



**US 83/84 Open House**  
**Written comments**  
**Abilene District**  
**River of Life Church, June 30, 2015**

**SPEED**

Short term: add culvert at Remington & 83/84. Add a lane on median side of 83/84 northbound at Remington Road. Mow the median! Reduce speed. Mid term: Overpasses at Remington, The Y, etc. Long term: Add access roads, raise to interstate specifications.

Move present 70mph speed limit on northbound lanes at least one mile further south to (hopefully) slow traffic down before it accumulates after FM 707 intersection.

Safety is priority. All intersections south of Abilene Regional Hospital are becoming more congested with added residential subdivisions and businesses on either side of US Hwy 83/84. My major concerns are the intersections of Clark Road (FM 204)/Remington Road. The US Hwy 83/84 speed limit of 75 mph coupled with entering and crossing traffic cause major dangers. A northbound entry lane from drivers westbound on Clark Road will help immensely, with an added merge lane to aid entering traffic to pick up highway speed. Possibly reducing speed limits to 65mph on the highway may help.

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Right turn lane off 83-84 onto Bell Plain Road. Acceleration lane from Bell Plain Road onto 83-84 North. Problem traffic moving at 75-80 mph both directions. Long term would be an overpass. This would be the safest solution.

I have attended and work at River of Life since we built here in 2006. Turning into our property coming south from Abilene has always been a problem especially on Sundays and where any event is held here. We began a Tue/Thurs program about 2008 and that increased our traffic during the week into our church. A big majority of those turning in have 2 or more children in their vehicles and often you are not able to get off the highway and traffic coming up behind @ 75mph you will often wait till they get right on you to change lanes. Besides us there is a number of homes north of us that use this turn. I would request and highly recommend a turn lane in front of the River of Life going south to Tuscola. We appreciate you listening and receiving our requests.

1. Need more turn lanes for Deer Valley residents 2. Decrease speed limit 3. Look at crossovers not efficiently used, and consider crossovers for heavier traffic 4. Do something about traffic pattern around Sam's 5. Open discussion meeting with all interested parties would be more productive

River of Life Church. We work and attend River of Life Church Many times over 6 years there have been close calls with being rear-ended by cars going 75+ mph behind us. We NEED a turning lane coming south from Abilene on 83/84. 3 weeks ago we had a scare with our 3-month-old in the back seat. The car behind me didn't slow even when I had put my hazard lights on for a long time before turning. The car swerved and nearly missed a truck in the right lane and spun itself 4-5 times in the middle of 83/84. No one was hurt, praise Jesus! Our church is full of young families. Please take our need very seriously!

Need to reduce speed limits when approaching Abilene. Traffic doesn't seem to slow down at all when transitioning from highway speeds to city speeds making it dangerous getting on and off 83/84 in south end of town. Need noise barriers to make living along the highway. Traffic coming off 83/84 to go to 707 causes dangerous issues because it is difficult to determine because the highway curves there. Speed too fast and intersection very dangerous.

There is a large volume of highway noise for the homeowners who live close to the highway (live on Ranch Road). For safety it would help if speed limit could be reduced and a longer lane be made available for getting on and off the highway. Thanks for taking our concerns. Maybe having sign saying left lane for through traffic and right lane for local residents.

The intersection of 83/84 and Clark/Remington is incredibly dangerous. The elimination of the crossover at the end of Iberis has pushed more traffic to the Remington intersection. Cars are pulling out at an uncontrolled intersection into 75mph traffic. Please consider turn lanes, a traffic light, reducing the speed limit or other options to improve safety. It is dangerous both pulling out onto 83/84 and slowing to turn into the Remington subdivision. Glad to see the area is getting some attention.

We need left turning lanes at every crossover and wider right shoulders the entire length of highway to highway split 83/84. Speed limit needs to be lowered to a safer speed due to traffic. Or an overpass at Clark Road and access road on both sides of the highway the entire length of highway to the 83/84 split. New driveway entrances at each road on the left and right side.

Either 1 of 2 options should be considered. 1. Widen the highway to at least 3 lanes to accommodate left hand turns at each crossover and right hand merging onto highway by a widened shoulder or a merge left lane. Left hand turn lanes should be made a distance to accommodate long distance slowdown to make left turn as well as U-turns to merge right into traffic. 2. Build access roads on both sides of the road and close crossovers with a bridge at Clark Road with entrances and exits to accommodate the traffic moving north and south between 707 and Clark Road. This option would allow speed limit to continue at 70-75mph. Option 1 would require speed limit reduction. The most recent road work done on this highway from Ball Ranch north to Abilene is awful. JH Strain did a terrible job and then in places TxDOT came back over and made it worse. The entrances and exits around Antilley Road were not paved only built and then rocks were applied and oil sealed. They have not held up to the traffic. I might add that the work was started about 50 yards from our gate and J.H. Strain used our entrance to move machinery over. I understand that the State of Texas owns the right of way, but J.H. Strain should have been required to repair the damages done to our entrance by their equipment. Finally, I am glad TxDOT is actually getting some feedback on this issue. I was personally involved in an accident at the crossover in front of River of Life Church and can attest to the fact that something needs to be done and something should have been done a long time ago.

An additional turn lane at the southbound crossover into the River of Life Church is a necessity. The increased speed limit at this crossover should be changed. (Federal laws should not take precedence over state regulations.) There have been numerous times an accident, caused by traffic at a high rate of speed, almost happened because a vehicle was using crossover and the vehicle behind did not notice until the last moment. We do not need a major wreck or fatality to take place before this is addressed.

The intersection at 83/84 and Remington is very dangerous. The cross traffic is going 80-85mph, which makes pulling out very dangerous. The number of cars turning on/off US 83/84 has increased greatly since Iberis intersection closed. I'm in favor of turning lanes, a traffic light, and lower speed limit in this area. Any other safety ideas are welcome. Currently there is no access to a traffic light from the Remington subdivision to 83/84. It is a concern as I have younger teens that are nearing driving age. We need safe options to go to/from the house.

We live in Callahan Divide and have noticed two things we would like changed/implemented 1. A turn lane into Callahan Drive 2. Slow the speed limit from 75mph to 65mph

We need a better exit off of US 83/84 into Callahan Divide to allow for traffic entering the estates not to stop traffic on the highway. We need to slow down traffic speeds entering Tuscola. The crossover at Pennington Estates needs to have better exit and entrance sites. It gets very congested and slows traffic down and causes a hazard to other cars.

Seems the best option would be to lower speed limits. Then to build accelerating ramps with extra lanes from Clark Road to Loop 322. A bridge along with these ideas would be the safest way.

As a resident off on the west side (Mountain Shadows), speeds are too fast. People do not slow down or get over when we turn right into the subdivision. In going south to the crossover, same thing--too fast and don't get over. Almost rear-ended many times. We choose to go the back way--Iberis, for our own safety. No turn lane at crossover just south of Stallion Road and people don't get over.

1. Number 1 project is overpass at 83/84 and Clark and Remington Road. 2. Turn lanes at every crossover. 3. Access Road from Iberis Road all the way to Bell Plains Road. 4. 3-lane highway from Abilene to Y where 83/84 split, both sides. 5. Review drain system at Remington Road and 83/84. Speed limits from Abilene to Y should be 65mph. Thanks for being here and gathering information before doing project.

