



# June 21, 2016 Public Meeting Comment and Response Matrix

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## FM 156 (Blue Mound Road)

From US 81/287 to McLeroy Blvd./Watauga Rd.

CSJ: 0718-02-045  
Tarrant County, Texas

Fort Worth District  
May 2018

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT

Committer ID	Committer Name	Comment	Response
1	Nancy Owens	Entrance @ Dickeys @ shift change can be a very dangerous, take your life in jeopardy intersection. The light at 287 has helped some but there are several shift changes during the day 6 days a week. Not sure how this project will affect their ability to access the highway. There is also a lot of truck traffic entering and leaving the warehouse all the time. With the addition of the new neighborhood and businesses at the 287/156 intersection it could have a big impact on that section.	Currently there is no traffic signal planned for the Dickies entrance, but a median opening and left turn bay for southbound FM 156 traffic is shown on the public meeting display and has been incorporated into the proposed design. Your concern has also been forwarded to the TxDOT Fort Worth District Traffic Section for further investigation.
1	Nancy Owens	Thank you for the walking/bike sidewalks!!	Comment noted.
1	Nancy Owens	Intersection @ Harmon and 156 needs to be looked at now and not wait 2 yrs.!!	This comment has been forwarded to TxDOT's Traffic Engineering Section for review, evaluation, and consideration of interim improvements. The public meeting display for this project, described changes from the existing condition to improve the function of the intersection. The public meeting display included a shared westbound left/right turn lane and a separate left turn lane along Harmon Road, a right turn bay added for northbound FM 156 traffic turning right onto eastbound Harmon Road and a left turn bay added for southbound FM 156 traffic turning left onto Harmon Road. TxDOT has revised the design from that shown at the public meeting to propose an additional left turn lane that would allow for two left turn lanes and one right turn lane westbound along Harmon Road.
2	Veronica Yamasaki	A stop light and crosswalk is needed at Grand Central Parkway and Blue Mound Rd. This is a very dangerous intersection.	TxDOT updated the traffic study and determined a traffic signal at Grand Central Parkway is warranted. The proposed design has been updated to include this signal and crosswalks.
2	Veronica Yamasaki	Also, a noise wall would be appreciated between Chisholm Villas Townhomes and Blue Mound Rd. The traffic noise is very bad.	Traffic noise throughout the project limits has been evaluated in accordance with TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. The Villages of Chisholm Ridge do have a noise impact and a noise wall is proposed in that area along FM 156. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options that would be available to noise receivers adjacent to the proposed project.
2	Veronica Yamasaki	This is in regards to the improvements on HWY 156/Blue Mound Road. Traffic lights and a crosswalk need to be installed at the intersection of Grand Central Parkway and Blue Mound Road. It is very difficult and dangerous to get out of our neighborhood. If this road is widened it will make it an even worse situation.	TxDOT updated the traffic study and determined a traffic signal at Grand Central Parkway is warranted. The proposed design has been updated to include this signal and crosswalks.
3	Flora Hutchinson	Would like a 4 way stop sign at the corner of Heritage Trace and 156. When the traffic is heavy on 156 it is almost impossible to get out of our development.	TxDOT updated the traffic study and determined a traffic signal at Heritage Trace Parkway is warranted. The proposed design has been updated to include this signal.
3	Flora Hutchinson	We will be glad to see the improvements and the 4 lanes will help all the neighborhoods in going in and out their development.	Comment noted.
4	Donald Hutchinson	A large development is starting up behind floodplain west of 156 on Heritage Trace. Over twice the amount of traffic will be using Heritage Trace. A stop light signal would be a great help moving this traffic at intersection of 156 and Heritage Trace.	TxDOT updated the traffic study and determined a traffic signal at Heritage Trace Parkway is warranted. The proposed design has been updated to include this signal.
5	Chris Bramich	The existing plans make very little modification to Harmon Road. This is a heavily trafficked road. I would recommend adding an additional right turn lane for westbound traffic turning North on to 156. You will further ease congestion on this heavily trafficked road. Keep in mind that the new housing development along with the new park will dramatically increase westbound traffic on Harmon. Adding a right turn lane will improve resident satisfaction with your project. Please give this serious consideration. Make the lane long to allow traffic to exit Harmon sooner!	The public meeting display for this project described changes from the existing condition to improve the function of the intersection. The public meeting display included a shared westbound left/right turn lane and a separate left turn lane along Harmon Road. TxDOT has revised the design from that shown at the public meeting to propose an additional left turn lane that would allow for two left turn lanes and one right turn lane westbound along Harmon Road. The revised design allows additional capacity for the right turn movement by proposing a right turn only rather than the shared left/right turn lane.
5	Chris Bramich	There is a lot of planned development between Harmon and 287, so I do not think your current traffic estimates of future traffic on 156 are accurate. Please give 2nd look.	TxDOT Traffic study is based on existing traffic volumes and traffic growth projections for area. It is not a detailed site assessment based on developments in the area. The North Central Texas Council of Government (NCTCOG) model volumes will be checked to ensure volumes are consistent.

