

## **Frequently Asked Questions**

### **Business US 190 in Copperas Cove From Avenue D to Constitution Drive**

- What is “access management”?
  - A. Access Management is a growing effort by government agencies to improve how major transportation corridors are managed. Access management involves the careful planning of the location, size, and spacing of driveways, street connections, median openings, and traffic signals to optimize safety and efficiency while minimizing conflict points.  
[https://ops.fhwa.dot.gov/publications/amprimer/access\\_mgmt\\_primer.htm](https://ops.fhwa.dot.gov/publications/amprimer/access_mgmt_primer.htm)

- What are the benefits of access management?
  - A. Studies show that implementing access management provides three major benefits to transportation systems including increased roadway capacity, reduced crashes, and shortened travel time for motorists. All three of these benefits are a result of minimizing or managing the number of conflict points along the corridor.

The access management techniques used on this project include

- access spacing (distance between traffic signals and median openings);
- driveway spacing (promotes a more orderly merging of traffic and presents fewer challenges to driver);
- safe turning lanes (keeps thru traffic moving, providing refuge for turning traffic); and
- adding medians (one of the most effective means to regulate access and reduce crashes by reducing crossing conflict points).

[https://ops.fhwa.dot.gov/access\\_mgmt/what\\_is\\_accsmgmt.htm](https://ops.fhwa.dot.gov/access_mgmt/what_is_accsmgmt.htm)

- Will the turning radii be able to accommodate large trucks?
  - A. Yes. At controlled intersections, the turning radii will be able to safely accommodate large trucks (including semi-trucks).

- Will trucks be able to make left turns and navigate the entry points to provide deliveries to businesses?
  - A. Yes. Trucks (including semi-trucks) will be able to safely make left turns at controlled left turn access points. All left turn access points were determined from the traffic patterns along BUS US 190 (i.e. deceleration lanes and queueing lengths).
- Will the lack of accessibility due to the medians impact the flow into businesses?
  - A. Generally, the restricted access allows more efficient signalization and traffic flow along the corridor, which could potentially provide more customers for the businesses. This topic was further addressed by William E. Frawley and William L. Eisele, who studied the economic impact of raised medians on adjacent businesses. Their paper, *“Raised Medians and Economic Impact on Adjacent Businesses”*, found that the installation of a raised median does not equate to economic losses by adjacent businesses.
   
  
<https://pdfs.semanticscholar.org/9a4a/965a9d6e53993cde2603044d4d0e2fe8cfbb.pdf>
- How is the City going to be able to manage all the new landscaping on the center medians with its current staffing levels?
  - A. The proposed vegetated medians in this project have been coordinated with the Parks and Recreation Director/Deputy City Manager, Joe Brown. Xeriscaping has been used to design the medians, which uses low-maintenance vegetation that will not require additional work for City staff to maintain.
- Will reducing the traffic lanes from three to two lanes have a drastic impact on congestion?
  - A. No it will not impact congestion. An Intersection and Access Analysis study completed in 2016 with the proposed roadway configuration (i.e. raised medians, limited left turn opportunities, and a four lane divided highway) that used projected 2036 traffic volumes show no significant impact on congestion due to lane reduction.

The table shown below further illustrates the results of this study. All intersections analyzed maintained an acceptable level of service (LOS), which is a qualitative measure of roadway capacity and operating conditions that directly relate to vehicle delay. The green cells showed no change in LOS between 6 to 4 lanes. The red cells did change LOS but still represent acceptable driving conditions in an urban environment.

**Intersection Capacity Analysis Results – Projected 2036 Volumes\***

<b>Business 190 at Robert Griffin III Drive (Signalized)</b>						
Peak Hour:	AM Peak		Midday Peak		PM Peak	
Lanes:	6	4	6	4	6	4
LOS						
<b>Business 190 at Constitution Drive (Signalized)</b>						
Peak Hour:	AM Peak		Midday Peak		PM Peak	
Lanes:	6	4	6	4	6	4
LOS						
<b>Business 190 at Martin Luther King Jr Drive (Signalized)</b>						
Peak Hour:	AM Peak		Midday Peak		PM Peak	
Lanes:	6	4	6	4	6	4
LOS						
<b>Business 190 at E Avenue D (FM 1113) (Signalized)</b>						
Peak Hour:	AM Peak		Midday Peak		PM Peak	
Lanes:	6	4	6	4	6	4
LOS						

\**Intersection and Access Analysis along Business 190 in Copperas Cove* by Lee Engineering. May 2016.

Refer to link on website “Lee Engineering Study – May 5, 2016”

- How will emergency vehicles be able to navigate the area without a center turn lane and one less travel lane?
  - A. The Copperas Cove Fire Chief has reviewed the proposed improvements and notes no issues with emergency vehicles being able to navigate the area after the safety improvements have been made.
- Will there be an increase in the number of traffic accidents due to the reduced lanes and the lack of a center turn lane?
  - A. No, there should not be an increase in traffic accidents with the reduced travel lanes and removal of the center turn lane. The proposed improvements are to improve safety and reduce traffic accidents. The section of US BUS 190 west of the proposed project area has two travel lanes in each direction and has fewer accidents than the proposed project area, which has three travel lanes in each direction.
- Why will the number of lanes be reduced?
  - A. Reducing the number of travel lanes is part of the overall plan to improve safety and provide pedestrian routes along BUS US 190.

- Can the project be done without reducing the number of lanes?
  - A. No. The proposed project cannot be done without reducing the number of lanes. Maintaining six (6) travel lanes with the design concepts utilized to improve safety along this corridor would require additional right-of-way (ROW), which would increase the cost of the project above the current available funding and possibly impact existing businesses.
- Will congestion increase to the same level prior to the US HWY 190 and State HWY 9 completion?
  - A. No, traffic studies performed show no significant impact on congestion due to lane reduction.
- Why do we need 10-foot sidewalks?
  - A. A 10-foot sidewalk is being used on this project per Federal ADA (Americans with Disabilities Act) standards to accommodate both pedestrian and bicycle traffic.
- On what side of BUS US 190 will the new sidewalk be installed?
  - A. With this project, sidewalks will be installed on the south side of BUS US 190.
- How will the recently installed ramps fit with this project?
  - A. The existing ramps will have to be reconstructed to conform to the new walkway size and location.
- If the ramps will not be used, why were public funds spent on recent ramps?
  - A. The recently installed ramps were installed by a separate TxDOT program. The ramps selected for the previously completed improvement project were based upon the need at the time and were approved prior to the need determination for this project. TxDOT supports the proposed upgrades along the BUS US 190 corridor and approves the replacement of the previously installed ramps, as-needed, to complete the improvements along BUS US 190.
- Will the project improve the timing of traffic lights?
  - A. Yes. This project is modifying traffic light timing to promote traffic flow along the BUS US 190 corridor.

- Can the project funding be used for other things like park improvements or expanding US HWY 190 to extend Interstate HWY 14 around the City?
  - A. No, these funds were specifically awarded to this project by the Killeen Temple Metropolitan Organization (KTMPO), which is comprised of City representatives from the region that voted on this project as a priority for this region. These funds cannot be used on another Copperas Cove project and if not spent for this effort will be returned to KTMPO where it will be spent on another project within the region.
- Will businesses on BUS 190 lose access?
  - A. No, businesses on BUS US 190 will not lose access and the proposed improvements will provide a safer environment for vehicles, pedestrians, and bicyclists to access businesses along the BUS US 190 corridor.