The 75mph is concerning because no one around here drives the speed limit. At the intersection of Clark Road and 83/84 turnoff and "giddy up lanes" need to be added.

I think access roads to the "Y" split is overkill. There needs to be more acceleration/deceleration lanes at some of the crossovers, especially at heavy traffic, i.e. River Church, etc., and some crossovers eliminated. We own property off US 183 just north of Austin. I would bet traffic there is much heavier and there are no access roads until Leander/Cedar Park. Also, 75mph is loony north of Clark Road. I-20 from Brazos River to Weatherford is 65mph and that is plenty. Suggest 65 or 60 north of Clark Road. Thanks for your consideration.

Too many crossovers--8-12 could be eliminated. Reduce speed limit to Y at Tuscola. Provide turn lanes for remaining crossovers accommodating 2-3 vehicles. Widen side shoulders to provide merge lanes for entrance to highway. Close that section of south access road from the entrance ramp to where it dead ends into Iberis Road. PSAs to the public via TV, radio and message boards.

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From the US 83/84 split, the speed limit is way too fast. We have a hard time entering highway at CR 204-Clark Road, then on returning home. You're afraid of getting hit from the back while turning off highway to Clark Road. Traffic is way too fast going both directions. Lots of accidents happen at CR 204 and Clark Road crossover. We can see emergency lights often from our backyard.

Put yield signs back upon entrance ramps to reduce left lane driving. Overpass is needed at Clark/Remington Road. Turn Bell Plains into state FM and install turn lane off 83/84. Close some of the crossovers to reduce left hand turns. Bell Plains is only cut through to Buffalo Gap Elementary. Anything to reduce aggressive drivers. Entrance onto 83/84 off 707 is difficult in the morning. Consider reducing the speed. Consider improving Hardwick and Iberis Road to relieve congestion. Consider putting up divider wires in media. Turn lanes are needed desperately for major roads. Maybe video cameras or PSAs would reduce aggression.

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83/84 to 1750 speed limit at 50mph is too high considering traffic flow and residents turning. Traffic signal on 707 and 1750 would be beneficial; too many accidents on that intersection. Exit signs on 83/84 coming into Abilene need to be announced/shown 1/4 mile before the exit.

We have been residents on our street for 20 years. We have 4 children who all attended and drove 83/84 and surrounding highways in the Wylie ISD during these years also. The intersection at Clark Road and 83/84 is our main concern as well as glad to see the future of highway out through the Jim Ned split. I have witnessed 2 accidents at this intersection, both with serious injuries. Also it is very difficult to enter traffic going north for vehicles traveling east and west on Clark Road onto highway. The speed limit needs to be reduced immediately from 70 to 55mph perhaps. This would help in the interim. Also on 707 between 83/84 and 1750, this section will need to be addressed--widened--as traffic is increasing and will continue to as WISD builds a new elementary school. My husband and I appreciate greatly TxDOT's concern for safety and for having the vision to improve our highways for the near future.

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We have asked for a turn lane in front of River of Life Church. We have lived on Purple Sage Road for 36 years and getting from the southbound lane to the northbound via the crossover in front of River of Life Church is taking your life in your hands. You can put blinker on for 1/2 mile and the speeding traffic (southbound) seems to ignore that left turn blinker. Now the speed limit has increased to 75mph making the turn even more dangerous.

Traffic continues to increase and my safety concern is the crossing at Hwy 204 and 83/84. Both in going to work and trying to enter 83/84 north with heavy traffic in the am hour traveling at 75mph. Second is returning home crossing over the northbound lane with vehicles traveling at 75mph. One must be very careful, which I am. I have never had a mishap and would like to see this record continue. Overpass and a wide entry lanes would help. Thanks.

I will support this project to make 83/84 safer between 707 and the 83/84 split. Closing a number of crossovers and adding more acceleration and deceleration lanes will help. Slowing traffic down will certainly help. Possibly adding some type of traffic control signal will help in a couple of places but probably not possibly. Thanks for looking at this project to study.

I live on east side of 83/84 and CR 150. My recommendations: Lower speed limit so residents to turn into their property to 60mph; add a crossover across from my property; give warning signs and lights a chance for oncoming traffic and residents turning in; put up traffic divider poles on cars entering highway to run full length of lane before entering; add a third lane for residential turnoffs and passing traffic; drastically lower speed at Tuscola "Y;" divert trucks down a different route instead of crossing Tuscola "Y"; traffic light at CR 150 and 83/84S.

We live in Remington Estates and have been at our residence for 3 years August 1. Our major concern once leaving Remington is the crossover to get on 83/84 going north to Abilene or even south to Tuscola. My wife and I leave each morning anywhere from 6:20 am to 7:30 am; leaving after 7:40 am is especially dangerous because people are driving much faster than 75 mph. Improvements made recently at Iberis Road off of 83/84 were especially helpful. Hopefully, added improvements can be made to make it safer for crossover traffic from housing additions off 83/84. Thank you for your assistance with these problems. \*Safety for drivers especially speeding involved on 83/84!

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We need an entry ramp from Clark Road heading north. It would require a yield sign, not a stop sign. This would be relatively inexpensive, quickly installed and easily maintained. Take it to the top of the incline. Also, consider lowering the speed to 65 mph at Cedar Gap. Not earlier; I believe this would be just an irritant.

The speed limit is too fast. People on rush hour will not slow down behind you. We put our signal lights to turn on the turnaround at least 200 yards and cars are right behind you running fast. Sometimes I'm the one in the left lane and there are 2 more cars on the right lanes and the cars behind me don't know what to do when it comes to turning.

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Iberis Rd South is located along the west side of a residential neighborhood known as Remington Estates. The north road of this neighborhood is Remington Road (County Road 337), which runs west to east from Iberis Rd South to Hwy 83/84 and is posted for 30mph, however, Iberis Rd South has a 55mph speed limit (maybe more?). Iberis Rd South runs north to south along the west side of this residential neighborhood and intersects with neighborhood streets of Ruger, Derringer, Winchester, Magnum, Springfield, and Weatherby. Many families that walk around the neighborhood (or ride bicycles) will walk on Iberis Rd South which has no shoulder area or sidewalk and the fast moving vehicles traveling this road presents a danger to the safety of the families living here. As Iberis Rd South is directly adjacent to this residential neighborhood, I would request the speed limit posed on this road be lowered for the safety of the families living here.

We live on Iberis Rd South, which runs roughly parallel to 83/84. We turn west off 83/84 at the Remington/Clark Rd intersection. It is especially dangerous as we are trying to enter on the way to work in Abilene, and to turn off on the way home from work. We do think that a slower speed would help, however it could be very advantageous to add a turning lane going right, onto Remington Rd. And maybe lengthen the left turn lane onto Clark Road. Then maybe folks would get over sooner.

## **GRADE SEPARATIONS**

Short term: add culvert at Remington & 83/84. Add a lane on median side of 83/84 northbound at Remington Road. Mow the median! Reduce speed. Mid term: Overpasses at Remington, The Y, etc. Long term: Add access roads, raise to interstate specifications.

