

**IH 820 Public Hearing  
CSJs: 0008-14-058, 0008-14-059, and 0014-16-194**

**COMMENT AND RESPONSE REPORT**

**Public Hearing  
July 1, 2008**

**Comment and Response Report**

**IH 820: From IH 35W to SH 121/SH 183/SH 26**

(CSJs 0008-14-058, 0008-14-059, and 0014-16-194)

<b>Name of Individual</b>	<b>Representing</b>	<b>Comment #</b>	<b>Type</b>
Lisa Zolidis	Self	2, 47	Written
Richard Ward	City of Hurst	3, 4	Written, Verbal
Lori Bowling	Self	4	Written
Stanford W. Lynch, P.E.	Self	4	Written
Mac Churchill	35W Coalition	4	Written, Verbal
John Lewis	City of North Richland Hills	4	Written
Gary L. McKamie	City of Euless	4	Written
Mary Lib Saleh	City of Euless	4	Written
Mike Moncrief	City of Fort Worth	4	Written
Danny Scarth	City of Fort Worth	4	Written
C. Nick Sanders	Metroport Cities Partnership	4	Written
Greg Simmons, P.E.	City of Fort Worth	4	Written
Dale Fisseler, P.E.	City of Fort Worth	4, 5	Written
Joe Paniagua	City of Fort Worth	4	Written
Jesus Chapa	City of Fort Worth	4	Written
Stuart Thompson	Countrywide Financial Corporation	4, 46	Written, Verbal
Glen Whitley	Tarrant County	4	Written, Verbal
Ben Loughry and Bill Thornton	Fort Worth Chamber of Commerce	4	Written
Unknown	Self	4	Written
Carl E. Gierisch, Jr.	City of Roanoke	4	Written
Berrien Barks	North Central Texas Council of Governments	4	Written, Verbal
Robert J. Brakemeier	Self	4	Written
Jason and Jessica Miller	Self	4	Written
Vic Suhm	Tarrant Regional Transportation Coalition	4	Written
Vic Suhm	Self	4	Written
Albert Draaijer	Gladerma Laboratories L.P.	4	Written
Robert Folzenlogen	Self	4	Written
Richard L. Ruddell	Fort Worth Transportation Authority	4	Written
Barney B. Holland, Jr.	Barney Holland Oil Company	4	Written
Cheri Flores	Courtyard by Marriott, Fort Worth Fossil Creek	4	Written

<b>Name of Individual</b>	<b>Representing</b>	<b>Comment #</b>	<b>Type</b>
Tomas J. and Ellen Harris	Self	4	Written
Thomas J. Harris	Hillwood Properties	4	Written
Mary Martin Frazier	Hurst Euless Bedford Chamber of Commerce	4	Written
Eddie Gossage	Texas Motor Speedway	4	Written
Karen Bostic	Self	4	Written
Brian Jennings	Self	6	Written
Ron Katz	Self	1, 2, 15	Written
Steve Johnson	Self	4	Written
Erwin Halprin	Self	7	Written
Vickie Leftice	Self	4	Written
R.M. Boler	Self	8	Written
Lillian Michael Clark	Self	9	Written
Michael Hustedde	Self	1, 10, 11, 50	Written
Unknown	Self	4	Written
Sixto A. Rodriguez	Self	4	Written
Richard Patterson	Self	12	Written
Paul Yazhari	Self	4	Written
Betty Faulk	Self	1, 13	Written
Richard Hans	Self	4	Written
Claudean James	Self	14	Written
Elizabeth Reining	Self	4	Written
Brent Barrow	Self	4	Written
Chris Hambric	Self	1, 15	Written
Jimmy Perdue	Self	4	Written
Tommy Brown	Self	4	Written
Donna Parker	Self	4	Written
Bobby McCown	Self	1	Written
Mike Curtis	Self	16	Written
		4	Verbal
Steve Holleman	Self	4	Written
Candy Halliburton	Self	1, 2, 57	Written
Moses Lopez	Self	4	Written
Mary Cato	Self	1, 17	Written
Helen Weissinger	Self	4	Written
Tom Lombard	Self	4	Written
Sueanne Jones	Self	4	Written
Andrew A. Jones, Jr.	Self	4	Written
Barbara	Self	18	Written
Ken Yazhari	Self	4	Written
Mike Groomer	Self	4	Written
Harriet Irby	Self	5, 19	Written
		2, 30	Verbal
Cliff and Linda Steinsultz	Self	20	Written

<b>Name of Individual</b>	<b>Representing</b>	<b>Comment #</b>	<b>Type</b>
Cliff Steinsultz	Self	1	Written
Daniel Keating	Self	21	Written
Christine Hodge	Self	1, 2, 17, 22, 55	Written
George Gillen	Self	4	Written
Mike Snapka	Self	23	Written
Frank Anderson	Self	4	Written
Deana Rice	Self	4	Written
John Bosshart	Self	4	Written
Dea	Self	4	Written
Richard McWilliams	Self	4	Written
Mike Mauter	Self	4, 24	Written
Jason Ringstad	Self	4, 51, 52	Written
Todd Glissman	Self	4	Written
Cindy	Self	25	Written
John Fanning	Self	26	Written
Pearl Grant	Self	2	Written
Karen Espinosa	Self	4	Written
Claire Fazio	Self	4	Written
Greg Milner	Self	1	Written
Ed Devine	Self	1, 13	Written
Mark	Self	1	Written
Cathy Boone	Self	26	Written
William Allen	Self	1	Written
Rob Thorpe	Self	1	Written
Hans J. Wasner	Self	2, 13, 17, 27	Written
Jason P. McLear	Sunmount Corporation	4	Written
Jason P. McLear	Self	4	Written
Christopher L. Cooper	Self	4	Written
Jack Brocius	Self	1, 13	Written
Greg Hunstable	Self	4	Written
Brian Cattle	Self	4	Written
Rebekah Oberg	Self	4	Written
Cory Thomas	Self	4	Written
David Lentfer	Self	4, 22	Written
Pete Kamp	City of Denton	4	Written
Kenneth A. Kristofek	LNR Property Corporation	4	Written
Jack O. Lewis	Self	4, 28	Written
Roger and Dolores Webb	Self	4	Written, Verbal
Mark Lorange	City of Rhome	4	Written
William K. Burton	Self	4	Written
Tony Creme	Self	4	Written
Rena' M. Smith	Self	4	Written

