

#	Name / Representing	Date Received / Source	Project	Comment	Response
1	Freddie Ratcliff 3445 S Burleson Blvd Alvarado, TX 76009 817-371-4316 Texas First Rentals	1/29/19 Comment Form	Supports FR Conv.		TxDOT is planning to convert the frontage roads from two-way to one-way as soon as possible to implement safety improvements. Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.
			Prefers Alt. 2	We have semis that can't make the turn at 604 bridge and will have to go to Hwy 67 to turn around.	Striping improvements for the frontage road conversion at the CR 604/CR 707 and FM 917 bridges have been addressed in the design plans and would be included in the proposed project to assist in the turning movement for large trucks.
				I think the 917 and 604/707 bridges should be widened first then make service roads one way.	Constructing the FM 917 improvements first would delay the needed safety improvements within the corridor. The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and the cross roads, which would consider widening the CR 604/CR 707 structure.
2	NA	1/29/19 Comment Form	Opposes FR Conv.	This IS a Trash Idea!!!	<p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles travelled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year</p>

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					<p>2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>
3	<p>Diane Bogart 2010 Trailwood Drive Burleson, TX 76028 817-781-9262</p>	<p>1/29/19 Comment Form</p>	<p>Opposes FR Conv.</p>	<p>I have lived in Briaroaks for 35 YEARS. The two way road starting at Ricky Lane is safe. It will put our residential area in congested areas leaving one main road to get on the service road. Drivers from Hidden Creek fly down the service road and the street that intersects (next to SPJST).</p> <p>This will also be a problem for Briaroaks Fire Dept response to fires due to not be able to go both directions. I totally disagree with changing the direction.</p>	<p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle-miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. Even though the crash rate in this segment is lower than the statewide average, conversion to one-way frontage roads is anticipated to reduce crashes to help with the overall safety of the corridor.</p> <p>Additional access to your area in the future is included in the City of Burleson Major Thoroughfare Plan which shows improvements to include an extension of Hulen Street that would connect Ricky Lane to Tarver Road and continue west to SH 174.</p> <p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with</p>

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					<p>access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 1/2 minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
				Place more signs warning people of the two way at Ricky Lane or a blinking light with warning.	TxDOT is providing early implementation of stop signs near entrance and exit ramps prior to the frontage road conversion. TxDOT is planning to convert the frontage roads from two-way to one-way as soon as possible to implement safety improvements. Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.
4	<p>Howard Bogart 2010 Trailwood Drive Burleson, TX 76028 817-295-8358</p> <p>Briaroaks Community</p>	1/29/19 Comment Form	Opposes FR Conv.	<p>Needs to be left as is. After living in this area for over 35 years the only unsafe issue is lack of police enforcement of service road speeds.</p> <p>It will also add mileage and time to daily commutes for the people in the area. Most of the traffic leaves the area travels north. Now everyone will have to travel backroads if available and those on the south side service roads will have more miles to travel each day.</p> <p>Even the local Briaroaks Fire Department will not be able to respond as fast. Maybe Burleson FD can respond eventually. Best plan *Patrol what we have!</p>	<p>Burleson Police Department enforces the area from Ricky Lane to FM 917. TxDOT will coordinate your concerns with local law enforcement.</p> <p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Distances increased in all six scenarios; however, three scenarios saw decreased travel time, one scenario experienced no change in travel time, and two scenarios experienced increase travel time by one and two minutes, respectively. The travel time diagram represents the differences in the current two-way frontage roads in 2018 versus the proposed one-way frontage roads in 2045.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p>

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					<p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would promote travel times and service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. With the one-way frontage roads, the travel times would be expected to continue to be 4-8 minutes from Ricky Lane to FM 917. From FM 917 to CR 604/CR 707, the travel times are anticipated to range from 6-8 minutes.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 1/2 minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
			Prefers Alt. 2	Needs to be revamped as the exit ramps are dangerous.	The existing exit ramp tie-ins with the frontage roads were designed for two-way traffic. Proposed ramp tie-ins to the frontage roads would be modified from existing sharp curves to proposed flatter curves to meet current design and safety standards for one-way operation.

