

IH14/US 190 Harker Heights Public Hearing August 31, 2017 Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
Comments Received At Public Hearing					
1	Escajeda, Kara	August 31, 2017	Written comment at public hearing	<p>- Nolanville is matching 20% for improvements. Intent is to improve Bike/Ped mobility, but equally important it will improve the aesthetics (FM Spur 439).</p> <p>- We requested to wash & paint the bridge in 2015. We could not due to aesbestos. Remediation at \$50,000 is beyond a small city (pop 5,000) budget.</p> <p>- We would expect that our construction would be consistent w/ other TxDOT work, (Salado, Killeen, etc.) and throughout the state.</p> <p>Nolanville needs the bridges washed & painted. Look at the bridges on your way home, they are stained w/ black. I would like reassurance that this will be addressed. I concur w/ public comment on Nolan Ruth intersection.</p>	<p>- Aesthetic treatments, such as paint, can be provided by TxDOT as long as funding is provided from a source outside of TxDOT.</p> <p>- Asbestos paint will be removed at bridge widening areas within the project corridor.</p>
2	Jessamine, Chevan	August 31, 2017	Written comment at public hearing	I would like to ensure that any repairs and work to be done to the bridge above main in Nolanville be consistent with the approved street scape. Also that will be adequately maintained.	- Aesthetic treatments can be provided as long as funding is provided from a source outside of TxDOT.
3	Oliver, Dan	August 31, 2017	Written comment at public hearing	<p>My main concerns are:</p> <p>1) Nola Ruth on north side of I14 - need stop sign or stop light for westbound access road. Too many complications: left turn only westbound; church/school entrance/exit; Hill obstructs seeing westbound traffic east of Nola Ruth;</p> <p>2) Need entrance ramp between Edwards and Indian Trail, which is a bottle neck.</p> <p>3) Need to reverse ramps between Main Street and Nola Ruth. Think long-term. MPO plans to extend Warriors Path to I14, yet there is no entrance ramp planned until traffic is west of Indian Trail. This traffic must transit Nola Ruth; VMB; Edwards; and Indian Trail.</p>	<p>1) Signage/traffic light solutions at Nola Ruth will be investigated to accommodate both the existing ramp configuration and the proposed ramp configuration.</p> <p>2) Only one ramp fits between Edwards and Indian Trail. An exit ramp to Indian Trail was identified as the more critical movement.</p> <p>3) Ramp reversals at Nolanville will be considered in future projects as traffic warrants.</p>
4	Webster, Noel	August 31, 2017	Written comment at public hearing	<p>I believe Nola Ruth intersections on both sides of I14 needs to be looked at in detail. It is bad now and will only get worse as new development begins.</p> <p>Also the exits and entrances to the Nolanville Main Street need to be designed to reduce the traffic at the 2 intersections. As Nolanville grows it will only get worse. Need exit ramps on both sides so traffic does not have to go through those intersections. This increases safety, reduces traffic, less accidents.</p> <p>Need an on ramp from access rd to I10 between Nola Ruth and Indian Trail on north side.</p>	<p>- Signage/traffic light solutions at Nola Ruth will be investigated to accommodate both the existing ramp configuration and the proposed ramp configuration.</p> <p>- Ramp reversals at Nolanville will be considered in future projects as traffic warrants.</p> <p>- Only one ramp fits between Edwards and Indian Trail. An exit ramp to Indian Trail was identified as the more critical movement.</p>