<b>Name of Individual</b>	<b>Representing</b>	<b>Comment #</b>	<b>Type</b>
Joseph R. Maly	Self	4	Written
Mary Danz	Self	4	Written
Hunter Allen	Self	4	Written
Karen Killman	Self	4	Written
Phyllis Rawls	Self	4	Written
Randy Clinton	Community Enrichment Center	4, 29	Written
Paul E. Andrews, Jr.	TTI, Inc.	4	Written
M.E. and Lois Campbell	Self	1, 2, 4, 13	Written
Carrie Killman	Self	4	Written
Marie Crump	Self	4	Written
Isaac House	Self	4	Written
Sara Crenshaw	Self	4	Written
James C. Swaim	Self	4	Written
Matthew E. Byrd	Self	4	Written
Katy Troester	Self	4	Written
William L. Conley, Jr.	ATC Logistics & Electronics	4	Written
William L. Conley, Jr.	Self	4	Written
Joanne Alexander	Self	4	Written
Eulalio and Senayda Jimenez	Self	2, 13	Written
Amelia Johnson	Self	4	Written
Patricia Cote	Self	4	Written
Lynn Kelly	Self	1	Written
Lauri Wiss	Self	1, 2, 5, 30	Written
Hervey Ely	Self	4	Written
Jerry Lee Phillips	Self & Candidate for County Commissioner Precinct 3	31 1	Written Verbal
Sally King	Self	4, 15	Written
Melvin Burde	Self	21, 25, 32	Written
Mike Garrison	Self	4	Written
Fuyuka McNeary	Self	4, 5	Written
Philip Orr, Jr.	Self	1, 5	Written
Robert Mohler	Self	4	Written
Kerri Hill	Self	4	Written
John Knudsen IV	Self	4	Written
Perry Wallace	Self	4	Written
Kellie Mayhew	Self	4	Written
Steven J. Aldrich	Self	4	Written
Frances E. Broussard	Self	4	Written
Chelsea Forester	Self	33	Written
Sherri L. Simpson	Self	4	Written
Vicki Truitt	State Representative, District 98	4	Written
Gary W. Terry	The Terry Group	4	Written

<b>Name of Individual</b>	<b>Representing</b>	<b>Comment #</b>	<b>Type</b>
Wendy Shabay	Self	4	Written
Fernando Costa	City of Fort Worth	4	Written
William T. Leonard	Fort Worth Chamber of Commerce	4	Written
David L. Cook	City of Mansfield	4	Written
Meggie Davis	Self	4	Written
Craig S. Schkade	Self	4	Written
Rudy D. Martinez	Farmers Insurance Group	4	Written
Carly Nickerson	Self	4	Written
Joanne M. Conte	Methodist Health System	4	Written
Leah Hale	Land O' Lakes Purina Feed, LLC.	4	Written
Paul Griffith	US Oncology Specialty, L.P.	4	Written
Christopher Ash	Self	4	Written
Dianne Jones	American Airlines	4	Written
Brian K. Boerner	City of Fort Worth	4, 5	Written
Laurie D. Zirpel	Self	4	Written
George D. Glaz	Self	1, 30	Written
Jennifer Ponder	FIH, FOXCONN Group	4	Written
Bill Mathers	TD Ameritrade, Inc.	4	Written
Tim Runkle	Galderma Laboratories, L.P.	4	Written
Kirsten A. Keats	Self	4	Written
Cheri L. Sawyers	Galderma Laboratories, L.P.	4	Written
Dee Schwan	Self	34	Written
Jennifer Stracener	Self	1, 13	Written
Sonja Grigsby	Self	1, 2, 13, 45	Written
Stacy Glissman	Self	4, 35	Written
Natwar Patel	Self	36	Written
Louise Hensleigh	Self	1	Written
Lanelle McCown	Self	1, 2, 13	Written
Marilyn Shelton	Fort Worth Chamber of Commerce	4	Written
Bonnie Hensleigh	Self	1, 49	Written
Tom Dayton	Self	11	Written
Heidi Wilcox	First Call Hospitality North Fort Worth, LLC.	37	Written
Welth Elbert	Self	4	Written
Eric Sailors	Self	1, 13	Written
Shel Kulick	Aloha Storage, LLC.	38	Written
B. Doug Alumbaugh	Self	39	Written
Linda Groomer	Self	40	Written
John A. Britton	Self	1, 13, 15, 41	Written
Cheryl Lovejoy	Self	1, 25, 42	Written
Joanne K. Gustafson	Tech Data Corporation	4	Written
Jim Brown	Fort Worth Chamber of Commerce	4	Written
George Westby	West by Southwest, Inc.	4	Written

<b>Name of Individual</b>	<b>Representing</b>	<b>Comment #</b>	<b>Type</b>
William DeRosia	Exel, Inc.	4	Written
Larry Barger	Exel, Inc.	4	Written
Joseph Rodriguez	Exel, Inc.	4	Written
Robert Lasley	Exel, Inc.	4	Written
Robert Cantrell	Exel, Inc.	4	Written
David White	North Fort Worth Baptist Church	43	Written
Sally Bustamante	Bates Container	4	Written
Jay Tims	Cottman Transmission Center	4	Written
C.E. Casebier III	Renaissance Development Company, Inc.	4	Written
Joe Kuehler	Self	4	Written
Christina Weeks	Self	4	Written
Joseph & Laura Gallagher	Self	4	Written
Jennifer Bailey	RECARO Aircraft Seating	4	Written
Lorraine Duran	Cardinal Health	4	Written
Maggie Delgado	Bridgestone / Firestone	4	Written
Michael J. Catania	Broude, Smith & Jennings, P.C.	44	Written
Unknown	Self	1	Written
Jessie Brown	Self	13	Written
Jean B. Neyland	Self	1, 13	Written
Gerald P. Fields	Self	1, 53, 54, 55, 56	Written
Michael C. Burgess	U.S. Representative, 26 <sup>th</sup> District	4	Written
Rudy C. Lopez	Fort Worth Chamber of Commerce	4	Written
Grace & Chris Barzyz	Self	1, 17	Written
Hayley Chitwood	Self	4	Written
Dorothy Aderholt	Town of Pantego	4	Written
Aaron Sallee	Self	4	Written
Lynn Bates	Tucker Rocky Distributing	4	Written
Stacie C. Parrish	Monterra Village by Hillwood	4	Written
Molly McGuire	Monterra Village by Hillwood	4	Written
Laura Keck	Monterra Village by Hillwood	4	Written
Brandy Miller	Monterra Village by Hillwood	4	Written
James Carreon	Monterra Village by Hillwood	4	Written
Pedro Yanes	Monterra Village by Hillwood	4	Written
Miriam Paz	Monterra Village by Hillwood	4	Written
Walter Ramos	Monterra Village by Hillwood	4	Written
Jerry Cedillo	Monterra Village by Hillwood	4	Written
Bill Lanford	City of Haltom City	44	Written, Verbal
Gary Fickes	Tarrant County	4	Verbal
Oscar Trevino	City of North Richland Hills	4	Verbal
Scott Turnage	City of North Richland Hills	4	Verbal

Name of Individual	Representing	Comment #	Type
Tim Barth	City of North Richland Hills	4	Verbal
David Whitson	City of North Richland Hills	4	Verbal
Tim Welch	City of North Richland Hills	4	Verbal
Ken Sapp	City of North Richland Hills	4	Verbal
Suzy Compton	City of North Richland Hills	4	Verbal
Sal Espino	City of Fort Worth	4	Verbal
Danny Scarth	City of Fort Worth	4	Verbal
Tom Muir	City of Haltom City	4, 44	Verbal
Cinde Gilliland	City of Fort Worth	4	Verbal
Jerry L. Hodge	City of Grapevine	4	Verbal
Keith Fisher	City of Keller	4	Verbal
Brinton Payne	Fort Worth Chamber of Commerce	4	Verbal
Russell Laughlin	35W Coalition	4	Verbal
Gail Cooksey	35W Coalition	4	Verbal
Chris Utchell	Self & Candidate for State Representative, District 91	1, 2, 13	Verbal
Byron Sibbet	Self	2, 4, 17	Verbal
David B. Nelson	Self	4	Verbal
Bill Speer	TTI, Inc.	1, 4, 13, 22, 37	Verbal
Faith Chatham	DFW Regional Concerned Citizens	1, 2, 45	Verbal
Don Holloway	Self	4	Verbal
John McCrish	Land Owners (unknown)	4, 48	Verbal
Pat Coyle	Self	1	Verbal
Jared Miller	Self	4	Verbal
Nick Milakovic	Self	1	Verbal
John Chandler	Self	4, 44	Verbal
Jim Sutton	City of Haltom City	4, 44	Verbal
Jim Brusca Martel	Self	4	Verbal
Unknown	Self	11	Verbal
Dan Lewis	Haltom City Economic Development Corporation	4, 44	Verbal
Unknown	Self	1	Verbal

**Comment 1:**

Commenters are opposed to the tolling of IH 820 or toll roads in general.

