

Commenter ID	Commenter Name	Comment #	Date Received	Source	Comment Topic	Resource Category	Response
1	Tommy Eldridge	1	8/15/2017	Comment Form	Opposed to the proposed project as designed. Replace the bridge and overlay the remainder.  The businesses on the square will go empty (become a ghost town) and no one will survive this project. After working so hard to make your business to perform well, but now you will be out of business.	Access to Adjacent Properties	The design was selected to accommodate added traffic and turning volumes, increase pedestrian and bicycle safety while eliminating additional right-of-way (ROW) needed at the City square. The chosen design created the least impact to the community while achieving these goals. Access to adjacent properties would be maintained throughout construction. Construction related impacts would be temporary in nature and would occur during the construction of the proposed project.
1	Tommy Eldridge	2	8/15/2017	Comment Form	Include a turn lane at FM 51 and Cottondale Rd. due to numerous wrecks.	Increase Scope - Extend / Add Turn Lane	As a result of public concern, the project limits will be extended north of Old Cottondale Road to provide a turn lane onto Old Cottondale Road. The turn lane would provide added safety for northbound traffic while waiting for an opportunity to turn left across southbound traffic. The turn lane would also reduce delays for through traffic that may have otherwise been delayed behind turning vehicles.
1	Tommy Eldridge	3	8/15/2017	Comment Form	Concerned about how access to adjacent properties will be managed during project construction. People that are living on FM 51 N. will have to park their cars on the street behind their property, where their cars will be unprotected. With the crime rate getting higher, these people's cars are likely to be damaged from break-in or being side-swiped. These roads are too small when cars are parked on the side of the roadway.	Access to Adjacent Properties	Property owners would not be required to park their cars on neighboring streets. The contractor will work with each landowner to provide access at all times during construction.
2	David Workman	4	8/15/2017	Comment Form	We have a concern about the narrow margin of easement causing construction, equipment, debris, etc. in the yard at 440 N. Main.	Impact to Property and Businesses	Additional ROW would be purchased from the northwest corner of property 440 North Main to provide sufficient space for signal and sidewalk installation. Contractor is required to keep a clean work area and stay within the limits of the project. Contractor is not permitted to place debris on your private property.
3	Bill Dikes	5	8/15/2017	Comment Form	Need to address entrance to Senior Center from 51, _____ to smooth entrance.	Access to Adjacent Properties	As part of this project, the driveway to the Senior Center would be reconstructed and smoothed.
4	Doug Deweese	6	8/15/2017	Comment Form	Extend the turn lane at Pojo Drive North to Cottondale Road. This is a high traffic area in need of improvements. The cost to extend that is minimal addition to what is already proposed.	Increase Scope - Extend / Add Turn Lane	As a result of public concern, the project limits will be extended north of Old Cottondale Road to provide a turn lane onto Old Cottondale Road. The turn lane would provide added safety for northbound traffic while waiting for an opportunity to turn left across southbound traffic. The turn lane would also reduce delays for through traffic that may have otherwise been delayed behind turning vehicles.
5	Beverlee Eddy	7	8/15/2017	Comment Form	My concern is about the intersection on Old Cottondale Road. The Project ends at Pojo Drive! It should be looked at an considered to be part of the road reconstruction. Its very dangerous to make a turn there!	Increase Scope - Extend / Add Turn Lane	As a result of public concern, the project limits will be extended north of Old Cottondale Road to provide a turn lane onto Old Cottondale Road. The turn lane would provide added safety for northbound traffic while waiting for an opportunity to turn left across southbound traffic. The turn lane would also reduce delays for through traffic that may have otherwise been delayed behind turning vehicles.