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5	William, David C., I	August 31, 2017	Written comment at public hearing	Please paint & remove asbestos from Main St bridge. Also I want an on ramp before Indian Trail.	<p>- Asbestos paint will be removed at bridge widening areas within the project corridor. Aesthetic treatments such as paint can be provided as long as funding is provided from a source outside of TxDOT.</p> <p>- Only one ramp fits between Edwards and Indian Trail. An exit ramp to Indian Trail was identified as the more critical movement.</p>
6	Escajeda, Kara	August 31, 2017	Formal verbal comment during public hearing	<p>Hello. Kara Escajeda. I'm city manager for Nolanville. I just wanted to make sure that this is on the record: Nolanville is conducting a Main Street project of FM 439, a TxDOT highway. The city is preparing to match - we have the match for 20 percent of this work. And we're happy to do that because it's going to improve mobility, and a big portion of it is to try to improve the aesthetics of that area.</p> <p>Back in 2015, I asked to have the bridges painted and - washed and painted. We were told we can't do it ourself because there's asbestos and that, if we wanted to do it, it would be \$50,000. So at the time we knew they were submitting this project. That scope of work wasn't included in the Main Street project because the understanding was this construction project was coming and would take care of the painting and the washing. So I just want the consideration that everyone else has had with the constructions that go through that bridges are normally upgraded in the way that they look. It's very important to us. So.</p>	<p>- Asbestos paint will be removed at bridge widening areas within the project corridor.</p> <p>- Aesthetic treatments, such as paint, can be provided as long as funding comes from a source outside of TxDOT.</p>

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7	Webster, Noel	August 31, 2017	Formal verbal comment during public hearing	<p>Thanks for allowing me to talk. I want to thank the Department of Transportation for all the great work you're doing. This is just fantastic to be able to do this.</p> <p>I got to this area in '78 as a 2nd Lieutenant at Fort Hood. Back then, 190 there was nothing on it. Okay. And basically the only restaurant you could go to was the Chinese restaurant there at 190 and 440 or 195 now. And then in early '80s they started the Killeen Mall. And it kind of jumped from there. And you've done more work between then to make the access roads better and so forth.</p> <p>And here it is 40 - almost 40 years later, and that whole part has just exploded. And so what - the other thing is I actually spend some time going back and forth between San Antonio and here, six year's worth on weekends, and I can tell you that the expansion of 35 north of Austin going through Round Rock and Georgetown, has improved tremendously. And also in times when the traffic was bad in San Antonio on 35, I would take 31. They did a great job on that and also I-10. The one thing I got out of all that was that you always had your exits onto the highways right before the intersections and your entrances right after the intersections. So you skipped all of that intersection. And when the traffic got heavy, north of Austin and into Round Rock and that, you could actually take the access roads and skip the intersections but skip some of the traffic as well. It saved me a lot of time that's for sure.</p> <p>The other thing is I spent a lot of time at the VA working at the VA in Temple. So I spent a lot of time on 190 going back and forth. I can tell you I always wonder why there's so much traffic in the mornings and the evenings back and forth is why people come to Killeen to work and they're in Temple. People in Killeen go to Temple to work. If they just trade jobs, we wouldn't have this problem.</p> <p>But it gets busy. So having three lanes, is right on. I think you're doing a great job.</p> <p>What I'm trying to say is you need to think big because once you do this, just like what happened in</p>	<p>- The scope of this project is to address the ramps and mainlanes only. Frontage road improvements will be addressed in future projects. Solutions at Nola Ruth will be investigated to accommodate both the existing ramp configuration and the proposed ramp configuration.</p> <p>- Ramp reversals at Nolanville will be considered on future projects as traffic warrants.</p> <p>- Only one ramp fits between Edwards and Indian Trail. An exit ramp to Indian Trail was identified as the more critical movement.</p>

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				<p>Killeen, is that it's going to explode. Okay? you may not see that now. But 30 years down the road, it's going to happen. And you're going to see restaurants and everything else along Nolanville and past to Belton. It's going to happen. It's going to be a major corridor just like Georgetown and Round Rock. And so when you do that, you really need to think about these intersections. There's two intersections that I think really need to be worked on. That's Nola Ruth on both north and south side and then the Main Street there at Nolanville.</p> <p>The way you have it for Nolanville right now is - on the map is that it's not like your standard going up 35 or 281 or I-10, where you're avoiding that intersection right with that. You're bringing it all into the interaction if there's ever a problem on 190. And so there's going to be bottlenecks right there at that main street. If they move that exit of 190 into Nolanville farther back, it's going to open up business along that access road. Okay. People are going to want to buy there because now that whole side is availability for people that exit and for businesses to set up. Okay. Right now, part of that is not happening. Okay. So think big as far as businesses coming in there.</p> <p>The other part is Nola Ruth. If you've seen those intersections on the north and south side, they're just weird. Okay. And right now they have problems, and people going to Fort Hood from Nola Ruth on the south side have to pub up with a lot at those intersections, and they're dangerous. And I agree with you on putting that - that exit off of 190 onto - from Nola Ruth farther back. That's going to help. But the problem is that there's no entrance onto 190 for people going to Fort Hood before Indian Trail. So you're bottlenecking Indian Trail right there without that exit ramp.</p> <p>Okay. So I would just recommend you take a real good look at Nola Ruth and maybe look at the standard, which I think TxDOT built at the Main Street for Nolanville. That will be my recommendation. Thank you.</p>	