**Response 1:**

*TxDOT is experiencing a monetary shortfall to fund large roadway projects and tolling new capacity is one method TxDOT has employed to finance, design, construct, and maintain IH 820. The Dallas-Fort Worth region has more transportation needs than funds; therefore, innovative funding which combines federal, state, and local funding with toll funds is being pursued for new location projects such as IH 820. By using this alternative funding, much-*

*needed facilities can be implemented faster than if relying on traditional funding sources. Without tolling, this roadway expansion would be substantially delayed or not constructed.*

**Comment 2:**

The cost of the toll road is too expensive (four dollars per one trip) for working class or low-income individuals; no one would be able to afford the toll road. Toll roads are too expensive.

**Response 2:**

*The managed lanes will operate with a fixed fee schedule during the first six months of operation; dynamic pricing will be applied thereafter. During the fixed fee schedule phase, the toll rate could be set up to \$0.75 per mile. The established rate will be evaluated and adjusted, if warranted, with the North Central Texas Council of Governments (NCTCOG) Regional Transportation Council (RTC) approval. During the fixed schedule phase, the toll rate will be updated monthly.*

*Market-based tolls will be applied during the dynamic-pricing phase. During dynamic operation, a toll rate cap will be established. The cap will be considered “soft” during times of deteriorating performance when a controlled rate increase above the cap will be temporarily allowed.*

*High-occupancy vehicles of two or more occupants will receive a 50 percent discount during the peak period.*

*The environmental assessment (EA) for the project included origin-destination information to analyze potential user impacts of the proposed IH 820 managed (toll) lane facility on low-income populations. The analysis did not anticipate that there would be any disproportionate impacts to low-income populations with the implementation of the proposed project due to the low distribution of trips between identified low-income populations and the low percentage of these populations within the proposed project study area. In addition, the adjacent toll free main lanes and frontage roads would be available for use.*

**Comment 3:**

Commenter would like to review and comment on the final development of the engineering plans for SH 121/SH 183, the contact will be Ron Haynes, Director of Public Works. City of Hurst request managed and free lane access to Pipeline Road and Bedford Eules Road. Additionally, the city would like advanced signage for Precinct Line Road, Pipeline Road, Hurstview Drive, Norwood Drive, and the North East Mall.

Recent reports from TxDOT appear that little or no funding will be available for this section of SH 183. Encourages TxDOT to use its resources to obtain full funding for this section of the roadway.

**Response 3:**

*The Texas Department of Transportation (TxDOT) will meet and discuss specific design issues with the City of Hurst when detailed development of the design begins.*

*The preferred alternative for SH 121/SH 183, to be presented at an upcoming public hearing, provides access to and from the managed lanes and general purpose lanes to Bedford-Eules Road.*

*Access to and from the IH 820/SH 121 general purpose lanes south of Pipeline Road/Glenview Drive was included in the proposed IH 820 project from SH 121 to Randol Mill Road (Finding of*

No Significant Impact was issued on March 2004 for this project). Access to and from the reversible high occupancy vehicle (HOV) lanes within IH 820 to Pipeline Road/Glenview Drive was not included in this project.

Access from the proposed westbound SH 121/SH 183 managed lanes to southbound IH 820/SH 121 general purpose lanes was included in the IH 820 project schematic at the July 1, 2008 public hearing. Traffic desiring to access Pipeline Road/Glenview Drive from this exit ramp will have the ability to access SH 10/SH 183, make a “U” turn over to IH 820 and travel north along the frontage road. The close proximity of the IH 820/SH 121/SH 183 interchange will not allow direct access from westbound SH 121/SH 183 managed lanes to Pipeline Road/Glenview Drive.

Proper advanced signing for the major cross streets and the Northeast Mall will be provided in accordance with the Texas Manual on Uniform Traffic Control Devices.

TxDOT is currently in the procurement stage of selecting a private proposer team for a Comprehensive Development Agreement (CDA) for the North Tarrant Express (NTE) project that is expected to help develop and provide proposed improvements for SH 121/SH 183. TxDOT is committed to work with the local cities, Tarrant County, the RTC of the NCTCOG, and the selected CDA proposer team to obtain the funding needed for the transportation improvements along the SH 121/SH 183 corridor in as timely a manner possible.

**Comment 4:**

The commenters expressed approval for the project and a speedy implementation.

**Response 4:**

Comment noted.

**Comment 5:**

The environmental evaluation of the proposed project is inadequate and too old. It does not reflect the ever-increasing growth and demand for the facility.

**Response 5:**

The Environmental Assessment (EA) was completed based on the current design and using the most recent, available population and growth information from sources such as the U.S. Census Bureau and NCTCOG. The document received approval to proceed to a public hearing by the Federal Highway Administration (FHWA) on May 23, 2008. The EA addressed all required potential impacts of the proposed facility to biological resources, cultural resources, air quality, noise impacts, and socioeconomic issues. These resources were reviewed based on the most current engineering schematic designs using the latest traffic numbers for the proposed project. The engineering schematic design was modeled for 2030 future traffic conditions.

**Comment 6:**

Potential conflicts of interest should be compiled and published on the internet.

**Response 6:**

All public officials involved would be required to disclose any potential conflicts of interest per current governmental policies. Any issues with these conflicts of interest would be resolved through the involved agency prior to any implementation of private contractors for construction or managed lane operations.

**Comment 7:**

Access to and from the managed lane system would cause traffic problems from weaving. The project should implement independent entrances and exits from the managed lane system.

**Response 7:**

*The majority of entrances and exits to and from the managed lanes will be provided directly to and from the frontage roads or from local streets (i.e., Iron Horse Drive). The exception is the slip ramps in the vicinity of Rufe Snow Drive. These slip ramps provide for access to the SH 121/SH 183 interchange and are provided far enough in advance of the interchange to avoid any traffic weaving complications. Weaving distances will be provided for all ramps (including slip ramps) in accordance with TxDOT and FHWA design standards.*

**Comment 8:**

The commenter would like the westbound exit ramp from IH 820 to Holiday Lane moved east of the Calloway Branch Channel.

**Response 8:**

*The proposed ramp configuration must remain to allow vehicles merging from northbound IH 820 at FM 1938 sufficient distance to move over three lanes of traffic to safely exit at Holiday Lane.*

**Comment 9:**

Commenter wants considerations for bicycle and pedestrian access along the service road.