6	Geraldine Ballew	8	8/15/2017	Comment Form	From 51 - Exit on Old Cottondale Rd. - There are 2 churches, 5 or so ball fields - numerous new homes (and more coming) to the right is the Sr. Center - Plus all the traffic just shooting by in either direction! Calls the last 6 or 7 years to TxDOT - All to no avail - Also calls to City Hall XX Please consider this before someone has to be killed!!	Increase Scope - Extend / Add Turn Lane	As a result of public concern, the project limits will be extended north of Old Cottondale Road to provide a turn lane onto Old Cottondale Road. The turn lane would provide added safety for northbound traffic while waiting for an opportunity to turn left across southbound traffic. The turn lane would also reduce delays for through traffic that may have otherwise been delayed behind turning vehicles.
7	Charlotte Miles	9	8/15/2017	Comment Form	Looks good concerned about how close traffic will be to the businesses on the square.	Impact to Property and Businesses	The roadway limits would be reconstructed at approximately the same distance away from businesses. The project would add concrete curbs which is added protection of any buildings or pedestrians that would be walking along the street.
7	Charlotte Miles	10	8/15/2017	Comment Form	Would love to see the turn lane extended north to Old Cottondale Rd. There are two churches and Lions Club Sports on that turn off besides the people that live down that road.	Increase Scope - Extend / Add Turn Lane	As a result of public concern, the project limits will be extended north of Old Cottondale Road to provide a turn lane onto Old Cottondale Road. The turn lane would provide added safety for northbound traffic while waiting for an opportunity to turn left across southbound traffic. The turn lane would also reduce delays for through traffic that may have otherwise been delayed behind turning vehicles.
8	Duane Timberman	11	8/15/2017	Comment Form	I am excited - looks great. Good design.	Supports the Project	Thank you for your positive comment
8	Duane Timberman	12	8/15/2017	Comment Form	Move up your starting construction date please.	Schedule	The construction start date was selected to provide ample time for the project to achieve environmental clearance, purchase ROW, relocate utilities, advertise and award the project, and start construction.
9	Diane Horton	13	8/15/2017	Comment Form	The turn lane needs to extend from Pojo Drive on North 51 to Old Cottondale Rd. Cars are constantly passing on right shoulder when cars are trying to turn right onto Old Cottondale Rd.	Increase Scope - Extend / Add Turn Lane	As a result of public concern, the project limits will be extended north of Old Cottondale Road to provide a turn lane onto Old Cottondale Road. The turn lane would provide added safety for northbound traffic while waiting for an opportunity to turn left across southbound traffic. The turn lane would also reduce delays for through traffic that may have otherwise been delayed behind turning vehicles.
9	Diane Horton	14	8/15/2017	Comment Form	There are 2 large churches and little league and gyms (Lions Club) and ball parks immediately after turning onto Cottondale Rd. and 4 or 5 new housing additions on Cottondale Rd.	Increase Scope - Extend / Add Turn Lane	As a result of public concern, the project limits will be extended north of Old Cottondale Road to provide a turn lane onto Old Cottondale Road. The turn lane would provide added safety for northbound traffic while waiting for an opportunity to turn left across southbound traffic. The turn lane would also reduce delays for through traffic that may have otherwise been delayed behind turning vehicles.
10	Susie McGraw	15	8/15/2017	Comment Form	We need a left turn lane off of 51 onto Cottondale.	Increase Scope - Extend / Add Turn Lane	As a result of public concern, the project limits will be extended north of Old Cottondale Road to provide a turn lane onto Old Cottondale Road. The turn lane would provide added safety for northbound traffic while waiting for an opportunity to turn left across southbound traffic. The turn lane would also reduce delays for through traffic that may have otherwise been delayed behind turning vehicles.
11	Lori Mayo	16	8/15/2017	Comment Form	FM 51 heading north, traffic that is turning left on Old Cottondale Road are getting hit / rear-ended while waiting to turn left. There is no where for the traffic headed north behind the stopped turning car to go.	Increase Scope - Extend / Add Turn Lane	As a result of public concern, the project limits will be extended north of Old Cottondale Road to provide a turn lane onto Old Cottondale Road. The turn lane would provide added safety for northbound traffic while waiting for an opportunity to turn left across southbound traffic. The turn lane would also reduce delays for through traffic that may have otherwise been delayed behind turning vehicles.