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8	Garber, Adam	August 31, 2017	Verbal comment at public hearing (after presentation)	<p>My concern is similar to the other fellow that mentioned at Nola Ruth. The interaction is awkward. I'm pastor at Northside Baptist Church. We have just started a school there three years ago. Currently, we have 70 families using that every day. We have difficulties with them backing up and also traffic coming from the access road picking up over the hill. And there's no slow down. Each time you come out, you are kind of taking a gamble and then immediately slowing to make a right turn into our property. And every day in rush hour, 7:30 and 8 o'clock, 70 families are pulling in to do that.</p> <p>Currently, there are two death monuments at that intersection. I have seen a number of wrecks there myself. So my suggestion might be - or a thought would be to include a stop sign on the access road as you get to Nola Ruth. I know there's a number of other sections along 190 that have that as well. And so maybe a stop sign would do some help there.</p> <p>I'm trying to think if there's anything else I need to say. I think that's sufficient.</p> <p>I would be interested in knowing what we need to do to get a school zone put in. And I'm - maybe somebody could contact me regarding that. That would be helpful. Thanks for the opportunity.</p>	<p>- Signage/traffic light signage and traffic lights solutions at Nola Ruth will be investigated to accommodate both the existing ramp configuration and the proposed ramp configuration.</p> <p>- For school zone information contact Jacob Chau with TxDOT Waco District (Jacob.Chau@txdot.gov).</p>
Comments Received via Email					
9	Oliver, Dan	September 1, 2017	Written comment via email	RE: I-14 expansion in Harker Heights/Nolanville, KTMPO has Warriors Path eventually intersecting with I-14. Need an entrance ramp between Nola Ruth and Warriors Path extension. Otherwise, traffic will not be able to enter I-14 until west of Indian Trail, exacerbating existing traffic problems. Long-term planning needed to prevent future ramp mods.	- The Warrior's Path Extension was investigated and ramps were proposed based F18 on the expected location of Warrior's Path.
Comments Received via Mail					
10	Balakitsis, Jacob	September 19, 2017	Written comment via mail	I am concerned about the intersection of Nola Ruth St and I-14 Frontage Rd. This is a dangerous intersection and should be equipped with stop signs for those on the frontage road. This is important! Please help us keep these roads safe!	- Signage and traffic light solutions at Nola Ruth will be investigated to accommodate both the existing ramp configuration and the proposed ramp configuration.
11	Moore, Tiffany	September 19, 2017	Written comment via mail	In regards to the expansion of 190 (I-14) and the bus. 190 off ramp being moved, my concern is the lack of stop sign at the Nola Ruth and I-14 intersection. There is only one stop sign on the North side while there are 5 on the south side. That intersection is dangerous w/ only one stop sign and currently there are two memorials at that intersection. I would like to see a stop sign at this intersection for the safety of everyone passing that way.	- Signage and traffic light solutions at Nola Ruth will be investigated to accommodate both the existing ramp configuration and the proposed ramp configuration.
12	Veteto, Joel	September 19, 2017	Written comment via mail	A point of concern that I would like to see addressed is the need for additional stop signs at the intersection of the I-14 access road and Nola Ruth on the North side of the interstate. Currently there is only one stop sign which makes turning there very dangerous and difficult. On the opposite side of the road there is 5 stops signs. It would be sensible to add a stop sign to help with safety. Also just past this road is our church which also runs a school. Not having a sign there makes it dangerous for parents pulling in and out of our parking lot. I would like to see a stop sign here for the safety of our students.	- Signage and traffic light solutions at Nola Ruth will be investigated to accommodate both the existing ramp configuration and the proposed ramp configuration.