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5	Jiten Roy 3290 S. Burlison Blvd Burlison, TX 76028 972-900-4550 SKR Business LLC	1/29/19 Comment Form	Opposes FR Conv.	I have business at 35W and FM 917 Shell Station. One way will be affect our business.	<p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burlison. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>
				We like to no move too much way exit from I-35W. Please keep current exit location. Also I am requesting to give me any kind of entrance from FM 917 (back of our store) to our store.	<p>The southbound I-35W exit for FM 917 would be moved north to maximize capacity at the intersection of FM 917 and increase safety. Your access to the I-35W frontage road would not change.</p> <p>Please apply for a permit for driveway access to FM 917. Contact the Johnson County Area Office at _2200 FM 2280, CLEBURNE, TX 76033 _(817) 202-2900.</p>

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6	Renelle Morton 6912 CR 527 Burleson, TX 76028 *I could benefit monetarily from the project or other item about which I am commenting.	1/29/19 Comment Form	Opposes FR Conv.	Leave the frontage road two way. For residential people and first responders. Changing this could mean my house burning down or not. Think of all the residents please.	<p>The City of Burleson provided fire department zone maps showing travel times ranging from 6-8 minutes for your address for the existing two-way frontage roads and the proposed one-way frontage roads.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. Due to this relocation, zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. With the one-way frontage roads, the travel times would be expected to continue to be 6-8 minutes for your address.</p> <p>Briaroaks Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028, which is approximately 0.75 miles from your address. Travel across I-35W is not required for fire/emergency response to your address from Briaroaks Fire Station #2.</p>
				Need more crossovers - If your going to take away the two way give use more options to where we can turn around. Think of all the residents please.	The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor. TxDOT will consider local thoroughfare plans during the study and evaluate additional crossings. Additional crossings shown on the City of Burleson's Master Thoroughfare Plan include the extension of Hulen Street, which is near the crossing of Ricky Lane, and a proposed crossing between Ricky Lane and Bethesda connecting North Briaroaks to CR 602.
7	Paul Morton 6912 CR 527 Burleson, TX 76028 682-234-6411	1/29/19 Comment Form		What's the amount of time it will take first responders to reach the residents across from Bethesda church on north bound side?	<p>The City of Burleson provided fire department zone maps showing travel times of approximately 6 minutes for the area opposite Bethesda Church with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, indicating approximately 6 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. Travel times are anticipated to remain approximately 6 minutes.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to CR 602 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times to this area are approximately 6-7 minutes. According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
8	Teresa Hook 3904 Easy St. Alvarado, TX 76009 817-372-7002	1/29/19 Comment Form	Prefers Alt. 2	Speed limits on 917 East need to be reduced.	<p>The proposed project at FM 917 only includes improvements at the interchange at I-35W. Speed limits for this small segment of FM 917 would be determined by speed studies performed by TxDOT after construction.</p> <p>Your concern has been forwarded to the local TxDOT Johnson County Area Office for consideration of a speed zone study.</p>
9	Marcus Leonard 2816 N CR 810 Alvarado, TX 76009 817-944-2563	1/29/19 Comment Form	Opposes FR Conv.	No one way service roads, I use both service roads to take my kids to school of Christ in Burleson. It would take six miles to just get back to 917 headed north towards Burleson. I moved to CR 810 because of quick access to Burleson.	<p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts</p>

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					<p>of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p> <p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Travel to/from your address would be represented best by the Travel Time Diagram Green line. This line shows an increase in travel distances from your surrounding area of 1.9 miles to 4.6 miles with a decrease in travel time from 9 minutes to 6 minutes in order to access northbound I-35W.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p>
				Let's let the county vote on this!!! Let the people vote on this. I like the service roads just the way they are.	Your comments are being considered as part of the public involvement process. TxDOT does not solicit votes for roadway improvement projects, but does consider public comments during project development.
			Prefers Alt. 1	Yes. 917 needs help.	Thank you for providing input on your preferred alternative.