6	Unknown	Trees or some other form of landscape should be planned other than just grass. And this should be irrigated.	Due to project constraints (limited ROW, utilities, etc), Ornamental Landscaping within the project limits is not considered viable and beyond the scope of this project. TXDOT will sod where appropriate to meet ground cover requirements.
7	Milton Kuser	Westbound Basswood @ 156 - currently is a left only turn lane and a right turn/straight ahead lane configuration. There is a lot of traffic backing up in the right lane trying to go straight when a car is trying to make a right turn onto northbound 156 due to backed up traffic. If possible, it would be nice to have both westbound lanes optional straight instead of a left turn only. Many cars are currently going straight from the left only lane to avoid the backup in the right lane.	TxDOT updated the traffic study and determined additional turn lanes at westbound Basswood are warranted. The proposed design has been updated to include two through lanes and a right turn and left turn westbound at the intersection.
8	Gaodoi Raunakrisana	Do you have plans to extend the "shared lanes" from McLeroy to Hwy-820 South Bound?	The limits of this project are from McLeroy Blvd. (Watauga Rd.) to US 81/287. Proposed improvements to the south of these limits are beyond the scope of this project. There is no project currently planned to extend the shared use lanes south of McLeroy Blvd. (Watauga Rd.) to IH 820.
9	Julia Halyane	Traffic light at 156/Bailey Boswell needs flashing yellow light for turns from northbound 156 to left turn on to Bailey Boswell. Lights at Rough Rider and Basswood intersections with 156 have this feature. Traffic Turning west on Bailey Boswell needs this also.	A traffic study was performed for the intersection with Bailey Boswell which included a left turn lane with 575-ft of storage as well as a proposed signal sequencing and timing. A permissible left turn movement is suggested in the study for northbound FM 156 traffic. TxDOT's Traffic Operations Section would further review and evaluate the consultants recommendations based on the current Traffic Signal Warrant Procedures & Evaluation Process. The signal timing would be optimized to meet existing traffic conditions when the new construction roadway will be open to traffic.
9	Julia Halyane	This whole project should have started 2 years ago instead of 2 yrs from now.	TxDOT is doing everything possible to expedite the project in accordance with all state and federal guidelines.
10	Josh Richards	I own Fossil Creek Tree Farm on the south east corner of Bailey Boswell and Blue Mound Rd. My concern is that there is no median cut for south bound customers to turn into our property. The higher percentage of our customers travel south bound as well as semi-trucks making deliveries. I am concerned the difficulty of entering our business will greatly reduce our patronage. Thank you for your help.	TxDOT will construct an eastern stub out of Bailey Boswell where it intersects with FM 156 (within TxDOT R.O.W.) to allow for a temporary driveway connection to Fossil Creek Nursery, until Bailey Boswell eastern section is constructed. The temporary driveway is to be designed and constructed by others. The Nursery and the City of Fort Worth will coordinate to determine the final driveway configuration, which will need to be approved by TxDOT.
11	Krishna Nbmani	Please add sidewalks and bike lanes on the west side of FM 156 and south of McLeroy/Watauga Rd.	The limits of this project are from McLeroy Blvd. (Watauga Rd.) to US 81/287. Proposed improvements to the south of these limits are beyond the scope of this project. There is no project currently planned to extend the sidewalks or shared use lanes south of McLeroy Blvd. (Watauga Rd.).
12	Mark W. Mayer	Drastically need a stoplight on Blue Mound at Grand Central Pkwy. I reside in Chisholm Villas, a community of 114 homes. During the morning and evening rushes, it is nearly impossible to get onto Blue Mound Road from Grand Central Pkwy. The traffic is stop-and-go in each direction and there have been numerous accidents. Even when the road becomes four lanes, the increase in traffic (due to all the development) will prevent access.  Bottom line: Not having a light is a safety hazard- one we live with every day. I work at BNSF 2.05 miles from my home and during rush hour it can take 30 minutes to get there!	TxDOT updated the traffic study and determined a traffic signal at Grand Central Parkway is warranted. The proposed design has been updated to include this signal and crosswalks.
12	Mark W. Mayer	Also - need sidewalks along Blue Mound. Who in their right mind builds a major high school and not includes sidewalks?	Six foot sidewalks along both sides of FM 156 were shown to be proposed along the entire length of the project on the public meeting display. The design has been revised to include a ten foot sidewalk along the southbound roadway. Six foot crosswalks would be placed across all side street locations with ADA compliant ramps. Additionally, crosswalks are proposed along Basswood Boulevard and Rough Rider Drive near the high school.
13	Raymond B. Strasburg	The main issue I am here for is that the crossing at Grand Central and Blue Mound Rd. is absolutely horrible to get out of in the mornings. There needs to be a traffic light so people can get out of the Villas of Chisholm. There are two entrances in but no way to turn left back to the school or to get to loop 820. With the issue of widening the lanes means more traffic. Therefore, the need of a traffic light is an absolute necessity.	TxDOT updated the traffic study and determined a traffic signal at Grand Central Parkway is warranted. The proposed design has been updated to include this signal and crosswalks.
13	Raymond B. Strasburg	And then again the "traffic light-turn signals. These kids run across the traffic so they can get to the school. As this area grows more people are moving in. It's great Kroger/CVS are here. "But don't	TxDOT updated the traffic study and traffic signals have been deemed warranted at the intersections of Rough Rider, Basswood, and Grand Central Parkway in the vicinity of the Villages of Chisholm