**Response 9:**

*A visual survey along the corridor was performed to determine the locations where sidewalk currently exists or where there was visual evidence of pedestrian traffic. For Mark IV Parkway, North Beach Street, and US 377, a raised median between the travel lanes and the Texas U-turn has been provided to accommodate pedestrian traffic in the future. A sidewalk will be added to the Haltom Road underpass bridge to accommodate any future pedestrian traffic in the future. Additionally, all side street and frontage road typical sections have been developed to accommodate a future sidewalk within the border width. The cross slope indicated in these areas is 1.5 percent (usual). If additional sidewalk is warranted in the future, it will be incorporated into the corridor during detailed plans preparation. Provisions for bicycle facilities in the area are included in the regional veloweb as outlined in the NCTCOG's Mobility 2030. The Regional Veloweb is a 644-mile, designated off-street trail network that has been planned to provide bicycle and pedestrian connections in the Dallas-Fort Worth Metroplex. The regional veloweb crosses IH 820 at Iron Horse Drive while North Richland Hills has an on street bike trail crossing IH 820 at Holiday Lane. To accommodate these facilities along Iron Horse Drive and Holiday Lane, a hike and bike trail has been indicated in the typical sections and in the plan view provided on the preliminary schematic.*

**Comment 10:**

There are several design features appear to only benefit the managed lanes such as the drop ramps at Iron Horse Drive and the wishbone ramps at Haltom Road. Eliminate the extraneous drop ramps and wishbone ramps, which add costs, diminish aesthetics, and benefit only the managed lane users. Consider replacing these with slip ramps, which are cheaper and will prevent the general purpose lanes for looking and feeling like a tunnel.

**Response 10:**

*The design features are needed to provide access to the managed lanes. Based on TxDOT and FHWA engineering standards, there is not enough room provided for the required weaving distances to use slip ramps in any locations where drop ramps or wishbone ramps are used unless general access ramps to and from the free general purpose lanes is eliminated.*

**Comment 11:**

The commenter requests continuous frontage roads from US 377 to Iron Horse Drive. Suggests an at-grade crossing with the *Dallas Area Rapid Transit (DART)* railroad as a possibility.

**Response 11:**

*A proposed at-grade crossing of a frontage road and railroad is not allowed for roadway improvements along the Interstate system funded through FHWA. In addition, railroad policy prohibits new at grade crossings. To eliminate the at-grade railroad crossing with DART, the frontage road would need to be grade separated. A vertical profile to provide the required vertical clearance over the railroad, meet the frontage road design speed, and tie to Iron Horse Drive can not be accomplished due to design constraints presented by the close proximity of the DART railroad crossing to Iron Horse Drive. Furthermore, frontage roads cannot be provided between US 377 and Iron Horse Drive because of the potential Section 4(f) property impacts to the City of North Richland Hills Iron Horse golf course and Haltom City's North Park (i.e., property would need to be acquired from the golf course and a public park). In early discussions with North Richland Hills City staff, indications were they would not support the acquisition of property from Iron Horse golf course.*

**Comment 12:**

Commenter would like to know what considerations and mitigation opportunities are being done for the proposed project concerning noise impacts. Additionally, the commenter would like to see the excess revenue from the managed lane system be utilized for mass transit.

**Response 12:**

*As part of the EA, a noise study was conducted using FHWA's noise modeling software (Section VII.D). The results of this study showed noise impacts at six locations along the IH 820 project corridor. The results of the study concluded that two areas would be eligible for a noise barrier. These areas include the residential community east of US 377 and west of the DART railroad and the residential community east of Vance Drive and west of Holiday Lane. A noise barrier workshop will be conducted prior to construction to allow the adjacent residences to vote for or against the implementation of these noise barriers for their community.*

*The current RTC policy defines how excess toll revenues will be shared. Excess toll revenue generated by a project shall remain in the counties in which that revenue generating project is located. Excess revenue shall be returned to the funding partners in proportion to their shares and be used to fund future transportation projects.*

**Comment 13:**

No foreign company should be used for construction of the roadway or be used in the lease of the managed lanes.

**Response 13:**

*The Texas Legislature will determine how and when foreign companies may participate in the financing, design, construction, operation, and maintenance of the state's transportation infrastructure. Senate Bill 792 does not place restrictions on foreign company's participation in*

*CDAs. This facility will be solely owned by the State of Texas and not by a foreign company. All transportation construction projects involving federal and state funding are required by law to employ only U.S. citizens or documented workers.*

*The selected proposer will be required to provide maintenance equal to or greater than TxDOT on the facility for the length of the agreement. Toll rates for the managed lanes will be set in accordance with the most current policy established by the NCTCOG RTC and not the selected proposer. TxDOT will adhere to these legislative directives. A private company to implement and maintain the managed lane system has not been determined.*

**Comment 14:**

Commenter would like to know when his property would be acquired at 5101 Karen Drive, North Richland Hills, Texas.

**Response 14:**

*Based on the displays at the public hearing, TxDOT would not require right-of-way from the commenter's property for the reconstruction of IH 820.*

**Comment 15:**

Commenter wants construction to occur with the least amount of impact to the current traffic patterns with evening construction and avoiding lane closures.

**Response 15:**

*The detailed traffic control plan/sequence of work for the reconstruction of IH 820 has not been developed at this time. To reduce the impact on the traveling public during daily peak periods, TxDOT will maintain the same number of lanes that currently exist during construction and will limit construction activities requiring lane closures during the peak periods of the day. Construction activities requiring lane closures on IH 820 will most likely occur during the evening hours and other non-peak periods to minimize the impact to the local residents, provide a safe and efficient facility during construction for the traveling public, and expedite the reconstruction of IH 820.*

**Comment 16:**

Box culvert access under the existing IH 820 for the Iron Horse Golf Course needs to be maintained during construction and after the completed roadway project.

**Response 16:**

*Proposed access under IH 820 for the Iron Horse Golf Course is included as a part of the engineering studies conducted and is shown on the preliminary geometric schematic. Once detailed design begins, TxDOT will meet with the city staff members of the City of North Richland Hills that own the golf course to further discuss this issue.*

**Comment 17:**

Managed lanes are economic discrimination and are double taxation.

**Response 17:**

*Paying to drive on the managed lane system is an optional user fee, not an additional tax. Motorists who choose to drive the managed lanes system and who are willing and able to pay the user fee should experience reduced and/or more reliable travel times to their destinations. An origin-destination study was conducted as part of the EA to determine if there are economic impacts from the managed lane system, focusing on low-income populations. The study*

*concluded that low-income populations would not receive an adverse disproportionate impact from the managed lane system.*

**Comment 18:**

Commenter would like to see small improvements to make traffic conditions easier now including moving the Holiday Lane Exit and moving the concrete traffic barriers to build one additional lane before waiting on the implementation of the IH 820 project. Transportation money is being wasted in Lubbock and Wichita Falls on roadways that are not utilized.

**Response 18:**

*These improvements would require engineering design and a completed environmental study prior to implementation. The time needed for these planning efforts would further delay completion of the IH 820 public involvement process and the start of construction on IH 820.*

*TxDOT's monetary budget is complex. Money is divided through 25 separate districts across the state and is proportioned on the amount of population and roadway miles contained in those districts. Each district then decides how to allocate the money it receives to various projects including maintenance of roadways, shoulder additions, bridge replacements, roadway widenings, and new location roadways. Roadway improvements could be tied to various factors including average daily traffic, safety and betterment projects, bridge structures, resurfacing, rehabilitation, or reconstructing the pavement, and capacity improvements. All of these items are carefully evaluated by each district (i.e., safety, maintenance, traffic capacity) to determine which roadways need work.*

**Comment 19:**

Despite the TxDOT claim, this project will not improve the air quality and will only add to the regional air quality issues for our non-attainment condition.