Wylie ISD. Would like to see 83-84 go over Clark Road (similar to 707) Possible access roads south of Iberis Road to Bell Plains

Right turn lane off 83-84 onto Bell Plain Road. Acceleration lane from Bell Plain Road onto 83-84 North. Problem traffic moving at 75-80 mph both directions. Long term would be an overpass. This would be the safest solution.

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Build a couple of overpasses and frontage roads and put lights at intersections, close majority of crossovers. Intersection/overpass at Clark Road with frontage road from Antilley to Clark Road. Change Section of frontage at 707 to Saddlecreek to one way. Put another overpass/intersection further south, nearer to the 84 split for future frontage plans. Can you build a better/bigger entrance off 707 to the Saddle Creek subdivision. Remove that exit on 83/84 that is open just for subdivision. it's confusing if you a looking for the 707 intersection.

1. Traffic control or overpass at Clark Road, with merge lanes both north and south bound. 2. Mountain Shadows subdivision has no "straight over" access to go north into town. Think they need crossover and merge lane (northbound). 3. Probably same as #1 above for both Belle Plains and the road cutting over to FM 89. Lots of Buffalo Gap residents use that route.

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The crossover at Clark needs to be addressed in the near future. The best would be a bridge and the least would be a lane to speed up safely.

I would like to see overpass at 83/84 Y and some merge roads at Clark Road. People don't stop.

Need help accessing 83/84 turning north off Clark Road and FM 204. Need to cut back trees on southeast side of Clark Road/83/84 looking back south from Clark Road. Keep median mowed at all times, as the crossover turning left off 83/84, dips down and makes it hard to see oncoming northbound traffic. Suggest putting culvert for drainage and raising height of crossover. Of course, this would all be solved by an overpass at intersections Clark Road and Remington Road. For homes on west side of 83-84 whose driveways go right up to highway, a frontage road would ease the problems here. These are just north of the Y.

1. Overpass at the "Y" for 84 east. 83 north would go under this overpass. 2. Merging lane for southbound traffic coming off of CR 149, Belle Plains, Remington Road

At a minimum would like right turn lane at Remington and Clark and extended left turn lanes. Perhaps a signal light at Clark Road and Remington. Ultimately would like an overpass at Clark Road and Remington.

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First option would be to have crossovers at each housing development. Add turn-in speed up lanes at those crossovers. Eliminate unused crossovers. Add turn off lanes into developments as well. Second option, extend access roads and have on/off ramps and fewer crossovers. Put blinking lights at those crossovers. Third option, extend access roads and have on/off ramps and eliminate crossovers. Put in overpasses at major roads.

Overpass

There is a great need for improvements in this area, and I applaud TxDOT for seeking our input. In my opinion, because of the increasingly heavy traffic on 83/84 and Clark Road/Remington Road, everyone would benefit from an overpass at Clark/Remington. During morning "rush hour" it is very dangerous to try to turn left from either direction onto 83/84. It is very difficult to determine which lane traffic is in. Turning north off Remington Road is especially challenging because of the heavier traffic turning north off Clark Road. I'm sure it is frustrating to northbound traffic on 83/84 when a car turns left into the left lane at the same time another turns right into the right lane and slows down traffic in both lanes. It is very nerve-wracking to have those vehicles coming up on you from the rear at 75-80mph while you are accelerating.

An overpass in area of Remington/Clark Road and Belle Plains Road would greatly help traffic crossovers and vision at intersections. Crossovers along remaining area of 83/84 are dangerous as all four lanes are heavy with traffic in mornings and afternoons. It is hard to stop behind cars stopping to turn into crossovers for housing and churches. Right turn lanes off highway would also be a great help.

The intersection of 83/84 and Clark/Remington really needs an overpass. This is an extremely dangerous intersection in the morning and evenings. Traffic going north on 83/84 is going 75-80mph in the mornings and trying to enter 83/84 from Remington is very dangerous. In the evenings, when traveling south on 83/84 is just as dangerous turning onto Remington. Even though I use my blinker a good 1/2 mile before turning, people still run up on my rear end trying to force me over on the shoulder. If an overpass is not installed, I predict traffic accidents will only increase. Thanks.

I think the best solution would be an overpass at the Remington Road/Clark Road crossing area. There is a lot of congestion from that area as well as traffic that has to go south to turn back to turn toward Abilene as well as all of the subdivisions south of me needing to go north. This causes lots of problems trying to cross over during peak times like early morning. In addition, I think a drainage pipe at the end of Remington Road instead of the culvert. During heavy rains, there is a lot of water crossing the road plus when it froze, it is a very steep incline. Shoulders would be an alternative to accelerate on instead of an overpass so when turning left, from Remington onto 83/84, I won't be immediately in 75/80mph traffic. Thanks!

Traffic continues to increase and my safety concern is the crossing at Hwy 204 and 83/84. Both in going to work and trying to enter 83/84 north with heavy traffic in the am hour traveling at 75mph. Second is returning home crossing over the northbound lane with vehicles traveling at 75mph. One must be very careful, which I am. I have never had a mishap and would like to see this record continue. Overpass and a wide entry lanes would help. Thanks.

Please help us get on and off the highway safely between 7:15-8:15 a.m. Very busy/dangerous. 4:45-6 p.m. very dangerous. 1 fatality. No more! Need a light or overpass please!

The crossovers are a necessity in order to access US 83/84. However, most of them can be very dangerous due to vehicles changing frequently in the double lanes of US 83/84. Also there are several crossovers where views of oncoming traffic are extremely difficult and sometimes even blocked due to the terrain and often high grasses or weeds. One of the worst crossovers is near the top of the hill where there is a hilltop gasoline station. I am always amazed that more accidents haven't occurred at this location. As the density of the population continues to grow along US 83/84 and near these various county road crossovers, there will be more severe accidents at some point. One suggestion would be to provide an overpass at the Clark Road/US 83/84/Remington Road intersection which would alleviate much of the entering and exiting there. Another overpass could be used at US 83/84 intersection that breaks going to Lawn or to Tuscola. Also, it would be extremely helpful to put long turning lanes on both the left and right sides similar to what now exists at Remington Road and US 83/84.

My wife and I are most aware of and troubled by the dangers involved at Stallion Road and its lack of an appropriate crossover. To enter 83/84 and head north, we must drive to the south for a short distance in the inside (passing) lane. The distance to the next crossover is so short that normal highway speed cannot be attained before deceleration is required to make the U-turn and head north. (The normal AM drive pattern for traffic [entering from and exiting] Stallion Road.)

## LEFT-TURN, RIGHT-TURN LANES

Right turn lane off 83-84 onto Bell Plain Road. Acceleration lane from Bell Plain Road onto 83-84 North. Problem traffic moving at 75-80 mph both directions. Long term would be an overpass. This would be the safest solution.

Turn lane and merge lane by River of Life Church

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We need left turning lanes at every crossover and wider right shoulders the entire length of highway to highway split 83/84. Speed limit needs to be lowered to a safer speed due to traffic. Or an overpass at Clark Road and access road on both sides of the highway the entire length of highway to the 83/84 split. New driveway entrances at each road on the left and right side.