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10	Colorado River Concrete 8820 F Hwy 67 P.O. Box 1158 Alvarado, TX 76009 817-790-8612	1/29/19 Comment Form		As a RediMix Business owner of Colorado River Concrete, my (our) concerns are that we have permits to run our trucks on the access roads but not to run on I-35. Our worries are of rerouting the traffic during the construction process to enable us to deliver efficiently. We vote for the frontage roads <u>NOT</u> shut down during construction!!	Traffic Control Plans would be developed during the detailed design phase. These plans would maintain use of the frontage roads and not shut them down during construction.
11	NA	1/29/19 Comment Form		Colorado River Concrete has a permit to run the frontage roads but not the main lanes of interstate. We run all the way to Risinger so any construction resulting in the shut down of the North bound frontage road will cut off our access to jobs in Fort Worth or force us on to I-35. Shutting down the traffic on the North Frontage roads during 5:00 am to 5:00 pm will be detrimental to our business.	Traffic Control Plans would be developed during the detailed design phase. These plans would maintain use of the frontage roads and not shut them down during construction.
12	Carol Durham 109 Oak Lane Burleson, TX 76028 817-925-3022 Hilldale Addn	1/29/19 Comment Form	Opposes FR Conv.	Strongly Against. This would cause undo additional miles for our family. Our daughter lives on the street behind us (Woodbine). She drops her child off at our house on her way to work each day. She would have to go all the way to the bridge back up to Bethesda and then go south. She works in Alvarado. Would then have to go all those extra miles to get back to I-35 south. She lives right behind us. Another neighbour works at the day care around the corner. Same situation. Very inconvenient. We have lived there for years and never seen any problems with it being two way.	<p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals</p>

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					<p>would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p> <p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Travel to/from your address would be represented best by the Travel Time Diagram Black line. This line shows an increase in travel distances from your surrounding area of 2.6 miles to 4.9 miles with an increase in travel time from 4 minutes to 6 minutes in order to access southbound I-35W.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p> <p>The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. Additional anticipated improvements would include new ramp locations and ramp reversals.</p> <p>TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor including new ramp locations. TxDOT will consider local thoroughfare plans during the study and evaluate access or ramps for additional crossings. TxDOT will consider local thoroughfare plans during the study and evaluate additional crossings. Additional crossings shown on the City of Burleson's Master Thoroughfare Plan include the extension of Hulen Street, which is near the crossing of Ricky Lane, and a proposed crossing between Ricky Lane and Bethesda connecting North Briar Oaks to CR 602.</p>
13	Jackie Durham 109 Oak Lane Burleson, TX 76028 817-343-6022	1/29/19 Comment Form	Opposes FR Conv.	This project will cause undo hardship and inconvenience. Round trip in average of 2+ miles on every exit on I-35 to my home on Oak lane. Highly recommend this project not to be done.	<p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns</p>

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14	<p>Laura Melton 141 W. Renfro St. Burleson, TX 76028</p> <p>City of Burleson Engineering/City Council</p>	1/29/19 Comment Form		<p>Passing on a request from Burleson City Councilman Stuart Gillispie - Request that a road connect the w. side of 35 to the Briaroaks bridge. See back for a sketch. Worried about long distance folks have to travel in wrong direction to go NB on 35. Connect Briaroaks Rd to Ricky Lane Bridge (see scanned comment form for sketch).</p>	<p>The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor. TxDOT will consider local thoroughfare plans during the study and evaluate additional crossings. Additional crossings shown on the City of Burleson's Master Thoroughfare Plan include the extension of Hulen Street, which is near the crossing of Ricky Lane, and a proposed crossing between Ricky Lane and Bethesda connecting North Briaroaks to CR 602.</p>
15	<p>Wes Schram 1002 W. 4th St. Keene, TX 76059 817-300-8239</p>	1/29/19 Comment Form	Supports FR Conv.	<p>Good idea but need more bridges and exits and entrances for on and off.</p>	<p>The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor and consider additional ramp locations. TxDOT will consider local thoroughfare plans during the study and evaluate access or ramps and additional crossings. Additional crossings shown on the City of Burleson's Master Thoroughfare Plan include the extension of Hulen Street, which is near the crossing of Ricky Lane, and a proposed crossing between Ricky Lane and Bethesda connecting North</p>