**Response 19:**

*An air quality analysis was conducted as part of the environmental studies, using a federally approved methodology. This project is part of the regional strategy to meeting conformity and achieve attainment for the Dallas-Fort Worth area. The results of the analysis showed a decrease for carbon monoxide and mobile source air toxics for the proposed project from the current air quality in the area. Additionally, idling and accelerating cars (i.e., cars stuck in traffic) produce more pollution than cars maintaining a constant speed. Although ozone cannot be calculated per project because of the regional nature of this pollution, fleet turnover combined with new air standards through the environmental protection agency and increasing the flow of traffic on IH 820 is predicted to decrease ozone pollutants in the area.*

**Comment 20:**

Commenter would like to know how their property on 5112 Holiday Lane will be affected.

**Response 20:**

*Based on the displays presented at the public hearing, no right-of-way would be required from subject property for the reconstruction of IH 820.*

**Comment 21:**

Commenter highlighted several design deficiencies of the current roadway including the IH 820/SH 121/SH 26 interchange that need to be addressed: left exits are confusing and result in more accidents, horizontal and vertical design deficiencies create blind spots for motorists,

better signing and pavement markings are needed, inefficient existing exit designs, and ingress/egress at interchanges are inefficient and cause traffic problems.

**Response 21:**

*The current proposed design would eliminate all left exits along IH 820. The roadway would utilize current design standards for signing, pavement markings, exit design, weaving patterns, sight distance, and ingress/egress at major interchanges. It should be noted that IH 820 was designed and constructed in the 1960's using different design criteria and policy than currently exists today, there was less traffic and travel speeds were slower.*

*There are no proposed improvements to the IH 820/SH 121/SH 26 interchange except for the addition of the elevated managed lanes from IH 820 to SH 121/SH 183, the westbound SH 121/SH 183 managed lane exit to southbound IH 820 general purpose lanes, and the northbound IH 820 managed lane entrance ramp to eastbound SH 121/SH 183. These concerns regarding pavement markings and signing within the interchange can be addressed earlier by TxDOT.*

**Comment 22:**

Commenter stated that toll collection needs to be simple and easy to use. Another commenter would like to know how the managed lane payment system would be set up and how it would account for out-of-state drivers.

**Response 22:**

*It is anticipated the majority of vehicles using the managed lanes would be equipped with devices that permit automatic electronic toll collection (i.e., North Texas Tollway Authority's TollTag, TxDOT's TxTag, or Harris County Tollroad Authority's EZTag). Toll charge collections would be automatically deducted from the user's prepaid credit or cash account. The user would be required to maintain sufficient funds in the account to cover incurred toll charges. License plate recognition by video would be installed to permit out-of-town and occasional users without electronic devices to be billed within a few days of using the facility, similar to newly installed video billing system on SH 121.*

**Comment 23:**

Commenter would like improvements to IH 35W between IH 30 and IH 820, especially improvements at the IH 35W and IH 30 interchange.

**Response 23:**

*These improvements are not related to this project. IH 35W is proposed to be widened to eight main lanes with a managed lane facility in the median from IH 820 to SH 121, including improvements to the IH 35W, SH 121, and IH 30 interchange. Additional information about the current IH 35W project from IH 820 to IH 30 can be obtained at the TxDOT Fort Worth District office or online at [http://www.dot.state.tx.us/local\\_information/fort\\_worth\\_district/](http://www.dot.state.tx.us/local_information/fort_worth_district/).*

**Comment 24:**

Pavement on Golden Triangle Boulevard is in poor condition, causing damage to my vehicle.

**Response 24:**

*Golden Triangle Boulevard is a local street; please contact the City of Fort Worth for problems associated with this roadway.*

**Comment 25:**

Commenter requests the reasons why the project implementation for IH 820 has taken so long.

**Response 25:**

*Schematic development and public involvement for the reconstruction of IH 820 has been ongoing since 1992 with the first public meeting held in June 1993. In late 1994, TxDOT in conjunction with the North Central Texas Council of Governments (NCTCOG) and the Texas Transportation Institute (TTI) determined IH 820 should have a single reversible high occupancy vehicle (HOV) lane from IH 35W to SH 121/SH 183/SH 26 (Northeast Mall Interchange) to connect with proposed HOV lanes on SH 121/SH 183 to the east. The preferred alternative developed after the June 1993, public meeting was revised to include five general purpose lanes in each direction and the proposed reversible HOV lane (5-1-5).*

*Due to funding shortfalls which created the inability of TxDOT to fund multiple large freeway projects in a reasonable time frame; the Texas Transportation Commission worked with the Texas Legislature and Texas voters to adopt funding strategies (law) to help expedite much needed transportation projects. One of the funding strategies is the ability to enter into a public private partnership to finance, design, build, and maintain these transportation facilities through a Comprehensive Development Agreement (CDA). This was the strategy TxDOT selected to pursue for the proposed improvements to IH 820.*

*Schematic development of the bidirectional managed lane facility began in August, 2005. The proposed facility includes three general purpose lanes in each direction and two managed (toll) lanes in each direction. The District recognized each City's concern regarding access to and from the managed and general purpose lanes. To develop a schematic to best address each cities access concerns and requests while balancing the regional needs for improved mobility and safety, TxDOT met collectively and individually with the local elected officials, city staffs, NCTCOG and interested stakeholders several times over the past three years. The schematic presented at the April 2006 public meeting and the July 2008 public hearing was a result of the public involvement process.*

*During the course of the project planning, the design changed due to revised TxDOT design and safety standards, the increase in predicted traffic along IH 820 (thereby increasing the number of lanes), and inclusion of HOV/managed lanes and access points. Additionally, environmental clearance for the roadway must be received before the project can begin final design and construction. This process required several years of study to address all environmental effects associated with the roadway project and was modified per the changes in design. Finally, monetary shortfalls for TxDOT from the federal highway funds affected the planning process and TxDOT's ability to construct the roadway.*

**Comment 26:**

Commenter would like to know how the exits for IH 820 appear and what roadways adjacent and parallel to IH 820 would be affected and how these roadways would appear and function.

**Response 26:**

*The proposed entrances and exits were displayed at the July 1, 2008, Public Hearing. The schematic is available at each of the cities along the IH 820 project (Cities of Fort Worth, Haltom City, and North Richland Hills) and at the TxDOT Fort Worth District Office. The exits and adjacent streets with the proposed changes include US 377 (Denton Highway), Iron Horse Drive/ Meadowlakes Drive, Rufe Snow Drive, and Holiday Lane and can be viewed on these*

displays. The schematics are also available online on TxDOT's website at: <http://www.dot.state.tx.us/FTW/mis/eih820/project.htm>.

**Comment 27:**

Separate toll lanes do not promote maximum efficiency of the roadway system.