12	None Provided	17	8/15/2017	Comment Form	Bring turn lane at Pojo Road north to Cotton Dale Rd at Senior Center	Increase Scope - Extend / Add Turn Lane	As a result of public concern, the project limits will be extended north of Old Cottondale Road to provide a turn lane onto Old Cottondale Road. The turn lane would provide added safety for northbound traffic while waiting for an opportunity to turn left across southbound traffic. The turn lane would also reduce delays for through traffic that may have otherwise been delayed behind turning vehicles.
13	Jerry Deweese	18	8/15/2017	Comment Form	Need pedestrian light at square to cross highway 51 east side to west side.	Add Pedestrian Light and Crosswalk	Pedestrian signal will be included at square to provide safe passage across FM 51. Signal was added to the project at FM 51 and 1st Street due to an increase in number of pedestrians expected to cross the street.

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13	Jerry Deweese	19	8/15/2017	Comment Form	Light crosswalk at 199 and 51.	Add Pedestrian Light and Crosswalk	Signal will remain at intersection of FM 51 and SH 199 with pedestrian crosswalks. The current intersection is signalized; however, the long traffic delays are caused by increased left turn volumes. The intersection configuration would be widened to provide additional turn lanes. Illumination would be added at this intersection as well due to high traffic volumes and concerns for safety.
14	Margaret Scott	20	8/24/2017	Email Comment Form	Is this to be done in phases or all at one time? Including Avenue A in Phase One?	Schedule	FM 51 construction will be completed in phases. More information will be provided to the public after the contractor has provided his schedule and final construction sequence.
14	Margaret Scott	21	8/24/2017	Email Comment Form	As far as I know the City has never required a Detention Pond being built on new construction. Only at school football field and it was only a pond. It has probably filled in. Not even when the new station was built on Highway 51. One at the Senior Citizen location would have been helpful. " A rock detention pond."	Drainage Analysis	The drainage analysis shows that this project does not require a detention pond. Stormwater will be directed into inlets and underground drainage system to alleviate flooding.
15	Kenneth Taliaferro	22	8/28/2017	Mailed Comment Form	What will the physical costs to my property at 108 South Main be?	Impact to Property and Businesses	There would not be any physical costs for the property owner at 108 S Main Street. Project is funded by Federal, State, and local contributions.
15	Kenneth Taliaferro	23	8/28/2017	Mailed Comment Form	How close to my Awning will large trucks be?	Impact to Property and Businesses	A curb would be placed between the road and the awning poles. The road would be no further to your awning than it is today. The curb provides added protection to your awning poles and structure. The face of curb is approximately 2.5' to the awning pole.
15	Kenneth Taliaferro	24	8/28/2017	Mailed Comment Form	What compensation to the property owner for lost business?	Impact to Property and Businesses	If a business property or a portion of a business property is being acquired, the property is appraised by a certified appraiser to determine fair market value. Loss of business is not a compensable item; therefore, no compensation can be paid to a business owner for loss of business.
15	Kenneth Taliaferro	25	8/28/2017	Mailed Comment Form	How are the young children going to cross the road?	Construction Impacts to Pedestrians	A signal would be added at intersection of FM 51 and 1st street to help pedestrians cross FM 51 when oncoming traffic is stopped at a red light.
15	Kenneth Taliaferro	26	8/28/2017	Mailed Comment Form	How are the residences going to get out of their driveways?	Access to Adjacent Properties	The contractor would work with each residence along FM 51 to reconstruct their driveway. The residents would have access from FM 51 to their property at all times.
