



# Comment Response Matrix

---

## **Contents**

- i. Public Hearing Comment and Response Matrix

#	Commenter Name	Date Received	Source	Comment	Response
1.	Pat Russel	5-Feb-2019	Hearing (written)	I am the owner of 101 E. 1 <sup>st</sup> St. I believe the suggested phasing plan will create an unsustainable business environment in the downtown area during the time that 2-way traffic is unavailable north and south of 1 <sup>st</sup> St. I would like to see a less aggressive timeline that utilized 1 <sup>st</sup> St as a detour during the middle phase leaving the northern portion of 51 two way traffic until completion of that phase. The Northern and southern phases could be performed simultaneously. I also [recommend] that the majority of the northern phase be performed during the summer when pojo is under utilized.  *I would like to meet with the area engineer or project coordinator in regards to phasing	Minimizing traffic impact during construction remains a goal from the design team. Construction of the storm drainage system requires the road to be closed due to the width of the box and the excavation pit. The team considered making additional investments to keep one lane open; however, the speed of construction, the cost, and public safety were all key issues. Closing the road will speed up the construction and limit the impact to the neighboring businesses and residents. Portions of the road will be opened to one lane after the drainage box is installed.
2.	Sharon Hinkle	5-Feb-2019	Hearing (written)	So glad you extended the project to Old Cottdale Rd. Improved lighting would be appreciated.	Thank you for your support of the proposed project.
3.	Bert Spencer	5-Feb-2019	Hearing (written)	Am concerned that this project will [turn] E [9 <sup>th</sup> ] st. into a major By pass route for traffic on TX 199. Westbound traffic will exit 199 at [Williams-Ward] and go north to East 9 <sup>th</sup> , then west to Rte 51 and Pojo Drive and south to link into 199 west. This will clearly be a major bypass route around central Springtown with little traffic control. This route will soon become obvious to traffic on 199, both east and westbound, creating problems for those of us living on East 9 <sup>th</sup> Street. L a rural 2 lane road I and also bypassing Springtown's business district.	It is likely that traffic will utilize Williams-Ward to loop around City. This route is in fact on the City's thoroughfare plan. We are not utilizing this for truck traffic or posting it on the detour plan. Pojo Road is the official detour. More specifically to your question, it is unlikely that SH 199 traffic will use Williams-Ward if they are staying on SH 199. The loop around would be a much longer detour than remaining on SH 199.
4.	Robert Wilson	5-Feb-2019	Hearing (written)	I know the project will cause a lot of growing pains but it will be well worth it when it is finished. This project has been a long time coming and is really needed to facilitate the movement of traffic in Springtown. It will contribute to the continued growth as well[.] Thanks for doing this project and your information in the meeting tonight. My only concern is there is not a dedicated right turn going south on Hwy 51 to turn right on Hwy 199.	Based on traffic studies and projections, the signal will operate most effectively as shown with southbound dual left turns, though, and a dedicated yield right turn bay.
5.	Gerry Ballew	5-Feb-2019	Hearing (written)	Thanks for extending the project to include a turn lane for Old Cottdale Road - Much appreciated!!!	Thank you for your support of the proposed project.
6.	Liz Brown	5-Feb-2019	Hearing (written)	I would like to see a turn lane put in on Highway 199 going south onto Agnes Circle. Agnes Circle is west of Springtown off 199 and is utilized more with housing developments that have gone up on Agnes Circle and Goshen Rd.  *My name is listed wrong on parcel #65. I have not been 'Anderson' for about 25 yrs, and have spoken to the appraisal district. I would appreciate it being corrected to Brown.  Thank you!	We too would like to see improvements at SH 199 and Old Agnes/Agnes Circle intersection. The County and TxDOT are working to investigate funding options to complete a study and determine a safer alternative.
7	Denise Taylor	5-Feb-2019	Hearing (oral)	Denise Taylor. Lived here most of my life. My address now is 133 Brighton Road, Springtown, Texas 76082. My only comment is about the turn lane all the way the length of the changes. We just did away with that on 199 because of the suicide lane approach that we were having. And I'd really like to see -- I like the long turn lane and being able -- traffic to move over to a left turn lane, but maybe not do it the whole length, only where they need to make a left turn lane. That's it.	Installing a left turn-lane the length of the project is safe at these lower speed conditions and it improves traffic flow. Minimizing the access points causes conflicts and turning issues.