**Response 27:**

*A managed lane facility increases freeway efficiency by packaging various operation and design actions to promote reliability of the system and provide for long-distance travel with few access points to disrupt traffic flows. In addition to maximizing the vehicle carrying capacity of the roadway, managed lane systems also maximize person moving capacity, provide travel options and increase flexibility, and achieve community and corridor goals. With the addition of two managed lanes and one general purpose lane, fewer vehicles per lane would be expected to use the general purpose lanes for long-distance trips which provide better balancing of traffic movements, improved level of service and reduced congestion. Tolling helps much-needed facilities be implemented faster than if relying on traditional funding sources. Without tolling, this roadway expansion would be substantially delayed or not constructed.*

**Comment 28:**

Some traffic problems along IH 820 could be relieved with work on parallel city streets.

**Response 28:**

*Any relief from work on city streets would benefit the IH 820 corridor during and after construction. Responsibilities for improvements to city streets are under the jurisdiction of each individual municipality. As stated in the EA's need and purpose section, if improvements to city streets would occur, this would not replace the need or purpose of the IH 820 project to serve the needs of the corridor.*

**Comment 29:**

Loss of access to loading docks on the north side of property at 6250 Northeast Loop 820, North Richland Hills, Texas 76180.

**Response 29:**

*During right-of-way acquisition, the appraiser will consider all options available under the Uniform Standards of Professional Appraisal Practice. This would include any "cost to cure" damages as a result of the bisection of the property and access to the loading area.*

**Comment 30:**

Commenter would like mass transit (passenger rail, trolley, etc.) along IH 820.

**Response 30:**

*Transit, including rail/trolley, in the area of IH 820 is under the jurisdiction of The T. For information on upcoming projects and request for mass transit locations you can visit their website at <http://www.the-t.com> and <http://www.nctcog.org>.*

**Comment 31:**

Commenter would like the rate/percentage that IH 820 is overcapacity. Additionally, they would like the rate of overcapacity if only one additional lane is added in each direction.

**Response 31:**

*The existing design of Northeast Loop IH 820, as approved in July 1960, provided appropriate capacity for traffic volumes projected for year 1975. Capacity of the existing facility, using current typical peak hour factors, directional distribution factors, and truck percentages, is estimated to be approximately 18,200 vehicles per day per lane (vpdpl).*

*Using traffic volumes for projected year 2010 near eastbound IH 820 and US 377, the No Build Alternative would anticipate 66,400 vehicles per day (vpd) (33,200 vpdpl) with two eastbound general purpose lanes. The Build Alternative would anticipate a total of 75,700 vpd with three general purpose lanes carrying 56,300 vpd (18,700 vpdpl) and two managed toll lanes with 19,400 vpd (9,700 vpdpl). If the facility were open in 2010, 19,400 vpd would be expected to utilize the managed toll lanes. With the addition of one general purpose lane, fewer vehicles per lane would be expected to use the general purpose lanes which provide better balancing of traffic movements, improved level of service and reduced congestion. Using traffic volumes for projected year 2030 near eastbound IH 820 and US 377, the No Build Alternative would anticipate a total of 99,500 vpd (49,750 vpdpl) with two eastbound general purpose lanes. The Build Alternative would anticipate a total of 111,200 vpd with three general purpose lanes carrying 84,200 vpd (28,070 vpdpl) and two managed toll lanes with 29,000 vpd (14,500 vpdpl). In the design year 2030, the traffic volumes for each scenario are expected to increase significantly from year 2010, however the general purpose traffic volumes per lane for the year 2030 build scenario are projected to be less than the traffic volumes per lane for the 2010 no build scenario. If you have any additional questions concerning how the proposed facility is expected to operate, you are welcome to come by the TxDOT Fort Worth District Office and review the draft Interstate Access Justification Report prepared for the FHWA.*

**Comment 32:**

Commenter would like clarification why construction in Texas takes so long.

**Response 32:**

*Construction schedules are affected by various influences, the primary issue being available funding. Assuming funding is in place, other issues include weather days (days when work cannot be accomplished because of temperature, precipitation, etc.), contractual agreements, field changes to the design, unknown environmental issues (archeological discovery, hazardous materials discovery, biological discovery, etc.), availability of materials, and unknown construction problems. All of these factors can cause delays in construction and each construction project is unique with construction methods and designs.*

**Comment 33:**

Commenter noted drainage problems in the neighborhood between North Park and the Iron Horse Golf Course. Water runs from the uphill areas through the neighborhood to the drainage ditches along IH 820 to flow into the creek at US 377, flooding the neighborhood. Suggest a drainage ditch be provided between the proposed noise walls and the property lines to allow for drainage.

**Response 33:**

*TxDOT is aware that the proposed barrier could act as a dam, impounding water. Once detailed design begins, TxDOT will perform further hydraulic studies to ensure the proposed project, including the noise barrier, will not cause a diversion or damming of water onto property in the residential neighborhoods along IH 820.*

**Comment 34:**

Commenter would like to know how their home at 4902 Maryanna Way, North Richland Hills, Texas 76180 would be affected by the proposed project in addition to the effect on the Hudiburg Chevrolet. The commenter has also requested general information about the proposed project.

**Response 34:**

*Based on displays presented at the public hearing, no additional right-of-way impacts are expected on the Hudiburg Chevrolet resulting in displacement. The proposed project would widen the IH 820 facility from west of IH 35W (Mark IV Parkway) to the SH 121/SH 183/SH 26 interchange. The proposed facility would be three 12-foot wide general purpose lanes in each direction plus auxiliary lanes with 10-foot wide inside and outside shoulders and two 12-foot HOV/managed (toll) lanes in each direction with a 4-foot wide inside and 10-foot wide outside shoulders. Frontage roads would be added and would only be discontinuous from US 377 to Iron Horse Drive. The project includes the reconstruction of the IH 35W/IH 820 interchange. Typical right-of-way required would be 410 feet. For additional information on the proposed project you may look at project documents and the proposed engineering design at TxDOT's Fort Worth Office. The schematics are also available online on TxDOT's website at: <http://www.dot.state.tx.us/FTW/mis/eih820/project.htm>.*

**Comment 35:**

Never more than half the lanes should be tolled. Reduce the number of toll lanes on IH 35W because of the current Heritage and Presidio Pointe projects will greatly increase traffic around IH 35W and Heritage Trace Parkway and IH 35W and US 287.

**Response 35:**

*The proposed design for IH 820 includes three general purpose lanes (non-toll) in each direction plus auxiliary lanes plus two managed (toll) lanes would be provided in each direction within the median from west of IH 35W to SH 121/183.*

*The IH 35W North project is a separate project from the current IH 820 project. The number of general purpose lanes and managed lanes will be determined considering future traffic demands. For more information on this project you may go online at [http://www.dot.state.tx.us/local\\_information/fort\\_worth\\_district/north\\_tarrant\\_express/](http://www.dot.state.tx.us/local_information/fort_worth_district/north_tarrant_express/) or at TxDOT's Fort Worth Office.*

**Comment 36:**

Commenter would like to know how much right-of-way would be acquired from the Great Western Inn located at the southeast corner of Haltom Road and IH 820. Additionally they would like to know which three businesses would need to relocate because of the proposed project.

