |
| Minimizes potential impacts to wetlands (Acres) | Low – Less than 10 acres of wetlands within 400' ROW corridor | Medium – Between 10 and 15 acres of wetlands within 400' ROW corridor | High – Greater than 15 acres of wetlands within 400' ROW corridor |
| Minimizes impacts to natural (non-urban, non-cultivated) vegetation (Acres) | Low – Less than 100 acres of natural vegetation within 400' ROW corridor | Medium – Between 100 and 200 acres of natural vegetation within 400' ROW corridor | High – Greater than 200 acres of natural vegetation within 400' ROW corridor |
| Demonstrated Public Support | High - Generally supported by public | Medium - Generally public neutral | Low - Generally opposed by public |
| **ESTIMATED CONSTRUCTION COST** | | | |
| Construction cost including ROW and DC's ($ Millions) | | | |

# Appendix E – Goals and Objectives

| | PINK | PINK +2 | BLUE | BROWN | BLACK | AQUA |
|---|---|---|---|---|---|---|
| **ENHANCE EAST/ WEST CONNECTIVITY** | | | | | | |
| Results in improved access to Little River-Academy and Rogers | | | | | | |
| Maximize use of existing roadways | | | | | | |
| Reduce AM peak roundtrip travel time between FM 1670 at I-14 to north of Rogers (minutes) | | | | | | |
| Provides reliable travel times | | | | | | |
| Results in enhanced access to schools, hospitals, and emergency services | | | | | | |
| **ACCOMMODATE EXISTING AND PROJECTED TRAFFIC VOLUMES** | | | | | | |
| Provides additional capacity | | | | | | |
| Reduces network vehicle hours traveled (VHT) across the subarea under future year (2040) volume levels ("Build" alternative compared to "No-Build" alternative) | | | | | | |
| **ENHANCE SAFETY** | | | | | | |
| Route avoids populated areas | | | | | | |
| Enhance access and reliability for first responders | | | | | | |
| **SUPPORT GROWTH AND ECONOMIC DEVELOPMENT** | | | | | | |
| Promote economic development | | | | | | |
| Minimizes use of existing roadways | | | | | | |
| **PROVIDE COST-EFFECTIVE AND ENVIRONMENTALLY-EFFICIENT OPTIONS** | | | | | | |
| Maximizes use of existing ROW (thereby, minimizing ROW required) | | | | | | |
| Minimizes number of divided parcels | | | | | | |
| Minimizes potential for residential displacements | | | | | | |
| Minimizes potential for noise and neighborhood impacts | | | | | | |
| Minimizes potential for non-residential displacements | | | | | | |
| Minimizes potential impacts to floodplains (Acres) | | | | | | |
| Minimizes potential impacts to creeks, rivers, and waterways (# of crossings) | | | | | | |
| Minimizes potential impacts to wetlands (Acres) | | | | | | |
| Minimizes impacts to natural (non-urban, non-cultivated) vegetation (Acres) | | | | | | |
| Demonstrated Public Support | | | | | | |
| **ESTIMATED CONSTRUCTION COST** | | | | | | |
| Construction cost including ROW and DCs ($ Millions) | | | | | | |