		forget the people whom pay taxes at the Chisholm Villas. We need help to get this light in as well as the sidewalks.	Ridge and High School. The proposed design has been revised to show traffic signals at these intersections and ADA compliant crosswalks would be provided.
13	Raymond B. Strasburg	The sidewalks are needed so the kids can get to the high school.	Six foot sidewalks along both sides of FM 156 were shown to be proposed along the entire length of the project on the public meeting display. The design has been revised to include a ten foot sidewalk along the southbound roadway. Six foot crosswalks would be placed across all side street locations with ADA compliant ramps. Additionally, crosswalks are proposed along Basswood Boulevard and Rough Rider Drive near the high school.
14	Jeremy Dennis	Location Reference: S.E.C. of Blue Mound and Basswood The City of Fort Worth will not allow a left turn into the commercial development at this location, from basswood. According to the current plan there is not a left turn on south bound blue mound into this location either. If possible, to increase circulation to the development a left turn into the commercial site would help at Saginaw High School and at rough rider Dr.	Regulations and requirements for streets, such as Basswood, are beyond TxDOT's jurisdiction. There are not any existing driveways to this property from FM 156. New driveway permits will need to be submitted and coordinated through the North Tarrant County Area Office (NTCAO). The NTCAO will evaluate each permit and determine the appropriate course of action for the existing roadway. Proposed median locations included in the preliminary design were developed in accordance with guidance provided in the TxDOT Roadway Design Manual and Access Management Manuals. Median openings were provided for street intersections and at intervals for major developed areas. Medians were provide at the school entrance and Rough Rider Drive with spacing between the median openings adequate to allow for introduction of northbound left-turn lanes with appropriate lengths of deceleration and storage for vehicles. In the southbound direction along FM 156 there is not enough length between Basswood Boulevard, the school entrance and Rough Rider Drive to introduce additional deceleration and storage lanes for turns to the property.
15	Roberto Torres	The intersection of FM 156 and Harmon Rd is a disaster. We need a way for pedestrians to cross FM 156 at Harmon Rd. with Northwest park on the west side. There will be significant demand for bicycles and pedestrians to cross.	The proposed design of this intersection as shown at the public meeting included a traffic signal, six foot sidewalk along the northbound roadway, six foot sidewalk along the southbound roadway, and ADA compliant pedestrian crosswalks at the intersection. The design has been revised to include a ten foot wide sidewalk along the southbound roadway.
16	Maggie Been	Traffic Light on Grand Central intersection, need one badly.	TxDOT updated the traffic study and determined a traffic signal at Grand Central Parkway is warranted. The proposed design has been updated to include this signal and crosswalks.
17	Julia Ryan	14' wide outside lane for bicycles is not a designated bicycle facility as defined by AASHTO. It is only appropriate in AASHTO in low volume and low speed roads. You will slow traffic and encourage aggressive driving by mixing a 15 MPH bike with 55 MPH traffic. Build a 12 foot outside lane and take the savings and build a 10' side path separated from the road by as much as possible. Families and your children will want to use this road to get to Harmon/Northwest Park via walking or biking. This design forces those people in cars and increases our air pollution. Additionally, a bicycle takes up 2.5 feet of space. Providing 2 feet of space is inadequate. Vehicles will pass those brave enough to use this facility too closely. Also, FHWA has approved in 2015 the use of more context sensitive approaches to street design such as NACTO and ITE walkable urban thoroughfares. The design proposed will only work if no one wants to walk or bike.	This roadway is being designed as a low speed urban minor arterial, with a design speed of 45 MPH. The outside shared use lane is not intended to be an exclusive bicycle facility. Referring to AASHTO's 2012 Guide for the Development of Bicycle Facilities Section 4.3.1 states (p. 4.3): "Lane widths that are 14 ft (4.3 m) or greater allow motorists to pass bicyclists without encroaching into the adjacent lane." Placing exclusive bicycle facility, pedestrian facility, motor vehicle facility, and maintaining space for utilities would exceed the available right of way and floodplain issues would be greater as the amount of fill being placed within the 100-year floodway would increase. This increase would require additional mitigation due to the potentially adverse impacts upstream and downstream, causing additional analysis and cost. Six foot sidewalks along both sides of FM 156 were shown to be proposed along the entire length of the project on the public meeting display. The design has been revised to widen to a ten foot sidewalk along the southbound roadway. These sidewalks would be provided with the intent that local authorities would regulate their use to the wishes of the local populace.
18	Dana Shumard	Will any city utilities (water and sewer) need to be relocated due to widening at intersections? City needs to budget appropriately.	City of Fort Worth Water and Sewer utilities will need to be adjusted for the construction of this project.