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					Briaroaks to CR 602. Additional anticipated improvements would include new ramp locations and ramp reversals.
			Prefers Alt. 1	Alternative 1 will take less money to accomplish the same results.	According to preliminary cost estimates, Alternative 1 is approx. \$17 million and Alternative 2 is approx. \$33 million.
16	Neeley P.O. Box 325 Alvarado, TX 76009 817-790-2254 *I could benefit monetarily from the project or other item about which I am commenting.	1/29/19 Comment Form		Safety is the focus. Need another bridge over I-35 for ever increasing traffic on CR 604 and CR 707 over 1000 homes are going in on N Cummings St most go to 604 to get to I-35 or US 67.	The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor and consider additional ramp locations. TxDOT will consider local thoroughfare plans during the study and evaluate access or ramps and additional crossings. Additional anticipated improvements would include new ramp locations and ramp reversals.
				Add the additional lanes to I-35 and have lanes at each exit to make 180° turns. Safety is the focus. Add another crossing between CR 604 and CR 707 plus add lanes/bridge over I35 at CR 707 and CR 604.	The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor and consider additional ramp locations. TxDOT will consider local thoroughfare plans during the study and evaluate access or ramps and additional crossings. Additional anticipated improvements would include new ramp locations and ramp reversals.
				Reduce speed on all access roads to 30 or max of 45 mph.	TxDOT is providing early implementation of stop signs near entrance and exit ramps prior to the frontage road conversion. Your concern has been forwarded to the local TxDOT Johnson County Area Office for consideration of a speed zone study.
17	Gary F. Rockers 105 S. Briaroaks Rd Burlison, TX 76028 817-295-3567 Myself & Briaroaks Community	1/29/19 Comment Form	Opposes FR Conv.	Recommend that the west service road from Ricky Lane (Briaroaks Bridge) to Briaroaks Road remain two way! So that the 600 people that live in Briaroaks and the hundreds more people that go through Briaroaks to reach I-35 and the Briaroaks Fire Department on Ward Lane in Briaroaks can go north for 300-400 feet on the west service road to access the bridge at Ricky Lane.	Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists. Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps. According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle-miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities. The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf , the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burlison. Even though the crash rate in this segment is lower than the statewide average, conversion to one-way frontage roads is anticipated to reduce crashes to help with the overall safety of the corridor. Additional access to your area in the future is included in the City of Burlison Major Thoroughfare Plan which shows improvements to include an extension of Hulen Street that would connect Ricky Lane to Tarver Road and continue west to SH 174.
				The Briaroaks Fire Department must have <u>quick access to</u> the Ricky Lane bridge to get to the east side of I-35.	The City of Burlison provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes. The City of Burlison is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burlison, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would promote travel times and service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. With the one-way frontage roads, the travel times would be expected to continue to be 4-8 minutes from Ricky Lane to FM 917. From FM 917 to CR 604/CR 707, the travel times are anticipated to

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					<p>range from 6-8 minutes.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 1/2 minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
18	H W Everett 101 Ricky Lane Burleson, TX 76028 817-925-5263	1/29/19 Comment Form	Opposes FR Conv.	Frontage road should be 2 way from Ricky Lane to Briaroaks Road to allow Briaroaks people and the Briaroaks Fire Department to go north from their station. It could be two way on south from Briaroaks Road.	<p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle-miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. Even though the crash rate in this</p>