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An additional turn lane at the southbound crossover into the River of Life Church is a necessity. The increased speed limit at this crossover should be changed. (Federal laws should not take precedence over state regulations.) There have been numerous times an accident, caused by traffic at a high rate of speed, almost happened because a vehicle was using crossover and the vehicle behind did not notice until the last moment. We do not need a major wreck or fatality to take place before this is addressed.

The intersection at 83/84 and Remington is very dangerous. The cross traffic is going 80-85mph, which makes pulling out very dangerous. The number of cars turning on/off US 83/84 has increased greatly since Iberis intersection closed. I'm in favor of turning lanes, a traffic light, and lower speed limit in this area. Any other safety ideas are welcome. Currently there is no access to a traffic light from the Remington subdivision to 83/84. It is a concern as I have younger teens that are nearing driving age. We need safe options to go to/from the house.

We live in Callahan Divide and have noticed two things we would like changed/implemented 1. A turn lane into Callahan Drive 2. Slow the speed limit from 75mph to 65mph

1. Number 1 project is overpass at 83/84 and Clark and Remington Road. 2. Turn lanes at every crossover. 3. Access Road from Iberis Road all the way to Bell Plains Road. 4. 3-lane highway from Abilene to Y where 83/84 split, both sides. 5. Review drain system at Remington Road and 83/84. Speed limits from Abilene to Y should be 65mph. Thanks for being here and gathering information before doing project.

Too many crossovers--8-12 could be eliminated. Reduce speed limit to Y at Tuscola. Provide turn lanes for remaining crossovers accommodating 2-3 vehicles. Widen side shoulders to provide merge lanes for entrance to highway. Close that section of south access road from the entrance ramp to where it dead ends into Iberis Road. PSAs to the public via TV, radio and message boards.

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Put yield signs back upon entrance ramps to reduce left lane driving. Overpass is needed at Clark/Remington Road. Turn Bell Plains into state FM and install turn lane off 83/84. Close some of the crossovers to reduce left hand turns. Bell Plains is only cut through to Buffalo Gap Elementary. Anything to reduce aggressive drivers. Entrance onto 83/84 off 707 is difficult in the morning. Consider reducing the speed. Consider improving Hardwick and Iberis Road to relieve congestion. Consider putting up divider wires in media. Turn lanes are needed desperately for major roads. Maybe video cameras or PSAs would reduce aggression.

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We have asked for a turn lane in front of River of Life Church. We have lived on Purple Sage Road for 36 years and getting from the southbound lane to the northbound via the crossover in front of River of Life Church is taking your life in your hands. You can put blinker on for 1/2 mile and the speeding traffic (southbound) seems to ignore that left turn blinker. Now the speed limit has increased to 75mph making the turn even more dangerous.

Traffic continues to increase and my safety concern is the crossing at Hwy 204 and 83/84. Both in going to work and trying to enter 83/84 north with heavy traffic in the am hour traveling at 75mph. Second is returning home crossing over the northbound lane with vehicles traveling at 75mph. One must be very careful, which I am. I have never had a mishap and would like to see this record continue. Overpass and a wide entry lanes would help. Thanks.

I live on east side of 83/84 and CR 150. My recommendations: Lower speed limit so residents to turn into their property to 60mph; add a crossover across from my property; give warning signs and lights a chance for oncoming traffic and residents turning in; put up traffic divider poles on cars entering highway to run full length of lane before entering; add a third lane for residential turnoffs and passing traffic; drastically lower speed at Tuscola "Y;" divert trucks down a different route instead of crossing Tuscola "Y"; traffic light at CR 150 and 83/84S.

Short term: add culvert at Remington & 83/84. Add a lane on median side of 83/84 northbound at Remington Road. Mow the median! Reduce speed. Mid term: Overpasses at Remington, The Y, etc. Long term: Add access roads, raise to interstate specifications.

The crossover at Clark needs to be addressed in the near future. The best would be a bridge and the least would be a lane to speed up safely.

At a minimum would like right turn lane at Remington and Clark and extended left turn lanes. Perhaps a signal light at Clark Road and Remington. Ultimately would like an overpass at Clark Road and Remington.

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First option would be to have crossovers at each housing development. Add turn-in speed up lanes at those crossovers. Eliminate unused crossovers. Add turn off lanes into developments as well. Second option, extend access roads and have on/off ramps and fewer crossovers. Put blinking lights at those crossovers. Third option, extend access roads and have on/off ramps and eliminate crossovers. Put in overpasses at major roads.

An overpass in area of Remington/Clark Road and Belle Plains Road would greatly help traffic crossovers and vision at intersections. Crossovers along remaining area of 83/84 are dangerous as all four lanes are heavy with traffic in mornings and afternoons. It is hard to stop behind cars stopping to turn into crossovers for housing and churches. Right turn lanes off highway would also be a great help.

We need a turn lane at the crossover for my customers. This is the same crossover for the church. We do a seasonal dinner show on most Saturday nights and typically our customers come out of Abilene from the north. Sometimes the traffic backs up 30 or 40 cars deep in the left hand lane since there is no turning lane. I have personally had to hit the ditch several times in the past 33 years to prevent being hit from behind while slowing down to turn at the crossover. This is a very dangerous situation and needs so be rectified. 55mph speed limit in this residential area would help!

Our church needs a turning lane. It's quite dangerous especially with the 75 mph. I have seen 2 wrecks and indirectly cause another. I have wondered about access roads running on both sides. I appreciate your ears and heart in this matter.

River of Life Church. Turn lane southbound to enter the church is needed. It is very unsafe. Now it will get worse as more people move south. We also need an acceleration lane northbound to exit from the church. Access roads north and south could serve the same benefit. Reducing speed limit will help also. Thank you for allowing and gathering input. Call me if you have questions, 325.260.6927.

There is not a place to get away from traffic when turning from inside lane. We need a middle lane! For turning or a division between traffic traveling in opposite directions (right past the Y). There is no protection when turning. A suggestion would be to add six feet on either side of the road would be enough to create a middle lane. I am putting this in writing to the city notifying them of my concerns. I don't want anything to happen to my family.

Right and left turn lanes are a necessity.

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As a staff member and member of River of Life Church, I would really appreciate a left-turn lane in the southbound lane turning in to the church. I have seen too many accidents and close calls from people not slowing down behind you as you slow down to turn. My wife and child have been in 2 very close-calls and they have tried to turn in here. It would also be wonderful to have a lane to get up to speed when heading north out of the church. Thanks for hearing us!

I don't believe access roads are necessary in front of our property and would involve expensive replacement of all fencing. Left turn needed for River of Life Church and definitely needed to at least keep what is there.

Left turn lane at every crossover

Very concerned with cross traffic from Remington Road and Clark Road. Too many cars pull out in front of cars traveling into Abilene at 75mph. Would like to see subdivisions have dedicated turning lanes. Have witnessed many cars nearly get rear-ended as they slow down to turn in to Deer Valley Estates (also the road curves there.)

I would like to have a left turn lane in the southbound crossover in front of River of Life Church. My wife and I were almost involved in a rear-end collision when a car behind us was not aware that we were slowing down to turn even though I was signaling and tapping my brakes. It was a near miss. This happened June 21, 2015 around 10:30 a.m. We had another similar incident earlier this year on a Wednesday night around 6 p.m. I have heard other church members say that they have also had close calls. Thank you for your consideration.