# Appendix F – Evaluation Criteria

| | Green | Yellow | Red |
|---|---|---|---|
| **ENHANCE EAST/ WEST CONNECTIVITY** | | | |
| Results in improved access to Little River-Academy and Rogers | High - South Routes | Medium - Central Routes | Low - Existing Route |
| Maximize use of existing roadways | High - Utilize existing roadways 75 percent or more | Medium - Utilizes existing roadways 25 - 74 percent | Utilizes existing roadways less than 25 percent |
| Reduce travel time between FM 1670 at I-14 to north of Rogers | Low - Average AM & PM peak round trip travel times average less than 60 minutes | Medium - Average AM & PM peak round trip travel times average between 60 and 70 minutes | High - Average AM & PM peak round trip travel times average more than 70 minutes |
| Provides reliable travel times | Low - Ratio of round-trip peak period travel time to free flow travel time along proposed route greater than 0.75 | Medium - Ratio of round-trip peak period travel time to free flow travel time along proposed route between 0.66 and 0.75 | High - Ratio of round-trip peak period travel time to free flow travel time along proposed route less than 0.66 |
| Results in enhanced access to schools, hospitals, and emergency services | High - Enhances access primarily by providing new location options and/ or upgrading existing roadways to a higher speed/higher functioning facility | Medium - Enhances access primarily by improving existing higher speed, higher functioning roadways | Low - Does not enhance access |
| **ACCOMMODATE EXISTING AND PROJECTED TRAFFIC VOLUMES** | | | |
| Provides additional capacity | Pass | | Fail |
| Reduces network vehicle hours traveled (VHT) across the subarea under future year (2040) volume levels ("Build" alternative compared to "No-Build" alternative) | Decreases VHT by more than 2 percent | Decreases VHT by 1 to 2 percent | Decreases VHT by less than 1 percent |
| **ENHANCE SAFETY** | | | |
| Route avoids populated areas | Low - TAZs adjacent to route have a projected (2040) population density of less than one person per acre | Medium - TAZs adjacent to route have a projected (2040) population density between one and two people per acre | High - TAZs adjacent to route have a projected (2040) population density greater than two people per acre |
| Enhance access and reliability for first responders | Pass | | Fail |
| **SUPPORT GROWTH AND ECONOMIC DEVELOPMENT** | | | |
| Promote economic development | Pass | | Fail |
| Minimizes use of existing roadways | Low - Utilizes existing roadways less than 25 percent | Medium - Utilizes existing roadways 25 - 74 percent | High - Utilizes existing roadways 75 percent or more |
| **PROVIDE COST-EFFECTIVE AND ENVIRONMENTALLY-EFFICIENT OPTIONS** | | | |
| Maximizes use of existing ROW (thereby, minimizing ROW required) | High - Route utilizes existing roadways for 75 percent (or more) of overall length | Medium - Route utilizes existing roadways for 25 - 74 percent of length | Low - Route utilizes existing roadways for less than 25 percent of overall length |
| Minimizes number of divided parcels | Low – Route divides less than 10 parcels | Medium – Route divides between 10-20 parcels | High – Route divides more than 20 parcels |
| Minimizes potential for residential displacements | Low – Fewer than 25 residences located within 400' ROW corridor | Medium – Between 25 and 50 residences located within 400' ROW corridor | High – More than 50 residences located within 400' ROW corridor |
| Minimizes potential for noise and neighborhood impacts | Low – Fewer than 75 residences located within 100' of ROW corridor | Medium – Between 75 and 100 residences located within 100' of ROW corridor | High – More than 100 residences located within 100' of ROW corridor |
| Minimizes potential for non-residential displacements | Low – Fewer than 10 non-residences located within 400' ROW corridor | Medium – Between 10 and 15 non-residences located within 400' ROW corridor | High – More than 15 non-residences located within 400' ROW corridor |
| Minimizes potential impacts to floodplains (Acres) | Low – Less than 50 acres of floodplain within 400' (buffered) corridor | Medium – Between 50 and 75 acres of floodplain within 400' (buffered) corridor | High – Greater than 75 acres of floodplain within 400' (buffered) corridor |
| Minimizes potential impacts to creeks, rivers, and waterways (# of crossings) | Less than 15 creek/river crossings | Medium – Between 15 and 20 creek/river crossings | High – Greater than 20 creek/river crossings |
| Minimizes potential impacts to wetlands (Acres) | Low – Less than 10 acres of wetlands within 400' ROW corridor | Medium – Between 10 and 15 acres of wetlands within 400' ROW corridor | High – Greater than 15 acres of wetlands within 400' ROW corridor |
| Minimizes impacts to natural (non-urban, non-cultivated) vegetation (Acres) | Low – Less than 100 acres of natural vegetation within 400' ROW corridor | Medium – Between 100 and 200 acres of natural vegetation within 400' ROW corridor | High – Greater than 200 acres of natural vegetation within 400' ROW corridor |
| Demonstrated Public Support | High - Generally supported by public | Medium - Generally public neutral | Low - Generally opposed by public |
| **ESTIMATED CONSTRUCTION COST** | | | |
| Construction cost including ROW and DC's ($ Millions) | | | |