15	Kenneth Taliaferro	27	8/28/2017	Mailed Comment Form	Do you understand that moving cars a going to be just feet from young children.	Access to Adjacent Properties	A sidewalk would be installed along the length of the project. This would add protection to pedestrians who would normally walk along the edge of the road or grass. The sidewalk would be 6" higher than the road and behind a curb. Pedestrians use sidewalks along streets in many urban areas. Springtown downtown is a prime location to encourage pedestrian activity via sidewalks.
15	Kenneth Taliaferro	28	8/28/2017	Mailed Comment Form	How do young children get over the curbs?	Construction Impacts to Pedestrians	Cross walk ramps would be provided so that all users including wheel chairs can access the sidewalk. All curbs are 6" high providing pedestrians protections from vehicular traffic.
15	Kenneth Taliaferro	29	8/28/2017	Mailed Comment Form	How will the curb interface with my sidewalk?	Impact to Property and Businesses	The curb would be placed between the road and the sidewalk. In locations where the existing buildings or sidewalk is considerably higher than the proposed curb, concrete steps would be installed. Each step would be a maximum of 7" high (standard height).
15	Kenneth Taliaferro	30	8/28/2017	Mailed Comment Form	When will the land owners be notified?	Project Information Notice	Land owners directly impacted by the project will be contacted during the design process to request access to property or to purchase an easement or ROW if needed. Land owners not directly impacted will be kept informed of the project schedule by City of Springtown
15	Kenneth Taliaferro	31	8/28/2017	Mailed Comment Form	Will the road way be level with the current sidewalks?	Access to Adjacent Properties	The road would be depressed below the current sidewalks in front of your building. This would keep stormwater within the road and drain to the nearest drainage inlet. It would also provide added protection to pedestrians using the sidewalk in front of your building.
15	Kenneth Taliaferro	32	8/28/2017	Mailed Comment Form	The land owners were not notified about this project until we received a notice in the mail. I was told TxDOT knew 6 years ago. Is this how the communications are going to be with our property about this proposed project?	Project Information Notice	Land owners have been notified of the public meeting via local newspapers, city website, county website, postcard mailouts, and flyers placed at Springtown City Hall, Chamber of Commerce, and County Courthouse. The project did start several years ago; however, the project was not fully funded and was postponed until additional funding was made available. The project is now fully funded and has extended to Old Cottdale Road.
15	Kenneth Taliaferro	33	8/28/2017	Mailed Comment Form	Why can you not use Ash street, the next road to the west of main, making that the south bound two lanes and use main as the north bound two lanes. This will cost less now than in a few years when the expansion is needed again. Plan for 50 years and not 10.	Schedule	Ash Street is a neighborhood street where as FM 51 is a major corridor. Changing Ash Street into a major roadway would impact many more residents. TxDOT has decided to maintain FM 51 as a north south corridor and limit the impact to Springtown's city roadways. Project is designed for traffic volumes 30 years from today. 20 years from operational is standard design year.
15	Kenneth Taliaferro	34	8/28/2017	Mailed Comment Form	Why are you relying on 2013 data? For such a major impact we need current data.	Project Information Notice	This project started in 2013. Traffic data was collected and used to model the existing traffic and to estimate future volumes. 2015 traffic data was also used to confirm traffic predictions.
15	Kenneth Taliaferro	35	8/28/2017	Mailed Comment Form	What is the traffic flow in north and south and what are the peak times?	Project Information Notice	Peak traffic times occur in the morning and afternoon when people are traveling to work and home. In 2015 northbound peak hour was 438 vehicles per hour and southbound was 601 vehicles per hour.
15	Kenneth Taliaferro	36	8/28/2017	Mailed Comment Form	How are trucks going to make the turn from Hwy 51 west to 1" street?	Traffic Control	Trucks turning onto 1st Street from FM 51 should use the proposed center turn lane. After traffic is clear, the truck can then make a safe turn onto 1st Street. The intersection is designed for trucks to be able to make this turn.