**Response 36:**

*Based on displays presented at the public hearing, it appears TxDOT will be acquiring approximately a 20 foot wide strip of right-of-way from the commenter's property.*

*The three businesses indicated in the EA that would need to be relocated are: Zimmerer Kubota (5600 Northeast Loop 820), Comfort Inn (4850 North Freeway), and Unclaimed Freight Company (4850 Northeast Loop 820).*

**Comment 37:**

The closure of the Meacham Boulevard exits from the proposed project would impact many businesses. Request that access to Meacham Boulevard from IH 820 and IH 35W be reconsidered.

**Response 37:**

*Proposed access to Meacham Boulevard will be provided from IH 35W along an exit ramp to Meacham Boulevard from southbound IH 35W and an entrance ramp from Meacham Boulevard to northbound IH 35W. Additionally full access to IH 35W from Meacham Boulevard to the south is provided under the current IH 35W study from IH 820 to Spur 280.*

*A study was conducted to assess the access improvements at the IH 820/IH 35W interchange in January 2007. The study identified additional ramp access to Meacham Boulevard from IH 820 direct connectors to southbound IH 35W direct connectors. In March 2007, TxDOT evaluated the access study with stakeholders and adjacent cities near the IH 820/IH 35W interchange. Based on TxDOT's evaluation of the study of the proposed exit ramp to Meacham Boulevard from the IH 820 direct connectors to southbound IH 35W direct connectors was not included in the preferred alternative due to safety and traffic operations concerns. The additional weaving pattern created by the additional exit ramp would introduce an undesirable traffic operation and safety concerns due to insufficient weaving distances to accommodate the higher traffic volume accessing IH 35W from IH 820 versus the lower volume accessing Meacham Boulevard.*

*Vehicles can use the local arterial streets in the area, i.e., Beach Street or Mark IV Parkway to gain access to Meacham Boulevard from IH 820.*

**Comment 38:**

Commenter opposes the Haltom City redesigned plan as it would negatively affect their business and prefers TxDOT's original IH 820 plan.

**Response 38:**

*Comment noted.*

**Comment 39:**

Commenter request the egress from IH 35W southbound be located north of Great Southwest Parkway to provide traffic access to the Mark IV Business Park. Additionally, the commenter requests the construction of IH 35W section to occur first.

**Response 39:**

*The displays presented at the public hearing on July 1, 2008, indicated an exit ramp from southbound IH 35W to Meacham Boulevard north of Great Southwest Parkway is to be provided. Traffic exiting from southbound IH 35W will have the ability to access Great Southwest Boulevard and enter the Mark IV Business Park.*

*Sequencing of work for the reconstruction of IH 820 has not been determined at this time. As detailed plan preparations begin, construction phasing for the project will be determined and your request for the early construction of the IH 35W segment will be given consideration.*

**Comment 40:**

Commenter request a sound barrier for the North Richland Hills Tennis Center

**Response 40:**

*A noise impact study was conducted for the North Richland Hills Tennis Center property using existing (2010) and proposed (2030) traffic. The results concluded that there would be no perceptible increase in noise levels from the proposed project. There was an identified perceived noise impact to the North Richland Hills Tennis Center; therefore, a wall of 10 feet in height and approximately 1,100 feet long would be constructed in the grassy area between the tennis courts and the proposed right-of-way line near the westbound frontage roads. In addition, the City of North Richland Hills would be allowed to fund a visual barrier up to six feet in height along the mainlanes between stations 910+00 and 920+000 (approximately between Reynolds Street and east of Holiday Lane).*

**Comment 41:**

Commenter does not believe local governments have the right to use eminent domain to acquire property from private owners for transportation purposes (acquired by the state).

**Response 41:**

*Eminent domain is a right reserved to the United States Government under the Fifth Amendment to U.S. Constitution and may be delegated to state and local governments. Eminent Domain laws apply only to projects with a demonstrated public need. Property owners are compensated for right of way acquired based on the Uniform Relocation Assistance and Real Property Acquisition Act of 1970. Property is appraised at fair market value as determined by an independent appraiser and the property owner is offered this compensation. Compensation could include not only the fair market value for the land acquired but any improvements within the taking and damages, if any, to the remainder.*

**Comment 42:**

Commenter opposes the delay of the limited access facility for SH 199 from the City of Lakeworth to the City of Azle. The highways to the new Cowboy stadium should be toll roads.

**Response 42:**

*The SH 199 project is a separate project from the IH 820 proposed project. Please reference TxDOT's response email sent to commenter on July 14, 2008.*

*Improvements to the roadways to the Cowboys stadium is not part of the IH 820 project. Currently, the SH 161 extension is being re-evaluated as a toll facility and the additional HOV lanes for IH 30 will be a managed/HOV lane system similar to IH 820.*

**Comment 43:**

Right-of-way acquisition impacts from the proposed project would cause several concerns for the North Fort Worth Baptist Church. These include increase in noise volume, moving a two year old marquee sign, moving a large septic system, and moving/adjusting the driveway on the east side of the church building. The church has requested the approval of two driveways that will connect to the IH 820 frontage road on the north side of the church.

**Response 43:**

*Noise for 2030 traffic was modeled at representative locations using the FHWA Noise Model. Because churches generally only have indoor activities, the Noise Abatement Criteria (NAC) for Category E (interior) was used. The noise model indicates that while there is a noise increase anticipated, it will not exceed the level established by the NAC; therefore, noise abatement was not considered.*

*Based on the displays presented at the public hearing, it appears additional right of way from your property is needed for the reconstruction of IH 35W. As a part of the right of way acquisition process, the potential right of way impacts raised will be addressed as follows:*

*If the marquee sign in question is within the proposed right of way, the appraiser will take this into consideration when appraising the property. If the sign is considered part of the real estate, the church may be compensated for the appraised value of the sign in the appraisal. If the sign is considered personal property, the church may be compensated the cost to relocate the sign to another site.*

*If the septic system in question is within the proposed right of way, the appraiser will take this into consideration when appraising the property. In the event that there may be possible damages to the existing septic system, these damages would be evaluated and addressed in the appraisal, most likely in the cost to cure section.*

*If the driveway on the east side of the building has to be moved due to this portion being within the proposed right of way, the appraiser will take this into consideration when appraising the property. In the event there were possible damages or a need to re-configure the driveway, this would be addressed in the appraisal, most likely as a cost to cure item.*

*Access locations along the proposed frontage road will be handled during the right of way acquisition process with the locations governed by the most current version of TxDOT's Access Management Manual. The access rights near your property are currently owned by TxDOT through deed. Release of these access rights may only be provided through approval of the Texas Transportation Commission. During the right-of- way acquisition process, TxDOT will work with the church staff to finalize the locations where access may be permitted.*

**Comment 44:**

The commenter along with the City of Haltom City does not agree with the proposed access to IH 820 through their city. The city has redesigned the access to IH 820 with a revised schematic and report. The City of Haltom City has submitted these to TxDOT and would like TxDOT to adopt these changes in access.

**Response 44:**

*Based on our review, TxDOT cannot support incorporation of Haltom City's Collaborative Plan into the preliminary geometric schematic as presented. The Collaborative Plan as presented does not appear to provide for the safe and efficient movement of traffic or a higher level of service compared to the preliminary schematic presented at the July 1, 2008, public hearing. Obtaining schematic approval and environmental clearance for the IH 820 corridor is paramount for the region in moving forward with the proposed improvements to IH 820. TxDOT is committed to continue working with the city in resolving this issue to develop a mutually acceptable access plan for Haltom Road once environmental clearance is obtained.*

**Comment 45:**

CDAs are not the answer to build Texas roadways, it is the most expensive method to build public infrastructure. The government has forced CDAs upon the general public. Why is a toll road needed for the improvements on IH 820 when several recently completed projects in Dallas such as US 75, The High Five interchange, the current expansion of IH 30 in to Dallas, and existing west Loop 820 and IH 20 do not have toll lanes?