1. Currently there is no safe 83/84 south turn lane to enter into the subdivision of Mountain Shadows Ranch. With traffic heading south, just passing over the hill at 75mph the right lane comes to an extremely slow pace, almost to a stop. The left lane, when occupied by a car turning left at the turnaround immediately preceding the Mountain Shadows turn, makes travel on 83/84 south very unsafe, almost coming to a complete stop with no lane for following traffic to pass. 2. Also, currently residents [30+ homes (from Mountain Shadows roads)] in order to head north have to travel south to the first turnaround .4 miles south of the subdivision then head north .4 miles to arrive back at the point of the original entrance. With 30+ homes a crossover entrance into MS Ranch would help solve both problems (one a safety issue, the other an economic/gas expense concern of the residence).

Please look at putting in a right turn lane into the Remington Estates Housing Community. Turning off 83/84 (heading south) onto Remington Road is a conflict to traffic and poses a risk to everyone along that stretch of road. Also request looking at road conditions and pavement quality. The recent repairs have made road quality worse than what was being fixed. Road smoothness has decreased drastically over the last few years. Road referenced south of Abilene 83/84 split.

The crossovers are a necessity in order to access US 83/84. However, most of them can be very dangerous due to vehicles changing frequently in the double lanes of US 83/84. Also there are several crossovers where views of oncoming traffic are extremely difficult and sometimes even blocked due to the terrain and often high grasses or weeds. One of the worst crossovers is near the top of the hill where there is a hilltop gasoline station. I am always amazed that more accidents haven't occurred at this location. As the density of the population continues to grow along US 83/84 and near these various county road crossovers, there will be more severe accidents at some point. One suggestion would be to provide an overpass at the Clark Road/US 83/84/Remington Road intersection which would alleviate much of the entering and exiting there. Another overpass could be used at US 83/84 intersection that breaks going to Lawn or to Tuscola. Also, it would be extremely helpful to put long turning lanes on both the left and right sides similar to what now exists at Remington Road and US 83/84.

Install turn lanes on both sides of the road & median.

I think we need more turn lanes and some lighting at major streets such as Belle Plains and CR 150.

We live on Iberis Rd South, which runs roughly parallel to 83/84. We turn west off 83/84 at the Remington/Clark Rd intersection. It is especially dangerous as we are trying to enter on the way to work in Abilene, and to turn off on the way home from work. We do think that a slower speed would help, however it could be very advantageous to add a turning lane going right, onto Remington Rd. And maybe lengthen the left turn lane onto Clark Road. Then maybe folks would get over sooner.

Install yield signs for traffic merging on to US83/84 (especially merging northbound from E Spur 707/707 and southbound from frontage road before and after Beltway/707). Install a STOP sign or, as a minimum, a YIELD sign on BAR B Trail/658 (for all traffic that barrels across the 75 mph traffic without ever slowing down)... same for River of Life Church/658 if they don't have a sign (?). Move the US83/84 "Turn-Around" from just north (160'ish feet?) of Mountain Shadow Ranch Subdivision to "at" the neighborhood/Stallion Rd. Current configuration requires Mountain Shadow Ranch residents to repeatedly disrupt the 75 mph flow by slowly entering the highway, crossing the traffic flow (in approximately 1300'), then slowly turn back 180 degrees to travel north to Abilene. If the turnaround cannot be relocated, then the turnaround they currently use needs a left turn access lane. Add permanent "Right Turn Exit Lanes" to all roads and/or neighborhoods from Abilene (Iberis/707) to the Tuscola US83/84 split. With the day/night speed limit of 75 mph, the traffic flowing south from Abilene needs clearly marked, safe procedures to exit the highway: Mountain Shadow Ranch Subdivision/Stallion Rd, Remington Estates Subdivision/ Remington Rd/337, Bell Plains Rd/359 (to support all the new construction), Deer Valley Estates/ Deer Valley Dr & Mesa Rim Dr, Callahan Divide Estates Subdivision/ Divide Ave. Recommend the same ("Right Turn Exit Lanes") northbound at Clark Rd/147, as well as expanding/lengthening the US83/34 southbound Left Turn Exit Lane that supports Clark Rd. The current lane is too short to support the volume of traffic turning left, across US83/84 northbound, on to Clark Rd. Install a road frontage culvert where Remington Rd/337 slopes up to enter US83/84. The current configuration is frequently extremely dangerous with ANY moisture on the road surface! This is especially dangerous in the winter/lower temperatures when any moisture (standing/pooled water, dew, snow, ice, etc.) covers the road surface/tracked up the slight incline to US83/84 and either makes the surface slick or frozen. During the winter months it is a nearly daily experience to have to attempt to enter or cross US83/84's 75 mph traffic with little to no tire traction due to ALL road surface moisture. The fairly high volume of traffic exiting Remington Rd/337 would gain far more benefit from the addition of a culvert, allowing the water to flow under the road surface, than the individual houses that have culverts (new, not replacement) installed when the Iberis Rd/164 change was made.

## ROAD REALIGNMENT

Need crossover at Stallion Road with an acceleration toward Abilene and a deceleration turn lane from Abilene onto Stallion Road. Close crossover just north of Stallion Road.

The crossover outside of Mountain Shadows Ranch needs to be moved down to the entrance.

The on-ramp from 707 to 83/84 is too short. Not enough room to get to speed, look for traffic and safely enter 83/84, especially at high traffic time. Turning onto Stallion Road (or any number of the subdivisions along 83/84) if we get over on the access lane (shoulder) to keep from being hit by traffic behind you, the rumble strips are hard on vehicles. Need room or a smooth lane on the shoulder. Our neighborhood (Mountain Shadow) has developed almost completely and a crossover directly in front of our subdivision entrance would make a much safer traffic flow.

Please add a merging lane on 84N at the Y. I hold my breath there frequently. Other dangerous areas: Clark Road crossover.

Safety is priority. All intersections south of Abilene Regional Hospital are becoming more congested with added residential subdivisions and businesses on either side of US Hwy 83/84. My major concerns are the intersections of Clark Road (FM 204)/Remington Road. The US Hwy 83/84 speed limit of 75 mph coupled with entering and crossing traffic cause major dangers. A northbound entry lane from drivers westbound on Clark Road will help immensely, with an added merge lane to aid entering traffic to pick up highway speed. Possibly reducing speed limits to 65mph on the highway may help.

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Turn lane and merge lane by River of Life Church

Right turn lane off 83-84 onto Bell Plain Road. Acceleration lane from Bell Plain Road onto 83-84 North. Problem traffic moving at 75-80 mph both directions. Long term would be an overpass. This would be the safest solution.

1. Need more turn lanes for Deer Valley residents 2. Decrease speed limit 3. Look at crossovers not efficiently used, and consider crossovers for heavier traffic 4. Do something about traffic pattern around Sam's 5. Open discussion meeting with all interested parties would be more productive

There is a large volume of highway noise for the homeowners who live close to the highway (live on Ranch Road). For safety it would help if speed limit could be reduced and a longer lane be made available for getting on and off the highway. Thanks for taking our concerns. Maybe having sign saying left lane for through traffic and right lane for local residents.