18	Dana Shumard	Reconsider bike/shared use lane to make sidewalk 10' to accommodate bicycles. FM 156 carries a lot of traffic; a shared use lane seems dangerous and will cause additional traffic backups if bicycles are using the lane. You can get 4' from lanes to add to sidewalks.	This roadway is being designed as a low speed urban minor arterial, with a design speed of 45 MPH. The outside shared use lane is not intended to be an exclusive bicycle facility. Referring to AASHTO's 2012 Guide for the Development of Bicycle Facilities Section 4.3.1 states (p. 4.3): "Lane widths that are 14 ft (4.3 m) or greater allow motorists to pass bicyclists without encroaching into the adjacent lane." Placing exclusive bicycle facility, pedestrian facility, motor vehicle facility, and maintaining space for utilities would exceed the available right of way and floodplain issues would be greater as the amount of fill being placed within the 100-year floodway would increase. This increase would require additional mitigation due to the potentially adverse impacts upstream and downstream, causing additional analysis and cost. Six foot sidewalks along both sides of FM 156 were shown to be proposed along the entire length of the project on the public meeting display. The design has been revised to widen to a ten foot sidewalk along the southbound roadway. These sidewalks would be provided with the intent that local authorities would regulate their use to the wishes of the local populace.
18	Dana Shumard	Consider reducing lane widths to accommodate additional turn lanes requested/recommended at Baily-Boswell and Basswood Blvd. 11' lanes w/ 1' offsets would gain close to enough for 11' turn lane.	TxDOT received additional information from the City and local government agencies and updated the traffic study. The new analysis proposes the minimum 12-ft wide lanes be retained and for dual left turn lanes along northbound and southbound FM 156 at Basswood Boulevard for additional traffic projected in the future. A traffic light would be installed at the intersection of FM 156 and Bailey Boswell. In addition a left turn lane with 575-ft of storage would be implemented for northbound traffic. The traffic signal timing would be reviewed and addressed as the design progresses to determine if safe to have a permissible left turn or whether it needs to be a dedicated and protected left turn. TxDOT's Traffic Operations Section would review the consultant's recommendation and evaluate the need for a signal based on the current Traffic Signal Warrant Procedures & Evaluation Process. This would happen during the Plans, Specifications, and Estimate (PS&E) Phase of the design of FM 156 (Blue Mound Road).
19	Mike Williams	Right turn lane at Harmon is much appreciated.	The public meeting display included a shared westbound left/right turn lane and a separate left turn lane along Harmon Road, a right turn bay added for northbound FM 156 traffic turning right onto eastbound Harmon Road and a left turn bay added for southbound FM 156 traffic turning left onto Harmon Road. TxDOT has revised the design from that shown at the public meeting to propose an additional left turn lane that would allow for two left turn lanes and one right turn lane westbound along Harmon Road.
19	Mike Williams	Strong possibility that we'll need a second dedicated left turn lane onto basswood, once basswood is open to 35; most of the Western center traffic will now use basswood.	TxDOT received additional information from the City and local government agencies and updated the traffic study. The revised design proposes dual left turn lanes along northbound and southbound FM 156 to Basswood Boulevard.
20	Elizabeth Thuo	Looking to see if we can have a traffic light/ turn way on Grand Central Parkway to get onto Blue Mound. I live at Chisholm Villas and we have a hard time getting out of our neighborhoods.	TxDOT updated the traffic study and determined a traffic signal at Grand Central Parkway is warranted. The proposed design has been updated to include this signal and crosswalks.
20	Elizabeth Thou	We need turn lanes off Blue Mound to get into the new CVS/Kroger or the stores across from CVS/Kroger too. We have to sit on Blue Mound to wait to turn.	Proposed median locations included in the preliminary design were developed in accordance with guidance provided in the TxDOT Roadway Design Manual and Access Management Manuals. Median openings were provided for street intersections and at intervals for major developed areas. Spacing between the median openings is adequate to allow for introduction of left-turn lanes with appropriate lengths of deceleration and storage for vehicles at openings or intersections. In the southbound direction on FM 156 there is a left turn bay into Victoria Drive and a dual left onto Basswood. In the northbound direction there is also a left turn bay to enter Victoria Drive heading west. There is no additional room in the median to accommodate additional turning movements into the CVS/Kroger Parking lot.