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					<p>segment is lower than the statewide average, conversion to one-way frontage roads is anticipated to reduce crashes to help with the overall safety of the corridor.</p> <p>Additional access to your area in the future is included in the City of Burleson Major Thoroughfare Plan which shows improvements to include an extension of Hulen Street that would connect Ricky Lane to Tarver Road and continue west to SH 174.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would promote travel times and service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. With the one-way frontage roads, the travel times would be expected to continue to be 4-8 minutes from Ricky Lane to FM 917. From FM 917 to CR 604/CR 707, the travel times are anticipated to range from 6-8 minutes.</p> <p>Briar Oaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briar Oaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briar Oaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 1/2 minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briar Oaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briar Oaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>

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19	Randy Mars 3801 N Cummings Dr Alvarado, TX 76009 817-487-2456	1/29/19 Comment Form	Supports FR Conv.	Looks good.	Thank you for your comment.
			Prefers Alt. 2	I35W needs to be wider.	The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor.
				Option 1 will need to be wider to later accommodate three lanes over 917. Option 2 is a better choice but turn around from north to south or south to north should be included with the new 917 bridge.	Both alternatives would accommodate I-35W widening in the future. Turnarounds are currently included in both alternatives.
20	Jim Tipton 3724 S. Burleson Blvd Alvarado TX 76009 817-988-8194	1/29/19 Comment Form	Opposes FR Conv.	Concerns - Uturns being put in. Don't make sharp. This is a safety concern for ambulances and trucks who don't have wide vision out right side of vehicle. Make it where they can see the service road easy.	U-turns are being designed to accommodate sight distances and safety for turning vehicles.
				But I am against the one way service roads this will add minimum 5 miles a trip for me. Still it would be cheaper to rebuild bridges on 917 instead of digging up 35W.	<p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year</p>

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					<p>2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p> <p>Travel time diagrams were provided for public viewing at the public meeting (https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html). Travel to/from your address would be represented best by the Travel Time Diagram Green line. This line shows an increase in travel distances from your surrounding area of 1.9 miles to 4.6 miles with a decrease in travel time from 9 minutes to 6 minutes in order to access northbound I-35W.</p>
			Prefers Alt. 1	Divided highway needs to go farther west on 917. I have seen traffic backed up 2 miles that way.	FM 917 reconstruction requested is beyond the current project limits. The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 does not include additional capacity for this segment of FM 917 west of I-35W. TxDOT proposes to prepare a future study to determine the feasibility of a future grade separation of the UPRR and FM 917 in Egan.
21	Connie Darby 300 Ryan Ave Burleson, TX 76028 817-295-2164	1/29/19 Comment Form	Prefers Alt. 2	Need additional bridges between Bethesda and 917 and between 917 and 604.	The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor. TxDOT will consider local thoroughfare plans during the study and evaluate additional crossings. Additional crossings shown on the City of Burleson's Master Thoroughfare Plan include the extension of Hulen Street, which is near the crossing of Ricky Lane, and a proposed crossing between Ricky Lane and Bethesda connecting North Briar Oaks to CR 602.
22	Benites Raul & Gianina 5001 CR 707 Alvarado, TX 76009 817-298-2536	1/29/19 Comment Form	Opposes FR Conv.	The biggest concern for us and anyone that lives down CR 810, the fact that you are trying to make it a one way road instead of it being as is, is going to make it difficult for us because that's the same service road I've used for 15 years to commute down to Forth Worth every day. Now yall are proposing we use CR 707 and I generally think that is very long and inconvenient. That road is cutting into my commute time as is and with this I feel it will make it worse.	<p>Travel time diagrams were provided for public viewing at the public meeting (https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html). Travel to/from your address would be represented best by the Travel Time Diagram Green line. This line shows an increase in travel distances from your surrounding area of 1.9 miles to 4.6 miles with a decrease in travel time from 9 minutes to 6 minutes in order to access northbound I-35W.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p>
			Opposes FM 917	None. Any construction both plans seem very inconvenient.	<p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>