We need left turning lanes at every crossover and wider right shoulders the entire length of highway to highway split 83/84. Speed limit needs to be lowered to a

Either 1 of 2 options should be considered. 1. Widen the highway to at least 3 lanes to accommodate left hand turns at each crossover and right hand merging onto highway by a widened shoulder or a merge left lane. Left hand turn lanes should be made a distance to accommodate long distance slowdown to make left turn as well as U-turns to merge right into traffic. 2. Build access roads on both sides of the road and close crossovers with a bridge at Clark Road with entrances and exits to accommodate the traffic moving north and south between 707 and Clark Road. This option would allow speed limit to continue at 70-75mph. Option 1 would require speed limit reduction. The most recent road work done on this highway from Ball Ranch north to Abilene is awful. JH Strain did a terrible job and then in places TxDOT came back over and made it worse. The entrances and exits around Antilley Road were not paved only built and then rocks were applied and oil sealed. They have not held up to the traffic. I might add that the work was started about 50 yards from our gate and J.H. Strain used our entrance to move machinery over. I understand that the State of Texas owns the right of way, but J.H. Strain should have been required to repair the damages done to our entrance by their equipment. Finally, I am glad TxDOT is actually getting some feedback on this issue. I was personally involved in an accident at the crossover in front of River of Life Church and can attest to the fact that something needs to be done and something should have been done a long time ago.

We need a better exit off of US 83/84 into Callahan Divide to allow for traffic entering the estates not to stop traffic on the highway. We need to slow down traffic speeds entering Tuscola. The crossover at Pennington Estates needs to have better exit and entrance sites. It gets very congested and slows traffic down and causes a hazard to other cars.

Seems the best option would be to lower speed limits. Then to build accelerating ramps with extra lanes from Clark Road to Loop 322. A bridge along with these ideas would be the safest way.

1. Number 1 project is overpass at 83/84 and Clark and Remington Road. 2. Turn lanes at every crossover. 3. Access Road from Iberis Road all the way to Bell Plains Road. 4. 3-lane highway from Abilene to Y where 83/84 split, both sides. 5. Review drain system at Remington Road and 83/84. Speed limits from Abilene to Y should be 65mph. Thanks for being here and gathering information before doing project.

The 75mph is concerning because no one around here drives the speed limit. At the intersection of Clark Road and 83/84 turnoff and "giddy up lanes" need to be added.

I think access roads to the "Y" split is overkill. There needs to be more acceleration/deceleration lanes at some of the crossovers, especially at heavy traffic, i.e. River Church, etc., and some crossovers eliminated. We own property off US 183 just north of Austin. I would bet traffic there is much heavier and there are no access roads until Leander/Cedar Park. Also, 75mph is loony north of Clark Road. I-20 from Brazos River to Weatherford is 65mph and that is plenty. Suggest 65 or 60 north of Clark Road. Thanks for your consideration.

Too many crossovers--8-12 could be eliminated. Reduce speed limit to Y at Tuscola. Provide turn lanes for remaining crossovers accommodating 2-3 vehicles. Widen side shoulders to provide merge lanes for entrance to highway. Close that section of south access road from the entrance ramp to where it dead ends into Iberis Road. PSAs to the public via TV, radio and message boards.

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Wylie ISD. Would like to see 83-84 go over Clark Road (similar to 707) Possible access roads south of Iberis Road to Bell Plains

We have been residents on our street for 20 years. We have 4 children who all attended and drove 83/84 and surrounding highways in the Wylie ISD during these years also. The intersection at Clark Road and 83/84 is our main concern as well as glad to see the future of highway out through the Jim Ned split. I have witnessed 2 accidents at this intersection, both with serious injuries. Also it is very difficult to enter traffic going north for vehicles traveling east and west on Clark Road onto highway. The speed limit needs to be reduced immediately from 70 to 55mph perhaps. This would help in the interim. Also on 707 between 83/84 and 1750, this section will need to be addressed--widened--as traffic is increasing and will continue to as WISD builds a new elementary school. My husband and I appreciate greatly TxDOT's concern for safety and for having the vision to improve our highways for the near future.

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I will support this project to make 83/84 safer between 707 and the 83/84 split. Closing a number of crossovers and adding more acceleration and deceleration lanes will help. Slowing traffic down will certainly help. Possibly adding some type of traffic control signal will help in a couple of places but probably not possibly. Thanks for looking at this project to study.

I live on east side of 83/84 and CR 150. My recommendations: Lower speed limit so residents to turn into their property to 60mph; add a crossover across from my property; give warning signs and lights a chance for oncoming traffic and residents turning in; put up traffic divider poles on cars entering highway to run full length of lane before entering; add a third lane for residential turnoffs and passing traffic; drastically lower speed at Tuscola "Y;" divert trucks down a different route instead of crossing Tuscola "Y"; traffic light at CR 150 and 83/84S.

Build a couple of overpasses and frontage roads and put lights at intersections, close majority of crossovers. Intersection/overpass at Clark Road with frontage road from Antilley to Clark Road. Change Section of frontage at 707 to Saddlecreek to one way. Put another overpass/intersection further south, nearer to the 84 split for future frontage plans. Can you build a better/bigger entrance off 707 to the Saddle Creek subdivision. Remove that exit on 83/84 that is open just for subdivision. it's confusing if you a looking for the 707 intersection.

1. Traffic control or overpass at Clark Road, with merge lanes both north and south bound. 2. Mountain Shadows subdivision has no "straight over" access to go north into town. Think they need crossover and merge lane (northbound). 3. Probably same as #1 above for both Belle Plains and the road cutting over to FM 89. Lots of Buffalo Gap residents use that route.

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The crossover at Clark needs to be addressed in the near future. The best would be a bridge and the least would be a lane to speed up safely.

I would like to see overpass at 83/84 Y and some merge roads at Clark Road. People don't stop.

Need help accessing 83/84 turning north off Clark Road and FM 204. Need to cut back trees on southeast side of Clark Road/83/84 looking back south from Clark Road. Keep median mowed at all times, as the crossover turning left off 83/84, dips down and makes it hard to see oncoming northbound traffic. Suggest putting culvert for drainage and raising height of crossover. Of course, this would all be solved by an overpass at intersections Clark Road and Remington Road. For homes on west side of 83-84 whose driveways go right up to highway, a frontage road would ease the problems here. These are just north of the Y.

1. Overpass at the "Y" for 84 east. 83 north would go under this overpass. 2. Merging lane for southbound traffic coming off of CR 149, Bell Plains, Remington Road

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Very concerned with cross traffic from Remington Road and Clark Road. Too many cars pull out in front of cars traveling into Abilene at 75mph. Would like to see subdivisions have dedicated turning lanes. Have witnessed many cars nearly get rear-ended as they slow down to turn in to Deer Valley Estates (also the road curves there.)