21	Stephanie M. Johnson	<p>There is a desperate need for a traffic light at the intersection of Highway 156 and Grand Central Parkway. There have been several accidents at this intersection. Two subdivisions are present and it is extremely difficult for anyone living at those subdivisions to get in or out. This is very frustrating and extremely dangerous.</p> <p>Please consider establishing a traffic light at this intersection. If not a traffic light, a four-way stop sign would greatly reduce the dangers.</p>	TxDOT updated the traffic study and determined a traffic signal at Grand Central Parkway is warranted. The proposed design has been updated to include this signal and crosswalks.
22	Yolanda Soria	Hello. I sincerely appreciate that the widening of Blue Mound is finally happening.	Comment noted.
22	Yolanda Soria	I would love for it to begin sooner, waiting until 2018 to start construction seems like it's too much time for plans to change. I feel that it is very dangerous to drive on Blue Mound Rd daily. People get very frustrated. The only thing I ask is to please start sooner. Thank you!	TxDOT is doing everything possible to expedite the project in accordance with all state and federal guidelines.
23	Michael and Sharon Erwine	Blue Mound/Basswood intersection will have huge traffic as soon as the basswood bridge is completed. TxDOT man we talked to is not aware of this! Please plan for it. Heard many people discussing it tonight.	TxDOT received additional information from the City and local government agencies and updated the traffic study. The revised design proposes for dual left turn lanes along northbound and southbound FM 156 to Basswood Boulevard.
24	Jed Wagenknecht	I am an avid cyclist. It would be nice if TxDOT could provide a safe lane of travel on the new road. I ride out to the race track with 100's of others each weekend and a big shoulder would be nice. If you look at 156 and Haslet they have a nice shoulder w/ bumps that separate the riders from the cars. The bumps work!	This roadway is being designed as a low speed urban minor arterial, with a design speed of 45 MPH. The outside shared use lane is not intended to be an exclusive bicycle facility. Referring to AASHTO's 2012 Guide for the Development of Bicycle Facilities Section 4.3.1 states (p. 4.3): "Lane widths that are 14 ft (4.3 m) or greater allow motorists to pass bicyclists without encroaching into the adjacent lane." Placing exclusive bicycle facility, pedestrian facility, motor vehicle facility, and maintaining space for utilities would exceed the available right of way and floodplain issues would be greater as the amount of fill being placed within the 100-year floodway would increase. This increase would require additional mitigation due to the potentially adverse impacts upstream and downstream, causing additional analysis and cost. Six foot sidewalks along both sides of FM 156 were shown to be proposed along the entire length of the project on the public meeting display. The design has been revised to widen to a ten foot sidewalk along the southbound roadway. These sidewalks would be provided with the intent that local authorities would regulate their use to the wishes of the local populace.
24	Jed Wagenknecht	A curb is a bad thing for riders. A curb is bad for other drivers when a person hits it and comes back into traffic. Just let them go into ditch.	The proposed roadway is being designed as an urban minor arterial for which the TxDOT standard design normally includes curb and gutter to address drainage, clear zone, and right of way constraints. The curb performs multiple functions including acting as a deterrent to vehicles from leaving the roadway. This affords a degree of protection for both vehicle operators in the travel lanes, and pedestrians on sidewalks and fixed objects on the roadside, from suffering the results of vehicle impacts.
25	Charles Macahan	Recommend an overpass be put in for traffic traveling east on Bailey Boswell going north on FM 156.	An overpass is beyond the scope, funding limits and right of way limits for this project. However, a revised traffic study has been conducted and validates the use of proposed left turn lanes with sufficient turn storage lengths at Bailey Boswell and at Harmon for better turning movements.
25	Charles Macahan	A more gentle curve for people going north on FM 156 turning east on Harmon.	To minimize impacts to adjacent property owners and expedite the project to construction, the proposed improvements were designed to fit within the existing right of way to the extent possible. Realigning or adjusting the horizontal alignment of FM 156 to flatten the curve or straighten the roadway would require significantly more right of way acquisition, increasing costs and extending time of construction.
26	Rep. Krause requested by Scott Stier	<p>1- Rep. Krause is speaking at an HOA meeting this Saturday morning. The HOA group asked him to please speak on "transportation specifically along FM 156 from Western Center north to Haslet/Bonds Ranch at Highway 287/Blue Mound Road at Highway 287."</p> <p>2- Rep. Krause suggested I try to provide him "a list of what is being done, when, public hearings coming up, etc."</p>	TxDOT Staff is continuing to work with local municipalities and the general public. We are currently anticipating holding the public hearing during 2017. The project scope is to alter the existing roadway cross section from a 2-lane rural configuration to a 4-lane urban configuration, which would include raised median, turn bays, 14-foot shared use outside lane with curb, gutter, 10-ft and 6-ft sidewalks, and improve the cross drainage to reduce flooding impacts to the traveling public.