#	Commenter Name	Date Received	Source	Comment	Response
8	Paul Gregory	5-Feb-2019	Hearing (oral)	I'm Paul Gregory, 1520Springfield Road, Springtown, Texas. I'm a business owner downtown on the square and I've talked to the other business owners, especially on the west side, but 24-in whole that's all the businesses. I know that middle section's going to be shut down for two years, more or less, and that's right there on the square. I mean, the businesses are struggling already financially and we depend a lot on drive-by customers, drive by and see our restaurant, drive by and see our clothing store, whatever it may be. And that's where a lot of it regularly comes, people just driving by going from, you -know, from Mexico and Canada or whatever. But that middle section being shut down completely is gonna really, really hurt us. I don't know if we can get some advertising out on the – on each bypass like up on Pojo Road get some signage out there that says shoppers downtown and here's how to get there at maybe 199. Is 13there anything they talked about on TxDOT on that perspective? All right. I just – I just asking for help on how to get down to our stores downtown.	Traffic may access Springtown downtown from SH 199 via 1st street during the project. This access will remain open. Traffic may use streets parallel FM 51, North Ash Street and North Avenue, to access your specific establishments.
9	Margaret Scott	19-Feb-2019	Written (Mail)	My land on 199 is not vacant because it is undesirable land or for you to build a 20 foot sidewalk to no where. It is vacant because I want something on that property I will take pride in being built. I am being approached to sell but not something I approve of. If you take 20 off the front there will not be enough land left to build anything. My Father was one of the business men that incorporated Springtown. He had Springtown Lumber Yard on the location where Wells Fargo is currently located. Thus my desire to keep Springtown looking amazing.	The need for your property to be purchased has been considered and it is not an easy decision anyone takes. All ROW identified to be purchased for this project is important to the overall goals initially developed at the start of the project. Sidewalks are an integral part of the project and provide safe access and refuge while traveling along SH 199. The sidewalk extension does not extend past the project limits; however, this is the most prudent time to make those strategic investments so there is a sidewalk to connect to in the future. Your second question regarded property values and damages. TxDOT hires independent fee appraisers to determine value of property so that landowners are fairly compensated. Your property will be appraised to determine the value of the portion to be acquired and a determination will be made if any damages to the remainder occur due to the acquisition.
10	Ed and Colleen Jantzen	20-Feb-2019	Written (Hand Delivered)	Rainwater runoff from the Springtown School properties just North and West of the FM51/Pojo Dr. intersection needs to be redirected to a larger storm drain on FM 51. The existing storm drain under FM 51 at Pojo is not adequate. As a result a large amount of storm water comes into the neighborhood south and west of intersection. Now a culvert runs behind the neighborhood (North Gate Subdivision) and under Pojo, directing water to a flume that brings a large amount of storm drainage thru the neighborhood. Water rushes thru to an inadequate ponding area at the south end of the properties. Already, with some of the large rains, threat is there for flooding some homes. During the reconstruction of the Hwy 51 project it would be prudent to address the storm drainage situation. Appreciate your consideration.	As part of the proposed plans, the stormwater that currently exits from an outfall at the southwest corner of the FM 51/Pojo Drive intersection will be redirected into a stormdrain system along FM51 and be directed to Walnut Creek. This outfall will be removed.
11	David and Judy Workman	22-Feb-2019	Written (Mail)	We are concerned about the cross sections in front of our house (Parcel 42A). Is the road base going to be lowered or will the height of the sidewalk be significantly higher than our yard? If so, how much higher? Will the area on the east side of the sidewalk that crosses our yard have some sort of a slope or a sharp drop to our yard?	The proposed FM 51 pavement will be approximately 1.5-2 feet lower at the center of the road than it is today. The sidewalk will match existing grade at your property or be a few inches higher. A gradual slope will tie into your property.
12	David W. Ward, CFPS, GSP	22-Feb-2019	Written (Mail)	Dear Sir:  I am writing to express my points of interest and suggestions for the above noted project. I have been following the project as it progresses through the phases, and was finally able to attend a public hearing in person on February 5 <sup>th</sup> . First off I wanted to say how impressed I am with the overall plan, and how I believe it is the best possible combination of ideas given the amount of right-of-way you have to work with. I am 100% a supporter.  I'll try to be brief about my background and connection to the project. My property does not front on FM 51, but I do live just one block away from both FM 51 and the town square. I travel the route and use these intersections probably as much as anyone else I know, on a daily basis. My Ward ancestor, four generations back, was Joseph Ward, and he was the surveyor who laid out the original town site of Springtown. I have also been active in the community and served as one of the primary committee members engaged in the renovation of our town square of the past 6-7 years. The new layout of the town square (traffic flow and	1) The speed limit along FM 51 in the downtown shop area is currently 30 mph and plans to stay that speed after construction. The northern section of the project is 45 mph. An additional speed study is required after the project is completed to determine the final speed. 2) The signal at FM 51 and 1st Street serves two purposes: safe pedestrian crossing, and improved traffic mobility in and out of the square. A mid-block crossing is not as safe as a signalized crossing. During the design phase, the team met with City stakeholders and it was recommended to move forward with the signal. The signal timing can be adjusted to improve traffic flow as traffic patterns change with the new design. 3) There are a variety of options to improve safety for pedestrians crossing FM 51. A mid-block crossing for a short block is not as safe as crossing at the intersections. Incorporating a crossing maneuver in the middle of a short block has implications with traffic flow. The traffic signal at 1st street is a cost-effective option that has additional traffic benefits.