1. Currently there is no safe 83/84 south turn lane to enter into the subdivision of Mountain Shadows Ranch. With traffic heading south, just passing over the hill at 75mph the right lane comes to an extremely slow pace, almost to a stop. The left lane, when occupied by a car turning left at the turnaround immediately preceding the Mountain Shadows turn, makes travel on 83/84 south very unsafe, almost coming to a complete stop with no lane for following traffic to pass. 2. Also, currently residents [30+ homes (from Mountain Shadows roads)] in order to head north have to travel south to the first turnaround .4 miles south of the subdivision then head north .4 miles to arrive back at the point of the original entrance. With 30+ homes a crossover entrance into MS Ranch would help solve both problems (one a safety issue, the other and economic/gas expense concern of the residence).

Install yield signs for traffic merging on to US83/84 (especially merging northbound from E Spur 707/707 and southbound from frontage road before and after Beltway/707). Install a STOP sign or, as a minimum, a YIELD sign on BAR B Trail/658 (for all traffic that barrels across the 75 mph traffic without ever slowing down)... same for River of Life Church/658 if they don't have a sign (?). Move the US83/84 "Turn-Around" from just north (160'ish feet?) of Mountain Shadow Ranch Subdivision to "at" the neighborhood/Stallion Rd. Current configuration requires Mountain Shadow Ranch residents to repeatedly disrupt the 75 mph flow by slowly entering the highway, crossing the traffic flow (in approximately 1300'), then slowly turn back 180 degrees to travel north to Abilene. If the turnaround cannot be relocated, then the turnaround they currently use needs a left turn access lane. Add permanent "Right Turn Exit Lanes" to all roads and/or neighborhoods from Abilene (Iberis/707) to the Tuscola US83/84 split. With the day/night speed limit of 75 mph, the traffic flowing south from Abilene needs clearly marked, safe procedures to exit the highway: Mountain Shadow Ranch Subdivision/Stallion Rd, Remington Estates Subdivision/ Remington Rd/337, Bell Plains Rd/359 (to support all the new construction), Deer Valley Estates/ Deer Valley Dr & Mesa Rim Dr, Callahan Divide Estates Subdivision/ Divide Ave. Recommend the same ("Right Turn Exit Lanes") northbound at Clark Rd/147, as well as expanding/lengthening the US83/34 southbound Left Turn Exit Lane that supports Clark Rd. The current lane is too short to support the volume of traffic turning left, across US83/84 northbound, on to Clark Rd. Install a road frontage culvert where Remington Rd/337 slopes up to enter US83/84. The current configuration is frequently extremely dangerous with ANY moisture on the road surface! This is especially dangerous in the winter/lower temperatures when any moisture (standing/pooled water, dew, snow, ice, etc.) covers the road surface/tracked up the slight incline to US83/84 and either makes the surface slick or frozen. During the winter months it is a nearly daily experience to have to attempt to enter or cross US83/84's 75 mph traffic with little to no tire traction due to ALL road surface moisture. The fairly high volume of traffic exiting Remington Rd/337 would gain far more benefit from the addition of a culvert, allowing the water to flow under the road surface, than the individual houses that have culverts (new, not replacement) installed when the Iberis Rd/164 change was made.

## **SIGNALIZATION, TRAFFIC CONTROL**

Build a couple of overpasses and frontage roads and put lights at intersections, close majority of crossovers. Intersection/overpass at Clark Road with frontage road from Antilley to Clark Road. Change Section of frontage at 707 to Saddlecreek to one way. Put another overpass/intersection further south, nearer to the 84 split for future frontage plans. Can you build a better/bigger entrance off 707 to the Saddle Creek subdivision. Remove that exit on 83/84 that is open just for subdivision. it's confusing if you are looking for the 707 intersection.

The intersection of 83/84 and Clark/Remington is incredibly dangerous. The elimination of the crossover at the end of Iberis has pushed more traffic to the Remington intersection. Cars are pulling out at an uncontrolled intersection into 75mph traffic. Please consider turn lanes, a traffic light, reducing the speed limit or other options to improve safety. It is dangerous both pulling out onto 83/84 and slowing to turn into the Remington subdivision. Glad to see the area is getting some attention.

The intersection at 83/84 and Remington is very dangerous. The cross traffic is going 80-85mph, which makes pulling out very dangerous. The number of cars turning on/off US 83/84 has increased greatly since Iberis intersection closed. I'm in favor of turning lanes, a traffic light, and lower speed limit in this area. Any other safety ideas are welcome. Currently there is no access to a traffic light from the Remington subdivision to 83/84. It is a concern as I have younger teens that are nearing driving age. We need safe options to go to/from the house.

Please help us get on and off the highway safely between 7:15-8:15 a.m. Very busy/dangerous. 4:45-6 p.m. very dangerous. 1 fatality. No more! Need a light or overpass please!

At a minimum would like right turn lane at Remington and Clark and extended left turn lanes. Perhaps a signal light at Clark Road and Remington. Ultimately would like an overpass at Clark Road and Remington.

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First option would be to have crossovers at each housing development. Add turn-in speed up lanes at those crossovers. Eliminate unused crossovers. Add turn off lanes into developments as well. Second option, extend access roads and have on/off ramps and fewer crossovers. Put blinking lights at those crossovers. Third option, extend access roads and have on/off ramps and eliminate crossovers. Put in overpasses at major roads.

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I think we need more turn lanes and some lighting at major streets such as Belle Plains and CR 150.

## **SIGNAGE**

Put yield signs back upon entrance ramps to reduce left lane driving. Overpass is needed at Clark/Remington Road. Turn Bell Plains into state FM and install turn lane off 83/84. Close some of the crossovers to reduce left hand turns. Bell Plains is only cut through to Buffalo Gap Elementary. Anything to reduce aggressive drivers. Entrance onto 83/84 off 707 is difficult in the morning. Consider reducing the speed. Consider improving Hardwick and Iberis Road to relieve congestion. Consider putting up divider wires in media. Turn lanes are needed desperately for major roads. Maybe video cameras or PSAs would reduce aggression.

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83/84 to 1750 speed limit at 50mph is too high considering traffic flow and residents turning. Traffic signal on 707 and 1750 would be beneficial; too many accidents on that intersection. Exit signs on 83/84 coming into Abilene need to be announced/shown 1/4 mile before the exit.

I will support this project to make 83/84 safer between 707 and the 83/84 split. Closing a number of crossovers and adding more acceleration and deceleration lanes will help. Slowing traffic down will certainly help. Possibly adding some type of traffic control signal will help in a couple of places but probably not possibly. Thanks for looking at this project to study.

We need an entry ramp from Clark Road heading north. It would require a yield sign, not a stop sign. This would be relatively inexpensive, quickly installed and easily maintained. Take it to the top of the incline. Also, consider lowering the speed to 65 mph at Cedar Gap. Not earlier; I believe this would be just an irritant.

There is a large volume of highway noise for the homeowners who live close to the highway (live on Ranch Road). For safety it would help if speed limit could be reduced and a longer lane be made available for getting on and off the highway. Thanks for taking our concerns. Maybe having sign saying left lane for through traffic and right lane for local residents.

I live on east side of 83/84 and CR 150. My recommendations: Lower speed limit so residents to turn into their property to 60mph; add a crossover across from my

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## MISC.

Remington Storage. Concerns Remington Road/Clark Road. Frontage Road?