27	Clay Flaim	I am writing to request 2 things. We need sidewalks to and from Saginaw High School. There are too many children walking along FM 156 during the afternoon rush hour. This is a serious safety hazard.	Six foot sidewalks along both sides of FM 156 were shown to be proposed along the entire length of the project on the public meeting display. The design has been revised to include a ten foot sidewalk along the southbound roadway. Six foot crosswalks would be placed across all side street locations with ADA compliant ramps. Additionally, crosswalks are proposed along Basswood Boulevard and Rough Rider Drive near the high school.
27	Clay Flaim	Second, a traffic light is badly needed at FM 156 and Grand Central Pkwy. This is a heavily trafficked road, a traffic light would make driving safer	TxDOT updated the traffic study and determined a traffic signal at Grand Central Parkway is warranted. The proposed design has been updated to include this signal and crosswalks.
28	Danny Koudelka	I was wondering if there are any plans to change the intersection at E McLeroy Blvd & N Blue Mound Rd in Saginaw, Texas. If you could send me a schematic map that would be awesome! Thanks for your help.	Thank you for your interest in the FM 156 project progressing from US 287 to McLeroy Blvd. I am drop boxing you a PDF of sheet 2 of the display from the June 21st public meeting. This sheet shows the anticipated extent of work in the vicinity of the FM 156/McLeroy Blvd. intersection. You should receive an email with instructions for downloading shortly after you receive this email. As McLeroy Blvd. is at the very south end of the project, the extent of our anticipated construction is currently limited to the northernmost leg of the intersection. Please keep in mind this is preliminary and subject to change as the design progresses.
29	Ken Dees	The current alignment plans call for a proposed median break at station 400+00. The proposed location would not provide access to any developed property nor any that can be developed. The preferred location would shift the median break to a point approximately 500-700 feet north of the intersection of Blue Mound Road at Bailey-Boswell Road. Based upon the speed limit of the proposed roadway, it appears that this distance is well within acceptable limits when compared to the location of the Bailey-Boswell intersection. Please let us know if TxDOT can accommodate this revision.	The design has been revised to include a proposed median opening further south to Station 405+00. Thank you for working with us to improve this project.
29	Ken Dees	<p>During the meeting, I spoke with Mike Perkins, P.E., who is the hydrologist at CH2MHill working on floodplain modeling for this project.</p> <p>Historically, Blue Mound Road has effectively impeded flow of storm waters of Big Fossil Creek which runs from west to east, through the existing bridge located near station 385+00. Waters not capable of passing through the existing bridge are diverted southward along the west side of Blue Mound Road. These waters ultimately flow across Blue Mound Road into the natural channel of Big Fossil Creek, which is located on the east side of Blue Mound Road.</p> <p>The proposed vertical alignment of Blue Mound Road effectively elevates the roadway an estimated two to five feet above the existing Blue Mound Roadway. This will exacerbate flooding by raising Base Flood Elevations (BFE's) on the west side of Blue Mound road, should no mitigation efforts be made to alleviate this condition.</p> <p>We believe that it is possible to design the proposed bridge replacements such that all storm waters would pass through to the east side of Blue Mound Road into the natural channel of Big Fossil Creek. This would eliminate the existing diversion of storm waters which was introduced by construction of the existing Blue Mound Roadway.</p> <p>Please advise as to how the increase in BFE's due to the raising of Blue Mound Road will be mitigated.</p>	TxDOT is aware of the flooding issues throughout the corridor and has updated the proposed design increasing the total bridge length of two proposed bridges to 1100' in the vicinity of the two Hidden Lake Roads. Modifications to the size of the bridges, additional cross culvert capacity, and other measures will alter the roadway to maintain at least 1 lane passable during a 10-year rainfall event. Thank you for providing your input and working with us to improve this project.
30	Brian Beck	Dual Left at basswood Rd.	TxDOT received additional information from the City and local government agencies and updated the traffic study. The revised design proposes for dual left turn lanes along northbound and southbound FM 156 to Basswood Boulevard.
30	Brian Beck	Right turn at Bailey Boswell	A free right turn has been added along southbound FM 156 onto Bailey Boswell. A deceleration lane leading to the right turn was not possible due to right of way constraints.
30	Brian Beck	"True up" the park entrance across from Harmon Road - line up with Harmon configuration.	The design has been revised to ensure the park entrance would be aligned with Harmon Road.
30	Brian Beck	Incorporate a NB left turn into the park.	A traffic study has been conducted and a left turn bay will be provided at the park.

30	Brian Beck	Cut proposed sections in various locations describing ability to widen sidewalk for bicycle lane and show why sidewalk is where it is.	This roadway is being designed as a low speed urban minor arterial, with a design speed of 45 MPH. The outside shared use lane is not intended to be an exclusive bicycle facility. Referring to AASHTO's 2012 Guide for the Development of Bicycle Facilities Section 4.3.1 states (p. 4.3): "Lane widths that are 14 ft (4.3 m) or greater allow motorists to pass bicyclists without encroaching into the adjacent lane." Placing exclusive bicycle facility, pedestrian facility, motor vehicle facility, and maintaining space for utilities would exceed the available right of way and floodplain issues would be greater as the amount of fill being placed within the 100-year floodway would increase. This increase would require additional mitigation due to the potentially adverse impacts upstream and downstream, causing additional analysis and cost. Six foot sidewalks along both sides of FM 156 were shown to be proposed along the entire length of the project on the public meeting display. The design has been revised to widen to a ten foot sidewalk along the southbound roadway. These sidewalks would be provided with the intent that local authorities would regulate their use to the wishes of the local populace.
30	Brian Beck	We would also like to show something that depicts Heritage Trace extending across FM 156, labeled as "future work to be completed by others". As there is a retaining wall anticipated there, we will need the PS&E people to be flexible with the design to accommodate this future extension.	TxDOT has revised the proposed design to show a dashed roadway extending to the east opposite Heritage Trace Parkway and labeled it "Future Improvements (By Others)" to signify the City of Fort Worth plans to extend the street in the future. The detailed construction plans would allow for the future extension, to the extent practicable, through minimizing the amount of permanent items that must be removed to extend the street.
30	Brian Beck	We will also need to investigate some bicycle accommodation. We will need to meet with the feds, city to sort through this.	This roadway is being designed as a low speed urban minor arterial, with a design speed of 45 MPH. The outside shared use lane is not intended to be an exclusive bicycle facility. Referring to AASHTO's 2012 Guide for the Development of Bicycle Facilities Section 4.3.1 states (p. 4.3): "Lane widths that are 14 ft (4.3 m) or greater allow motorists to pass bicyclists without encroaching into the adjacent lane." Placing exclusive bicycle facility, pedestrian facility, motor vehicle facility, and maintaining space for utilities would exceed the available right of way and floodplain issues would be greater as the amount of fill being placed within the 100-year floodway would increase. This increase would require additional mitigation due to the potentially adverse impacts upstream and downstream, causing additional analysis and cost. Six foot sidewalks along both sides of FM 156 were shown to be proposed along the entire length of the project on the public meeting display. The design has been revised to widen to a ten foot sidewalk along the southbound roadway. These sidewalks would be provided with the intent that local authorities would regulate their use to the wishes of the local populace.