| | PINK | PINK +2 | BLUE | BROWN | BLACK | AQUA |
|---|---|---|---|---|---|---|
| ENHANCE EAST/ WEST CONNECTIVITY | | | | | | |
| Results in improved access to Little River-Academy and Rogers | | | | | | |
| Maximize use of existing roadways | 100% | 100% | 82% | 100% | 51.20% | 33.20% |



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# WORKING GROUP MEMBER SIGN IN SHEET

US 190 Feasibility Study – Working Group #4

April 4, 2018 2:00 pm – 4:00 pm – KTMPO, 2180 N. Main St, Belton, TX 76513

| | NAME | ORGANIZATION | INITIALS |
|---|---|---|---|
| 1 | Dr. Robin Battershell | Temple ISD | |
| 2 | Lynette Batts | Environmental Justice Representative | |
| 3 | David Blackburn | Temple Economic Development Corporation | |
| 4 | Bob Browder | Temple Chamber of Commerce | BB |
| 5 | Tim Brown | Bell County | |
| 6 | Jon H. Burrows | Bell County | |
| 7 | Brian Chandler | City of Temple | |
| 8 | Tammy Cockrum | Mayor, City of Rogers | TC |
| 9 | Joe Craig | Rogers Independent School District | JC |
| 10 | John Crutchfield III | Greater Killeen Chamber of Commerce | |
| 11 | Phyllis Gogue | Greater Killeen Chamber of Commerce | |
| 12 | Marion Grayson | Mayor, City of Belton | MG |

## – Sign-in Sheets

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# WORKING GROUP MEMBER SIGN IN SHEET

US 190 Feasibility Study – Working Group #4

April 4, 2018 2:00 pm – 4:00 pm – KTMPO, 2180 N. Main St, Belton, TX 76513

| | NAME | ORGANIZATION | INITIALS |
|---|---|---|---|
| 13 | Michael Harmon | Bell County Office of Emergency Management | |
| 14 | Cynthia Hernandez | Belton Economic Development Corporation | CH |
| 15 | Rod Henry CCE, IOM | Temple Chamber of Commerce | |
| 16 | Chris Hill | City of Rogers | |
| 17 | John Kiella | Belton ISD Rep (Temple TIRZ) | |
| 18 | Dr. Susan Kincannon | Belton Independent School District | |
| 19 | Marilyn Krumnow | Temple ISD | |
| 20 | Drew Lanham | Little River-Academy, TX | |
| 21 | Sam A. Listi | City of Belton | |
| 22 | Michael Moon | Texas Farm Bureau | |
| 23 | Brynn Myers | City of Temple | BHM |

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Texas Department of Transportation

# WORKING GROUP MEMBER SIGN IN SHEET

US 190 Feasibility Study – Working Group #4

April 4, 2018 2:00 pm – 4:00 pm – KTMPO, 2180 N. Main St, Belton, TX 76513

| | NAME | ORGANIZATION | INITIALS |
|---|---|---|---|
| 24 | David Olson P.E, CFM | City of Killeen | |
| 25 | Randy Ramsey | Temple Chamber of Commerce (First State Bank) | RR |
| 26 | Gloria Ramos | Bell County | |
| 27 | Russell Schneider | Commissioner, Bell County | RS |
| 28 | Erin Smith | City of Round Rock | |
| 29 | Kevin Sprinkles | Academy Independent School District | KS |
| 30 | Nicole Stairs | Belton Chamber of Commerce | |
| 31 | Kirk Thomas | Killeen Independent School District | |
| 32 | John Fisher | Commissioner, Bell County | |
| 33 | Ana Borchardt | Belton Economic Development Corporation | |
| 34 | Jeremy Allamon | City of Belton | JA |