Engaging staff who was very interested in what the public had to say. Very important to have community engagement. Child Seat Safety Specialist info very helpful.

Please try not to impact Cedar Gap Cemetery. Space is already limited. The Hill south of the cemetery on the east side of the highway is a blind spot for drivers coming off of CR 150 (both east and west).

Share a driveway with Direct TV construction trucks. The driveway is now chipping off, up to 1-2 inches. There is no gravel as the driveway is peeling off. Would appreciate a load of gravel.

I currently own property on both sides of the 83/84 Y splitting the two highways. I see safety issues at the Y. My fence on the west side has been run through 3

New rumble strips on 83/84 southbound are discouraging drivers from pulling out of the 75mph right hand lane when turning off (westbound) only Stallion road--FM337--FM 359 Deer Valley Road and all other roads. As a result of people turning right (out of a traffic lane with posted 75 mph speed limit) this has created numerous hazards for the drivers who are proceeding southbound when they must brake and slow down for people turning west onto the above mentioned roads. I suggest filling in the rumble strips 300 feet in advance of the turn and painting "turn arrows" the shoulder lane to remind these drivers to pull out of the high speed traffic lanes. Additionally, the slick surface at the 83/84 split to Tuscola, when moist, does not provide grip and traction as vehicles turn going to-through Tuscola. A new seal-coat with aggregate surface would improve safety.

You have made entry off Antillery Road to 83/84 access road much safer. Thanks. Traffic from south at 8 a.m. and from north at 5 p.m. is very heavy, making entry from Bar-B-Trail to 83/84 very difficult.

Taylor Electric is glad to do our part in helping keep roads safe and with future development of the South Abilene area.

Left lane dividers consistently going to Abilene (north). Signs don't mean anything to some people. The ripples on side of highway are too close to turn off, not leaving room to turn without getting on them.

The crossovers are a necessity in order to access US 83/84. However, most of them can be very dangerous due to vehicles changing frequently in the double lanes of US 83/84. Also there are several crossovers where views of oncoming traffic are extremely difficult and sometimes even blocked due to the terrain and often high grasses or weeds. One of the worst crossovers is near the top of the hill where there is a hilltop gasoline station. I am always amazed that more accidents haven't occurred at this location. As the density of the population continues to grow along US 83/84 and near these various county road crossovers, there will be more severe accidents at some point. One suggestion would be to provide an overpass at the Clark Road/US 83/84/Remington Road intersection which would alleviate much of the entering and exiting there. Another overpass could be used at US 83/84 intersection that breaks going to Lawn or to Tuscola. Also, it would be extremely helpful to put long turning lanes on both the left and right sides similar to what now exists at Remington Road and US 83/84.

This is north of Iberis Road and may not be applicable to today's meeting, but if the frontage road on the east side of 83/84 was extended from East Spur 707 to Antilley Road, it would take a lot of traffic off of the highway. A lot of traffic enters just north of East Spur 707 and immediately exits for Antilley Road. In my opinion, the new entry and exit lanes at Iberis Road were a waste of money. Very little traffic enters and exits there, most of the traffic enters at 707 and Spur 707. Another thing is the almost total absence of traffic law enforcement. Speeders and lane blockers are pretty much unchecked. Where the speed limit changes from 75 to 70 at Iberis Road very few people change speed. I commute from Brown County to work in Abilene and I cannot remember the last time I observed DPS working traffic in this area.

Changes in paving materials on 83/84 is terrible. Seal coat from a couple of years ago is deteriorating. New work over 707 very nice but has seams. Poor match up on successive runs. Exit into Lakes at Saddle Creek. The concrete island has been run over many times. Tire marks evidence. Northbound drivers often get into the exit lane thinking it is for the 707 exit. Very scary when sitting there waiting to enter the highway. I have called about this in the past. 707 Exit. Exit speed says 35 mph and then on the service road the speed limit is 50mph. Adjust service road to 707 also to 35mph. Antilley exit on service road is 35mph. Weeds in median. Weeds at the new crossover south of Iberis Rd obstruct vision for drivers making the U-turn. Needs consideration for future crossovers. Service Road from 708 bypass to Antilley. Why not extend service road all the way along Lake Kirby. Many drivers get on and then right back off for Antilley. May reduce traffic entering 83/84. Close ramp from Treadaway southbound to Winters Freeway. Those wishing to enter Winters can go on down to the next entrance nearer Buffalo Gap. I see traffic enter this ramp and immediately exit at Buffalo Gap. There is already congestion from ramp from 322, which is very close by. If I wish to exit at Buffalo Gap coming up 83/84, I have to really watch for these vehicles entering Winters Freeway. Work on Loop 322. Work on the service roads along 322 is talking what seems to be a very long time. The exit ramp from 322 eastbound for Oldham Lane is hard to see in time and it is very steep incline. I'm surprised someone has not lost it there.

Install yield signs for traffic merging on to US83/84 (especially merging northbound from E Spur 707/707 and southbound from frontage road before and after Beltway/707). Install a STOP sign or, as a minimum, a YIELD sign on BAR B Trail/658 (for all traffic that barrels across the 75 mph traffic without ever slowing down)... same for River of Life Church/658 if they don't have a sign (?). Move the US83/84 "Turn-Around" from just north (160'ish feet?) of Mountain Shadow Ranch Subdivision to "at" the neighborhood/Stallion Rd. Current configuration requires Mountain Shadow Ranch residents to repeatedly disrupt the 75 mph flow by slowly entering the highway, crossing the traffic flow (in approximately 1300'), then slowly turn back 180 degrees to travel north to Abilene. If the turnaround cannot be relocated, then the turnaround they currently use needs a left turn access lane. Add permanent "Right Turn Exit Lanes" to all roads and/or neighborhoods from Abilene (Iberis/707) to the Tuscola US83/84 split. With the day/night speed limit of 75 mph, the traffic flowing south from Abilene needs clearly marked, safe procedures to exit the highway: Mountain Shadow Ranch Subdivision/Stallion Rd, Remington Estates Subdivision/ Remington Rd/337, Bell Plains Rd/359 (to support all the new construction), Deer Valley Estates/ Deer Valley Dr & Mesa Rim Dr, Callahan Divide Estates Subdivision/ Divide Ave. Recommend the same ("Right Turn Exit Lanes") northbound at Clark Rd/147, as well as expanding/lengthening the US83/34 southbound Left Turn Exit Lane that supports Clark Rd. The current lane is too short to support the volume of traffic turning left, across US83/84 northbound, on to Clark Rd. Install a road frontage culvert where Remington Rd/337 slopes up to enter US83/84. The current configuration is frequently extremely dangerous with ANY moisture on the road surface! This is especially dangerous in the winter/lower temperatures when any moisture (standing/pooled water, dew, snow, ice, etc.) covers the roads surface/tracked up the slight incline to US83/84 and either makes the surface slick or frozen. During the winter months it is a nearly daily experience to have to attempt to enter or cross US83/84's 75 mph traffic with little to no tire traction due to ALL road surface moisture. The fairly high volume to traffic exiting Remington Rd/337 would gain far more benefit from the addition of a culvert, allowing the water to flow under the road surface, than the individual houses that has culverts (new, not replacement) installed when the Iberis Rd/164 change was made.