#	Commenter Name	Date Received	Source	Comment	Response
				<p>parking) was my concept. I am deeply interested in always doing what is best for the town square, and the community as a whole. And I believe your project will make inroads (no pun intended) to better our town.</p> <ol style="list-style-type: none"> <li>1) I have a great concern for the speed that traffic passes [through] the square. I asked about the speed limits at the public hearing. Having seen what is done in other towns, and knowing with the traffic proximity will be to our side streets, sidewalks, and storefronts, I strongly encourage you to consider making the speed limit from 200 S. Main to 200 N. Main in particular, no more than 25-mph, with speeds gradually ramping up in both directions.</li> <li>2) As far back as 1970 I recall concerns and calls for a traffic light to be installed at the intersection of FM 51 and First Street. Traffic used to back up across the square, blocking in parked cars along the north side of the square when motorists had difficulty getting out going westbound. Because school traffic from the east part of town has changed dramatically, I do not see that being a problem anymore. While I support the idea of preparing the intersection with conduits and footings to install traffic lights on, I would encourage you to leave it as an intersection with the cross traffic stopping at stop signs, until studies can be done on the NEW traffic flow - and determine if the signal equipment is really necessary.</li> <li>3) For pedestrians crossing between the town square and the storefronts on the west, instead of installing ALL of the planned crosswalks currently in the design, I would encourage a fresh look at a couple of other possibilities. With the slower traffic flow and the prospect that there might not be signals at 51 and First Street, a) I believe the current crosswalk location should be retained in the middle of the block, and b) I believe in the flashing lights built into the street at grade level (such as downtown Main Street in Grapevine) would greatly help bring traffic to a stop when pedestrians are present. I have further ideas about this entire concept I would be glad to discuss in person.</li> </ol> <p>In closing I want to reiterate what a great thing I think this project will be for Springtown. It has been a long time coming. And I know there are going to be many hardships endured and a lot of complaining going on while the construction is underway. As someone who loves Springtown a great deal, I look forward to the better future it will bring.</p> <p>Thank you for your consideration.</p>	