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23	Pam Vire 360 W. Bethesda Rd. Burleson, TX 76028 817-447-0054	1/29/19 Comment Form	Opposes FR Conv.	The cut through from Renfro to Ryan to East Bethesda to I-35 is all <u>residential</u> . If the frontage road going north is one way, all the residents on the east side of I-35 will have to cut through from Renfro through those neighborhoods to get to I-35 and Bethesda road bridge. The I-35 and Bethesda road bridge cannot handle all the traffic that will be congested on the bridge. We don't need one-way service roads!!!	<p>The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor. TxDOT will consider local thoroughfare plans during the study and evaluate additional crossings. Additional crossings shown on the City of Burleson's Master Thoroughfare Plan include the extension of Hulen Street, which is near the crossing of Ricky Lane, and a proposed crossing between Ricky Lane and Bethesda connecting North Briaroaks to CR 602.</p> <p>The City of Burleson Major Thoroughfare Plan shows additional improvements to FM 3391 (Renfro) and includes additional routes connecting to I35W.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p>
				917 is it's own problem to be addressed.	<p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>
24	Samantha Swink 3300 Country Manor Alvarado, TX 682-2400-0591	1/29/19 Comment Form	Prefers Alt. 2	Changing will effect school traffic for 604 and 917.	<p>Goldstar Transit currently operates the bus service for Burleson ISD. Burleson ISD provided potentially affected route maps to TxDOT for review. The buses currently travel from the intersection of SH 174 and Elk Drive, west of I-35W. Seven routes are anticipated to be impacted by converting the frontage roads to one-way. These routes currently travel two-way along the frontage roads and would need to be re-routed to travel southbound along the west I-35W frontage road to the Bethesda Road or FM 917 intersections to travel northbound along the I-35W east frontage road. The re-routing is not anticipated to add a significant amount of travel time or distance to the affected bus routes.</p> <p>Alvarado ISD has indicated that the frontage conversion from two-way operation to one-way operation from FM 917 to CR 604/CR 707 would not negatively impact service times for students getting picked up and dropped off from school.</p>
				Also the fire department time response.	<p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with</p>