15	Kenneth Taliaferro	37	8/28/2017	Mailed Comment Form	Will First Street be effected?	Traffic Control	1St street connection to FM 51 will be reconstructed as part of this project. The intersection would be signalized.

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15	Kenneth Taliaferro	38	8/28/2017	Mailed Comment Form	There has been several projects in this area in the last 5 years. These projects have choked business to a trickle. This will destroy any remaining business. I have lost over 70% of my business after the announcement of this project. It was presented as a done deal and most think they have no say in their government . The main engineer had no compassion on the historical value of this area. As a long time resident knowing that I own the original bank of Springtown with the bank still intact, and the Masonic lodge with the same property profile and a historical marker to boot.	Impact to Property and Businesses	TxDOT is concerned about Springtown's history and historic structures that still exist. Part of the environmental process is to complete a thorough analysis and coordination with Texas Historic Commission (THC). The design will accomplish the goals of the project and maintain the historic integrity of the surrounding buildings.
15	Kenneth Taliaferro	39	8/28/2017	Mailed Comment Form	There are many town that have been destroyed by this type of project. What happens is it don't relive the traffic and frustrates everyone and they build a loop around . this was Azle. When Lake Worth did the split one ways it make the city grow. The turn lanes here are use to get half way across the road. This is what caused Hwy 199 to changed to directed turn lanes.	Project Information Notice	The project is intended to help alleviate congestion and improve access to businesses and shops via the center turn lane. Implementing a couplet type road system has a high cost and impact to many more residences. Additional land purchases would also be required and a greater amount of roadway improvements.
15	Kenneth Taliaferro	40	8/28/2017	Mailed Comment Form	Who is liable for a wide mirror hitting someone on the side walk?	Impact to Property and Businesses	Driver of vehicle would be responsible for hitting a pedestrian.
15	Kenneth Taliaferro	41	8/28/2017	Mailed Comment Form	The Gun shop already has near misses on turning traffic when someone is turning left to first and the person behind decides to go around them on the right.	Impact to Property and Businesses	The center turn lane would provide a turn lane for both northbound and southbound traffic. This would enable someone turning to get out of the through lane, eliminating the traffic issue you described.
15	Kenneth Taliaferro	42	8/28/2017	Mailed Comment Form	Why is there enough traffic to warrant expansion of the road but not a stop light at Hwy 51 and 1st Street?	Add Pedestrian Light and Crosswalk	A signal would be provided at intersection of FM 51 and 1st Street. This signal was added due to an increase in number of pedestrians expected to cross FM 51.
16	Cathy Swofford	43	8/28/2017	Mailed Comment Form	I reside at 308 N. Main (house #32) in Springtown. I have serious concerns with the current proposal to widen Hwy 51. While some issues have been addressed. I believe that this proposal is not taking into account the people who will be affected the most.	Project Information Notice	All residences along the project limits have been contacted by TxDOT to attend public meeting and provide their input. It is important for the project to consider all stakeholders including adjacent land owners. We appreciate your feedback and concerns so that the designers can improve the project. The public meeting was the primary source of public input. Additional comments or concerns can be provided to TxDOT throughout the design process.
16	Cathy Swofford	44	8/28/2017	Mailed Comment Form	This is my home. My home was built in 1967, and was set the correct distance from the road. This is evident by the physical line of houses, utility poles, and lack of state maintained property. The ROW is clearly 3 ft. from the edge of the road. This has been consistent when the roadway was resurfaced over the past 50 years.	Impact to Property and Businesses	TxDOT's ROW width in front of your house will not change. The ROW is 60' wide, 30' from center of road to the east and west boundaries.