31	Mayor Betsy Price requested by Alix Skelpsa	<p>Mayor Price received the email below regarding a TxDOT project along FM 156 north of I-820. Do you have any background on this?</p> <p>"Mayor,</p> <p>As a former member of the FW Bicycle Technical Committee for the Bike! Fort Worth Plan and an avid cyclist I look on with great interest and pleasure at the terrific bicycle and pedestrian facilities your city continues to add. However, I have a question regarding a TxDOT project along FM 156 north of I-820. This roadway certainly needs redevelopment but, it also needs consideration of all users.</p> <p>The roadway is designated on the Fort Worth Bike Plan as a significant bikeway connection for the northern portion of the city but does not appear to be treated this way in the current TxDOT plan. The current plan as I understand from TxDOT and NCTCOG widens the roadway to 4 lanes with a Wide-Outside-Lane (WOL) of 14', installing a curbside sidewalk, and stating this addresses pedestrian &amp; bicycle needs.</p> <p>NCTCOG staff provided their understanding that TxDOT often "defaults" to WOL's although they appear to fail to address a necessary design suitable for all cyclists. NCTCOG further explained their understanding that although TxDOT has received concerns, no formal concerns have been addressed by the City of Fort Worth. I wonder if that could be reviewed/changed?</p> <p>The ROW and plans appear to allow for a normal (not WOL) lane, a sidewalk not at the curbside, and widening of that sidewalk into a trail that could truly provide multi-modal use in this location. The location include two elementary schools (one on each side), a large area of land designated as future parkland, neighborhoods, and the U.S. Treasury Department. Better accommodations along this roadway could be very impactful and are called out in the City's Bike Plan.</p> <p>Thank you for your time and any review you might bring forward,</p> <p>Jim Jim Wilson</p> <p>Place 5, Benbrook City Council"</p>	<p>This roadway is being designed as a low speed urban minor arterial, with a design speed of 45 MPH. The outside shared use lane is not intended to be an exclusive bicycle facility. Referring to AASHTO's 2012 Guide for the Development of Bicycle Facilities Section 4.3.1 states (p. 4.3): "Lane widths that are 14 ft (4.3 m) or greater allow motorists to pass bicyclists without encroaching into the adjacent lane." Placing exclusive bicycle facility, pedestrian facility, motor vehicle facility, and maintaining space for utilities would exceed the available right of way and floodplain issues would be greater as the amount of fill being placed within the 100-year floodway would increase. This increase would require additional mitigation due to the potentially adverse impacts upstream and downstream, causing additional analysis and cost. Six foot sidewalks along both sides of FM 156 were shown to be proposed along the entire length of the project on the public meeting display. The design has been revised to widen to a ten foot sidewalk along the southbound roadway. These sidewalks would be provided with the intent that local authorities would regulate their use to the wishes of the local populace.</p>
32	Catherine Seaton	<p>Additionally, sidewalks are needed along Blue Mound Rd. for pedestrian safety, especially for students walking to/from Saginaw High School.</p>	<p>Six foot sidewalks along both sides of FM 156 were shown to be proposed along the entire length of the project on the public meeting display. The design has been revised to include a ten foot sidewalk along the southbound roadway. Six foot crosswalks would be placed across all side street locations with ADA compliant ramps. Additionally, crosswalks are proposed along Basswood Boulevard and Rough Rider Drive near the high school.</p>
32	Catherine Seaton	<p>I am writing regarding safety concerns along Blue Mound Rd. /FM 156 in the Saginaw High School vicinity. I am requesting a traffic light be installed at the intersection of Blue Mound Rd. and Grand Central Pkwy.</p>	<p>TxDOT updated the traffic study and determined a traffic signal at Grand Central Parkway is warranted. The proposed design has been updated to include this signal and crosswalks.</p>
33	Elizabeth Thuo	<p>I live at Villas of Chisholm Ridge and we have been requesting as an HOA and a Citizen to have a traffic light at Blue Mound and Grand Central Highway. It's always difficult to leave out of our neighborhood.</p>	<p>TxDOT updated the traffic study and determined a traffic signal at Grand Central Parkway is warranted. The proposed design has been updated to include this signal and crosswalks.</p>
33	Elizabeth Thuo	<p>Also looking for expansion of Hwy 156 with multiple lanes, sidewalks and bike lanes too.</p>	<p>Comment noted.</p>
34	Joan Mafera	<p>Harmon. The need for a right hand turn lane going west on Harmon should be considered for traffic backup in that area. I know the plan is to widen this road to 4 lanes which will help traffic flow.</p>	<p>The public meeting display included a shared westbound left/right turn lane and a separate left turn lane along Harmon Road. TxDOT has revised the design from that shown at the public meeting to propose an additional left turn lane that would allow for two left turn lanes and one right turn lane westbound along Harmon Road. The revised design allows additional capacity for the right turn movement by proposing a right turn only rather than the shared left/right turn lane.</p>