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					<p>representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor</p> <p>Estimated travel times for your area are approximately greater than 8 minutes, however the travel time is not effected by the frontage road conversion project.</p>
				Will help with traffic.	Thank you for your comment.
25	Ryan Lamb 3064 E Trailwood Dr Briaroaks, TX 76028 817-689-5585	1/29/19 Comment Form		Limited access north bound for Briaroaks longer travel time EMS/Fire to closest hospital limits exits due to flooding on Ward lane near railroad.	<p>Travel time diagrams were provided for public viewing at the public meeting. Travel to/from your address would be represented best by the Travel Time Diagram Blue line. This line shows an increase in travel distances from your surrounding area of 2.9 miles to 5.3 miles with a decrease in travel time from 7 minutes to 6 minutes in order to access northbound I-35W. This would be the best representation of travel from your area to Huguley Hospital.</p> <p>The railroad is one mile west of N Briar Oaks Road. North / South access is available via Tarver Road between N Briar Oaks Road and the railroad. Indirect access along Tarver Road extends from just south of Hidden Creek Pkwy to W Bethesda Road by connecting to S Dobson Street and CR 715.</p>
26	Gary Darby 300 Ryan Dr Burleson, TX 76028 817-295-2164	1/29/19 Comment Form	Supports FR Conv. Prefers Alt. 2	<p>NEEDED, two way traffic is dangerous. Cars do not yield to cars exiting freeway.</p> <p>Will need to add two more bridges across freeway one between Bethesda Road and 917, one between 917 and CR 704.</p>	<p>TxDOT is providing early implementation of stop signs near entrance and exit ramps prior to the frontage road conversion.</p> <p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p> <p>The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor. TxDOT will consider local thoroughfare plans during the study and evaluate additional crossings. Additional crossings shown on the City of Burleson's Master Thoroughfare Plan include the extension of Hulen Street, which is near the crossing of Ricky Lane, and a proposed crossing between Ricky Lane and Bethesda connecting North Briaroaks to CR 602.</p>
27	Jason Owen 2017 Trailwood Dr Burleson, Texas 76028 817-666-9471	1/29/19 Comment Form	Opposes FR Conv.	I oppose conversion to one-way. I live in Briaroaks and take Briaroaks RD to the Ricky Lane Bridge several times a day for work and school. Alternatives would mean I would have to head south to Bethesda and crossover; <u>OR</u> use Tarver road to Hidden creek. Neither is acceptable. Tarver road is in no condition to support the extra traffic from residents of Briaroaks. It would add <u>significant</u> time to go north from Briaroaks.	<p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Distances increased in all six scenarios; however, three scenarios saw decreased travel time, one scenario experienced no change in travel time, and two scenarios experienced increase travel time by one and two minutes, respectively. The travel time diagram represents the differences in the current two-way frontage roads in 2018 versus the proposed one-way frontage roads in 2045.</p> <p>Travel time diagrams were provided for public viewing at the public meeting. Travel to/from your address would be represented best by the Travel Time Diagram Blue line. This line shows an increase in travel distances from your surrounding area of 2.9 miles to 5.3 miles with a decrease in travel time from 7 minutes to 6 minutes in order to access northbound I-35W.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p> <p>The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor. TxDOT will consider local thoroughfare plans during the study and evaluate additional crossings. Additional crossings shown on the City of Burleson's Master Thoroughfare Plan</p>

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				<p>*Also, emergency response will be hindered from the station on Ward lane to the east side of I-35 and/or transport to Huguley Hospital. <u>Please Do Not Do This.</u></p>	<p>include the extension of Hulen Street, which is near the crossing of Ricky Lane, and a proposed crossing between Ricky Lane and Bethesda connecting North Briaroaks to CR 602.</p> <p>Travel to/from your address towards Huguley Hospital would be represented best by the Travel Time Diagram Blue line. This line shows an increase in travel distances from your surrounding area of 2.9 miles to 5.3 miles with a decrease in travel time from 7 minutes to 6 minutes in order to access northbound I-35W.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 1/2 minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
				No opinion. Do whatever you want south of Bethesda road.	Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.
28	Cheryl Schram P.O. Box 674 Keene, TX 682-202-5914 City of Keene Place 2 Councilmember	1/29/19 Comment Form	Supports FR Conv.	Great!	Thank you for your comment.
			Prefers Alt. 1	This is an important improvement to our area that's been a long time coming and greatly needed.	Thank you for your comment.
29	Janice Lewis 113 S. Briaroaks Rd. Burleson, TX 76028 817-475-8655	1/29/19 Comment Form	Opposes FR Conv.	Suggestion for west side service road – stay two-way from Ricky Lane to Briaroaks road. Not only for hundreds of residents but for Briaroaks Fire Department located on Ward lane.	<p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic</p>

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					<p>flow, and improving safety at entrance and exit ramps.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle-miles travelled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. Even though the crash rate in this segment is lower than the statewide average, conversion to one-way frontage roads is anticipated to reduce crashes to help with the overall safety of the corridor.</p> <p>Additional access to your area in the future is included in the City of Burleson Major Thoroughfare Plan which shows improvements to include an extension of Hulen Street that would connect Ricky Lane to Tarver Road and continue west to SH 174.</p> <p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p>

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					<p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 ½ minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
30	<p>William Mesker 3240 S Burleson BLVD Burleson, TX 76028 682-847-1692</p> <p>Elk Horn RV Lodge RV Trailer Park</p>	1/29/19 Comment Form	Prefers Alt. 1	Satisfied with current roads as are.	<p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p>