# STAFF SIGN IN SHEET

US 190 Feasibility Study – Working Group #4

April 4, 2018 2:00 pm – 4:00 pm – KTMPO, 2180 N. Main St, Belton, TX 76513

| | NAME | ORGANIZATION | INITIAL |
|---|---|---|---|
| 1 | John Weber | KTMPO | JW |
| 2 | Kendra Coufal | KTMPO | KC |
| 3 | Jim Reed | KTMPO | |
| 4 | Susan Chavez | TxDOT | Suc |
| 5 | Roger Beall, P.E. | TxDOT | RAB |
| 6 | Michael Bolin, P.E. | TxDOT | |
| 7 | Susan Howard | TxDOT | SH |
| 8 | Kenneth Roberts | TxDOT | |
| 9 | Andy Atlas, AICP | CP&Y | AA |
| 10 | Stacey Benningfield | CP&Y | |
| 11 | Angela Gillmeister | CP&Y | AG |
| 12 | Jaime Aguilar, P.E. | CP&Y | |
| 13 | Andy Adams | CP&Y | AA |
| 14 | Michelle Neeley | CP&Y | MN |
| 15 | Lynda Rife | Rifeline | LR |

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# STAFF SIGN IN SHEET

US 190 Feasibility Study – Working Group #4

April 4, 2018 2:00 pm – 4:00 pm – KTMPO, 2180 N. Main St, Belton, TX 76513

| | NAME | ORGANIZATION | INITIAL |
|---|---|---|---|
| 16 | Katy Nail | Rifeline | KN |
| 17 | Solomon Thomas | TxDOT | SAT |
| 18 | Victor Goebel | TxDOT | VG |
| 19 | STAN SWIATEK | TXDOT | SMS |
| 20 | | | |
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| 29 | | | |
| 30 | | | |

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# ELECTED OFFICIALS SIGN IN SHEET

US 190 Feasibility Study – Working Group #4

April 4, 2018 2:00 pm – 4:00 pm – KTMPO, 2180 N. Main St, Belton, TX 76513

| | NAME | TITLE | PHONE | EMAIL |
|---|---|---|---|---|
| 1 | Bill Schumann | Bell County Commissioner P3 | 2547607922 | |
| 2 | Jon Burrow | Bell Co Judge | 933 5705 | |
| 3 | Tim Brown | Co Commissioner | 933-5102 | |
| 4 | Cheryl Hassmann | Congressman John R Carter | 254-933 1392 | |
| 5 | MARION GRAYSON | MGray | 254-718-7878 | |
| 6 | Lynette Batts | Environmental Justice Rep | 254-534-4217 | |
| 7 | | | | |
| 8 | | | | |
| 9 | | | | |
| 10 | | | | |
| 11 | | | | |

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# OBSERVER SIGN IN SHEET

US 190 Feasibility Study – Working Group #4

April 4, 2018 2:00 pm – 4:00 pm – KTMPO, 2180 N. Main St, Belton, TX 76513

| | NAME | ORGANIZATION |
|---|---|---|
| 1 | LEROY MEYER | SPRINGWOOD CT. |
| 2 | Angellia Points | COB Belton |
| 3 | LAMAR Lewis | Rep Shine's ofc |
| 4 | [illegible] | TBL |
| 5 | Wendell Williams | TBL |
| 6 | [illegible] | TX RGA |
| 7 | GARY BUSHELL | I-14/GCSH |
| 8 | | |
| 9 | | |
| 10 | | |
| 11 | | |

# Appendix I – Comment Form

## US 190 Feasibility Study

### Comment Form

US 190 Feasibility Study
Working Group Meeting #4
April 4, 2018
2:00 p.m. – 4:00 p.m.

Name (Please Print): _____

Comment:

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**(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