35	Terry Briggs	Terry Briggs, representing Dickies Manufacturing, visited the TXDOT Fort Worth District HQ to review the public Meeting display to determine any potential impacts the FM 156 design may have on his employer.	We are currently finalizing information for public presentation. We have a meeting to facilitate this late Thursday, June 16. I will contact you Friday with project specific information. As I mentioned over the phone, we do currently have public meeting displays available for viewing here at TxDOT's District office Located at 2501 S.W. Loop 820, Fort Worth, 76133. If you wish to make the trip, just come to the front desk (Visitors entrance faces IH 20 Frontage Road) and let the person at the front desk know you would like to see the FM 156 Public Meeting Displays. If you wish to save the trip, you will be able to download and view a pdf of the Public Meeting Displays at our website when they are available. Regarding the project in the vicinity of 9400 Blue Mound Road, we currently show 4 lanes (2 lanes in each direction) with curb, gutter, and sidewalk. There is a single driveway servicing that address. For this driveway, there is a median opening with a left turn bay for the southbound traffic (coming from US 287 vicinity). The curb radii for the driveway entrance are shown to be 30' each side. The existing Right of Way widens in front of 9400 Blue Mound Road to 150 feet, and our display does NOT show us needing any additional R.O.W. from this parcel. Again, I will have more information regarding anticipated design and construction timelines on Friday. Please keep in mind that this information is preliminary and subject to change. If you wish to voice a concern or make a comment, feel free to email me directly or complete and submit our comment form on or before July 1st, 2016. Written comments will become part of the formal record.
36	Ben Luedtke Hanover Property Company, Executive Vice President of Development	Dear Mr. Slack, Hanover Property Company appreciates you meeting with us recently through the public meeting on June 21, 2016 that you hosted. As the developer for two sizable developments, Berkshire and Revelstoke (Master Plans attached) adjacent to FM 156, we would like to provide our observations and requests on the proposed widening of this road. These developments are planned to provide the area with much needed single-family housing as well as multi-family and commercial uses. Berkshire, also known as Richmond, has completed the Phase 1 construction, including Berkshire Lake Boulevard driveway along the subject corridor, consistent with conceptual driveway approval in July 2014 (Permit and Exhibit attached). Additionally our consultant, Jacobs Engineering Group, Inc., has applied for another conceptual driveway permit with TxDOT for the Revelstoke development. This driveway concept contemplates the previous approval (Richmond) and accommodates additional needs created by Revelstoke and is comprehensive. Jacobs provided this application along with the Traffic Impact Analysis (TIA) to TxDOT through the conceptual driveway process on June 1, 2016. There are a number of physical constraints within the Revelstoke development that preclude the driveways and associated median openings from being located in strict accordance to TxDOT's Access Management Manual. The permit application provides explanation of the driveway and median opening locations as they relate to the design standards as well as the physical constraints of the site. We would like to request these driveways and median opening for both developments to be incorporated into the FM 156 schematic and construction drawings. We appreciate your consideration of these two development's needs with respect to the widening of FM 156.	Requests for permits for the existing facility should be forwarded to the North Tarrant County Area Office. Proposed median locations included in the preliminary design were developed in accordance with guidance provided in the TxDOT Roadway Design Manual and Access Management Manuals. Median openings were provided for street intersections and at intervals for major developed areas. Spacing between the median openings is adequate to allow for introduction of left-turn lanes with appropriate lengths of deceleration and storage for vehicles at openings or intersections. Proposed median openings will continue to be evaluated to ensure the locations provide the greatest benefit to safety and mobility for the corridor and may be adjusted based on expected traffic volumes for proposed developments. After further evaluation a southbound left turn lane and median opening have been provided for the Revelstoke Property at a location approximately 550 feet north of the Dickie's entrance. Locations shown on the schematics are proposed for further incorporation during the design and construction phase. Meetings with surrounding affected property owners will be held for location openings that would be revised, after environmental clearance is received.
37	Joshua Christopherson	As a resident affected by the upcoming widening of Blue Mound road in North Fort Worth/Saginaw, I would like to request that a stop light at Grand Central and Blue Mound be considered for addition to the plans. During high-traffic times, it's quite difficult to get out of my neighborhood. Thank you for considering my request.	TxDOT updated the traffic study and determined a traffic signal at Grand Central Parkway is warranted. The proposed design has been updated to include this signal and crosswalks.
38	Joel Burdeos	We need to have a traffic light in FM 156 and grand central parkway or a center lane, so can get into the main road. It's started to get busy on FM 156 and it's getting dangerous to get into the road because of the traffic in both directions.	TxDOT updated the traffic study and determined a traffic signal at Grand Central Parkway is warranted. The proposed design has been updated to include this signal and crosswalks.