**Response 45:**

*The Dallas-Fort Worth region has more transportation needs than funds. RTC and TxDOT policies require tolling to be considered for all new capacity improvements. House Bill 3588 allows TxDOT to utilize different methods to fund roadways, including CDAs. Because of budget shortfalls in transportation to fund large highway projects such as IH 820, TxDOT has chosen to use a CDA to design, build, operate, and maintain IH 820. Without this public-private partnership for IH 820, the proposed project could be substantially delayed or canceled from lack of funds.*

*Several of the projects referenced were developed, environmentally cleared, and constructed under different Federal transportation legislation at a time when there was sufficient Federal and State transportation funds generated from the gasoline tax to construct facilities such as IH 20, west loop IH 820, the recently completed expansion of US 75 in Dallas and the High Five Interchange. Gas taxes alone cannot fund all the transportation needs for the state. The Dallas-Fort Worth region has more transportation needs than funds; therefore, innovative funding through a CDA which combines federal, state, and local funding with toll funds is being pursued for new location projects such as IH 820. By using this alternative funding, much-needed facilities can be implemented faster than if relying on traditional funding sources. Without tolling, this roadway expansion would be substantially delayed or not constructed. As a part of the adopted RTC managed lane policy, tolls will remain on the managed lanes after the CDA duration to continue to manage congestion along the corridor(s). An additional benefit of these tolls is to provide additional funds that could be used on future transportation projects.*

**Comment 46:**

Commenter would like to know how much longer the North Tarrant Express projects will take to be completed.

**Response 46:**

*For the latest information for the remaining North Tarrant Express projects, you may access TxDOT's project site at [http://www.dot.state.tx.us/local\\_information/fort\\_worth\\_district/north\\_tarrant\\_express/](http://www.dot.state.tx.us/local_information/fort_worth_district/north_tarrant_express/). Additionally, you may contact TxDOT's Fort Worth District office by phone or in person for more information.*

**Comment 47:**

Tolling is in direct conflict with state policy that existing highways must remain free. Current funds are available to continue this roadway as a free facility and should not involve privatization.

**Response 47:**

*Current state law prevents the tolling of existing facilities (i.e., the direct conversion of existing free lanes to toll, House Bill 3588). The law does not prevent tolling additional capacity added to an existing roadway. TxDOT is experiencing a monetary shortfall to fund large roadway projects and the proposed private partnership is a method TxDOT has employed to fund IH 820. Without the private partnership, this roadway expansion would be substantially delayed or not constructed.*

**Comment 48:**

Commentor stated a concern about the almost universal denial of access between the frontage roads and the properties. There is a lot of denial of access where there is no design criteria or safety concerns.

**Response 48:**

*IH 820 is designated as a control access facility. TxDOT's policy is to control access locations along these corridors by purchasing the access rights from the property owners in the vicinity of ramps and cross streets. Where access currently exists in the vicinity of proposed ramps and side streets, these locations will be evaluated to see if they meet TxDOT's current Roadway Design Manual and Access Management Manual for traffic operations and safety concerns. If the locations do not meet the criteria, TxDOT will work with the property owner to modify, relocate, or possibly remove the access. At all other locations where denial of access is indicated, TxDOT will work with the property owners during right-of-way acquisition to determine locations where access can be granted to meet TxDOT's current Roadway Design Manual and Access Management Manual.*

**Comment 49:**

Each car that uses Texas roads pay a gasoline tax that helps pay for our highways. Where are all these funds?

**Response 49:**

*Highways in Texas have traditionally been funded with gas taxes. But state and federal gas taxes no longer generate enough money to keep up with the costs of building new roads, upgrading current ones, and paying for upkeep of existing state highways. The population in Texas is continuing to grow and so is the demand for new and better roads. Gas taxes alone cannot fund all the transportation needs for the state. The Dallas-Fort Worth region has more transportation needs than funds; therefore, innovative funding which combines federal, state, and local funding with toll funds is being pursued for new location projects such as IH 820. By using this alternative funding, much-needed facilities can be implemented faster than if relying on traditional funding sources. Without tolling, this roadway expansion would be substantially delayed or not constructed.*

**Comment 50:**

Commenter likes the jug handle configuration at Haltom Road.

**Response 50:**

*Comment noted.*

**Comment 51:**

SH 183 needs to include the addition of general purpose lanes instead of only adding toll lanes.

**Response 51:**

*SH 183 is not related to this project. The current proposed configuration is three general purpose lanes and three managed lanes in each direction. Additional information about the current SH 183 project can be obtained at the TxDOT Fort Worth District office or online at [http://www.dot.state.tx.us/local\\_information/fort\\_worth\\_district/](http://www.dot.state.tx.us/local_information/fort_worth_district/).*

**Comment 52:**

Tolls imposed should expire when the project is paid for.

**Response 52:**

*The toll policy for the managed lanes was developed through an extensive public involvement process by the RTC for the region. As a part of the adopted RTC managed lane policy, tolls will remain on the managed lanes after the CDA duration to continue to manage congestion along*

*the corridor(s). An additional benefit of these tolls is to provide additional funds that could be used on future transportation projects.*

**Comment 53:**

The preliminary schematic only increases the number of lanes from two to three lanes and this could be done by eliminating the existing shoulder and adding the lane.

**Response 53:**

*The elimination of the shoulder to add an additional lane would not meet FHWA and TxDOT design and safety standards.*

**Comment 54:**

Based on the animation, why are the managed lanes and the number of general purpose lanes needed?

**Response 54:**

*The visualizations presented at the public hearing were not intended to portray current or future operational characteristics of the corridor (e.g. speeds, traffic volumes, level of service). No one should rely upon the visual portrayals contained within the animation as representative of the current status of the project. This disclaimer statement was included at the beginning of the visualization presented at the public hearing.*

**Comment 55:**

Driving on a managed lane facility is confusing. The access locations for the toll lanes will create chaos and confusion.

**Response 55:**

*The general purpose lanes and the managed lanes will be separated by a permanent concrete traffic barrier. The signing and pavement markings for the managed lanes and access points will help eliminate any confusion.*

**Comment 56:**

Construction costs will be higher with the inclusion of the managed lane entrance and exit ramps and bridges than simply construction of a five general purpose lane facility.

**Response 56:**

*The tolls from the managed lanes will help fund improvements along IH 820. A managed lane facility increases freeway efficiency by packaging various operation and design actions to promote reliability of the system and provide for long-distance travel with few access points to disrupt traffic flows. Furthermore, without the inclusion of the managed lanes, improvements to IH 820 would be substantially delayed or not constructed.*

**Comment 57:**

Tolls do not solve the issues of road congestion.

**Response 57:**

*The reconstructed main lanes and frontage roads would not be tolled. Only the new managed HOV lanes would be tolled. The addition of the HOV Managed Lanes on IH 820 would increase capacity thereby increasing roadway speed and improving the LOS on the roadway network.*