16	Cathy Swofford	45	8/28/2017	Mailed Comment Form	Gutters, drainage, maintenance of the area has not been maintained by the State but by homeowners. The proposal calls a ROW of 30 ft. from center line. This puts the highway 20 ft. from my front door. I will not be able to park my cars. This will completely eliminate my ability to access my residence. Due to traffic during school, Sunday church, football games, funerals, lunch and work rush hours and festival days. I will not be able to get out.	Impact to Property and Businesses	TxDOT's ROW width in front of your house will not change. The ROW is 60' wide, 30' from center of road to the east and west boundaries. Signals along FM 51 provide natural gaps within traffic as the signal light changes. These gaps will provide opportunities for you to pull out of your driveway.
16	Cathy Swofford	46	8/29/2017	Mailed Comment Form	The concern tracks that frequent the road has significantly increase over the past 15 years I have lived here. Increased accidents, noise, vibrations, dust, litter, fire hazards from cigs, has not been addressed. Proximity damage to my property already exists and with the road closer it will be unlivable.	Traffic Control	This project would be expected to help reduce the number of accidents even with the increased traffic. A center turn lane is planned to help the flow of traffic and increase safety. FM 51 is a low speed (30mph) corridor through Springtown. The low-speed adds an additional level of safety as well as reduced noise compared to other state roadways. Your concerns about dust and litter is not specific to this project, but an ongoing issue. TxDOT can work with the local community to develop a plan for trash pick up days and clean up the corridor.
16	Cathy Swofford	47	8/30/2017	Mailed Comment Form	The proposed turn lane is supposed to relieve the cars that are using my driveway to pass 4th Street.	Traffic Control	The center turn lane would provide a turn lane for both northbound and southbound traffic. This will enable someone turning to get out of the through lane, eliminating the traffic issue you described.
16	Cathy Swofford	48	8/31/2017	Mailed Comment Form	We just completed a project on 199 to fix the "suicide lane" there. What make you believe that people won't do the same on 51? Same people.	Project Information Notice	Traffic on SH 199 has a higher turning volume and is traveling at higher speeds than on FM 51. These are two different types of roadways. The turn lane on SH 199 was also much wider and confusing for turning vehicles, whereas the turn lane on FM 51 would be the same width as a standard lane.
16	Cathy Swofford	49	8/31/2017	Mailed Comment Form	The proposal needs to address real world problems instead of a theoretical solution.	Project Information Notice	The project is solving several concerns for Springtown and TxDOT's roadway network to include: reducing risk of major flood potential for businesses and residences along both FM 51 and SH 199; reducing major flood potential of residences along, N Ave A, and N Ave B; reducing traffic congestion at FM 51 and SH 199; reducing traffic congestion at Old Cottondale Road; improving pedestrian safety crossing of FM 51 near the square; improving pedestrian connectivity throughout town; and preserving historic structures.
16	Cathy Swofford	50	8/31/2017	Mailed Comment Form	Hwy 51 is well traveled and it will increase with Weatherford and Decatur growing rapidly. 51 is the fastest and most direct route for emergency vehicles, commuters, commercial trucking, and oversized loads.	Traffic Control	Traffic volumes are anticipated to increase due to local Springtown growth as well as growth in the surrounding areas. Traffic models were created to analyze the anticipated growth on the proposed road network. During peak hour (highest level of traffic) the signals were estimated to operate at a C level of service exceeding TxDOT minimum criteria. Improving level of service would require additional travel lanes and further expansion of FM 51/SH199 intersection. Adding additional pavement and complexity to the intersection results in a lower level of service for pedestrians and cyclists. The project has incorporated context sensitive solutions (CSS) to create a solution for all users. Additional traffic studies are not needed
16	Cathy Swofford	51	8/31/2017	Mailed Comment Form	Yes, the drainage boxes are a great idea. Yes, relieving traffic is a great idea but the correct solution isn't acceptable. I understand that pleasing everyone will be impossible, but guaranteeing I will have 100% access to my home during the project is impossible.	Project Information Notice	All property owners would have access to their property at all times. Driveways may need to be built in phases and owners will need to travel over gravel or other temporary road surface to reach the property.
16	Cathy Swofford	52	8/31/2017	Mailed Comment Form	I am asking for a deeper study of the traffic and a better solution.	Traffic Control	No additional traffic studies are being completed at this time. The design is still under progress and the designers are incorporating public's concerns.

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17	Cathy Swofford	53	8/22/2017	Verbal Comment to Janet	Parcel #33 currently does not have a curb so they are able to get their travel trailer in and out but when the curb and sidewalk retaining wall are built they will not be able to move it. It is the only place on their property it can be stored."	Access to Adjacent Properties	Designers will work with property owners of parcel 33 to gain a better understanding of the issue and determine if an alternative solution is possible.
18	Bill Dikes	54	8/22/2017	Email Comment Form	I am on the Board of Directors of the Springtown Area Senior Citizen's Committee, and I manage and over-see the fund raiser Dances that are held at the Center on Thursday and Saturday evenings. During a lull in pre-Dance activities, I was outside the Center with a clear view of the intersection of FM 51 and Old Cottdale Road. There were six vehicles, in the north-bound lane, in line waiting to make a left turn onto Old Cottdale Road. I watched most of these vehicles turn left, but some proceeded north on FM 51. The lanes were not wide enough for them to pass safely, so they were forced to wait. Some of our dancers have told me that it is extremely hazardous for them to execute a left turn from south-bound FM 51 into the Center parking area. I can imagine that the parishioners of the Springtown Church of Christ and Hilltop Family Church also have a lot of difficulty with a left turn onto Old Cottdale from FM 51, as well. I feel a LOT of people would benefit if the FM 51 Widening project would be extended further north, past Old Cottdale Road, these church members along with all of the new residents that have purchased or are building new homes that would use Old Cottdale, Lazy B Lane, Peel Road, and other streets and roads that tie into Old Cottdale Road.	Increase Scope - Extend / Add Turn Lane	As a result of public concern, the project limits will be extended north of Old Cottdale Road to provide a turn lane onto Old Cottdale Road. The turn lane would provide added safety for northbound traffic while waiting for an opportunity to turn left across southbound traffic. The turn lane would also reduce delays for through traffic that may have otherwise been delayed behind turning vehicles. The project will not provide a left turn from southbound FM 51 into Senior Center.
19	Bill Dikes	55	8/16/2017	Email Comment Form	I wanted to follow-up on a couple of points that were raised at the meeting last night at the Springtown Senior Center, last night. It was brought up that some individuals were in favor of extending the project past Pojo Road on the north end, to Old Cottdale Road. There has been a huge increase in traffic on Old Cottdale in recent years, due to increased home building in that area. I feel that extending the project further north would not only benefit future traffic growth on Old Cottdale, but also help traffic flow to the Springtown Senior Center, especially south-bound traffic turning into the Center. Also, a few years ago, FM 51 was widened in front of the Enbridge Processing plant, to help trucks turning into the plant, up to Scroggins Road. Why not tie that wider road to this project? That could help with the traffic into and out of the Enbridge plant, Old Cottdale Road, the Senior Center, and the Springtown Intermediate School.	Increase Scope - Extend / Add Turn Lane	As a result of public concern, the project limits will be extended north of Old Cottdale Road to provide a turn lane onto Old Cottdale Road. The turn lane would provide added safety for northbound traffic while waiting for an opportunity to turn left across southbound traffic. The turn lane would also reduce delays for through traffic that may have otherwise been delayed behind turning vehicles. The project will not provide a left turn from southbound FM 51 into Senior Center.
19	Bill Dikes	56	18	Bill Dikes	The other point that was touched on was a traffic control light at the 1st Street- FM 51 intersection. I am surprised that there have not been any BAD accidents at this intersection yet. When school is in session, it is almost impossible to access FM 51 in either direction from west-bound 1st Street. Could this be addressed in this project?	Add Pedestrian Light and Crosswalk	A signal would be provided at intersection of FM 51 and 1st Street. This signal was added due to an increase in number of pedestrians expected to cross FM 51.
	Concerns Voiced During Meeting	57	8/15/2017		(David) Did not want road moved closer to their property. Concerned how driveway would be reconstructed. Southeast corner of 5th street and FM 51 requires a corner clip. Owner was concerned about potential construction workers on their property.	Easement Margins and Personal Property Impact	ROW clip will be added to plans.
	Concerns Voiced During Meeting	58	8/15/2017		(Chris) NW corner property of FM 51 and SH 199 intersection said she was surprised the structure was being acquired.	Easement Margins and Personal Property Impact	City will work with engineering team to contact each land owner being directly impacted by this project.
	Concerns Voiced During Meeting	59	8/15/2017		(Tim) Church is interested in a third driveway to FM 51.	Easement Margins and Personal Property Impact	Additional coordination with TxDOT is needed to verify if an additional driveway is possible. Currently the property has two driveways closely spaced together.
	Concerns Voiced During Meeting	60	8/15/2017		(Janet) Greg Kirk like the project. He owns the NE corner property of FM 51 and SH 199.	Supports Project	Thank you for your positive comment
	Concerns Voiced During Meeting	61	8/15/2017		(Tim) Church located on northeast corner of FM 51 and 5th street liked the project.	Supports Project	Thank you for your positive comment
	Concerns Voiced During Meeting	62	8/15/2017		(David) Several people requested a signal at 1st Street and FM 51.	Add Signal	A signal will be provided at intersection of FM 51 and 1st Street. This signal was added due to an increase in number of pedestrians expected to cross FM 51.
	Concerns Voiced During Meeting	63	8/15/2017		(David) At a minimum we should consider a pedestrian crossing signal (at 1st Street & FM 51).	Add Pedestrian Crosswalk	A signal will be provided at intersection of FM 51 and 1st Street. This signal was added due to an increase in number of pedestrians expected to cross FM 51.
	Concerns Voiced During Meeting	64	8/15/2017		(David) Newspaper reporter asked several questions about detour. David said the detour is not set in stone and the construction sequence is not either. All sidewalk work will be completed within the ROW.	Traffic Control Detour and Construction Sequence	This is correct
	Concerns Voiced During Meeting	65	8/15/2017		(Chad) Concerns about construction and detour phasing	Traffic Control Detour and Construction Sequence	TxDOT/County/City will work to communicate detour routes and construction phases once a plan is finalized.
	Concerns Voiced During Meeting	66	8/15/2017		(Curtis) Concerns that detour route is too long	Traffic Control Detour and Construction Sequence	Additional coordination and planning with local sponsor/stakeholders is needed to finalize the detour plan.

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	Concerns Voiced During Meeting	67	8/15/2017		(Chris) ISD gentleman was concerned about detour in front of school. Details will need to be coordinated for detour times when school starts and stops.	Traffic Control Detour and Construction Sequence	School start and stop times will not change the detour route. Adding notes to the plans could be helpful for the contractor.
	Concerns Voiced During Meeting	68	8/15/2017		(Tim) Church was concerned that they would be losing parking.	Impact to Businesses - Parking; Increase Scope	Parking that the church is concerned about losing is within public ROW.
	Concerns Voiced During Meeting	69	8/15/2017		(Curtis) Could the bridge be built faster to detour wouldn't last as long	Schedule & Traffic Control Detour, and Construction Sequence	Constructing the bridge quicker wont have a significant impact on the public's perspective. The project is detouring southbound traffic throughout the duration of the project.
	Concerns Voiced During Meeting	70	8/15/2017		(Curtis) Need to add driveways to properties on SH 199	Driveways onto Properties	Driveways will be added
	Concerns Voiced During Meeting	71	8/15/2017		(Janet) Wild West days need to be coordinated with public. Concerns of access to the event	Schedule Impact - Traffic Control for Event	Mayor has already been working with public to identify options for Wild West location if access is an issue.