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					<p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>
31	William Clay Mesker 3240 S Burlison Blvd Burlison, TX 76028 817-521-0648	1/29/19 Comment Form	Prefers Alt. 1	Like as is	<p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burlison. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p>

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					An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.
32	Mike Schwind 2216 Etta Lane Burleson, TX 76028 817-408-5497	1/29/19 Comment Form		I would prefer that the west side weigh station be converted to the exit for Bethesda/917, then the one way access roads would be ok.	The southbound exit to Bethesda Road is not part of the analysis for this project. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor including new ramp locations. TxDOT will consider local thoroughfare plans during the study and evaluate access or ramps for additional crossings.
	Briar Oaks		Prefers Alt. 2	Prefer the ramp reconfiguration alternative, but the west side exit ramp for south bound should be moved farther north.	The current southbound exit ramp for Bethesda Road is not being relocated under the frontage road conversion project or the FM 917 improvements project. The proposed southbound exit ramp, south of Bethesda, meets design guidelines for adequate spacing of consecutive ramps and adequate spacing from driveways / side streets for both circulation efficiency and safety. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor including new ramp locations. TxDOT will consider local thoroughfare plans during the study and evaluate access or ramps for additional crossings.
33	Don Cospier 3456 S. Burleson Blvd. Alvarado, TX 76009 817-783-5757 Cospier Tractor	1/29/19 Comment Form	Opposes FR Conv.	Leave the southbound service a two (2) way highway.	Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists. Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps. According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle-miles travelled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities. According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf , the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson.
34	B.J. Masters 6500 Cirros Dr. Burleson, TX 76028 817-926-3391 Hayers + Stolz IND. MFG. CO	1/29/19 Comment Form		I own Hayes + Stolz in the highpoint business park with 110 employees (and growing). Before year's end there will be probably 500 employed in the park with delivery trucks and visitors. Probably 95% of the traffic leaving the park travels <u>NORTH</u> on the two way service road. When it goes one way, the amount of traffic forced into an already congested intersection will increase several fold. Then when construction begins on the intersection, I am not sure park traffic will even be able to get onto the service road in the traffic that will most certainly be backed up. If there is any way, make improvements to the 917 interchange <u>first</u> .	Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html . Travel to/from your address would be represented best by the Travel Time Diagram Red line. This line shows an increase in travel distances from your surrounding area of 1.1 miles to 2.9 miles with a decrease in travel time from 4 minutes to 3 minutes in order to access northbound I-35W. Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase. TxDOT is planning to convert the frontage roads from two-way to one-way as soon as possible to implement safety improvements. Constructing the FM 917 improvements first would delay the needed safety improvements within the corridor. According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky

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				<p>Whichever has least impact on traffic and can be complete fastest. But do it <u>first!!</u></p>	<p>Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p> <p>TxDOT is planning to convert the frontage roads from two-way to one-way as soon as possible to implement safety improvements. Constructing the FM 917 improvements first would delay the needed safety improvements within the corridor.</p>
35	Wayne Hook 3904 Easy St Alvarado, TX 76009 917-320-4281	1/29/19 Comment Form	Prefers Alt. 2	What is going to be done about the traffic problem in the meantime?	<p>TxDOT is providing early implementation of stop signs near entrance and exit ramps prior to the frontage road conversion.</p> <p>TxDOT is planning to convert the frontage roads from two-way to one-way as soon as possible to improve safety and mobility including improving intersection safety and efficiency, creating smoother traffic flow,</p>

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					and improving safety at entrance and exit ramps.
36	Mike Fulton 301 Percifield Trail Alvarado, TX 76009 817-981-8674	1/29/19 Comment Form	Opposes FR Conv. Prefers Alt. 2	Increased travel times with one way service roads. Came in really hoping to see some relief at 35 and 67. I live on Percifield Trail and we see drastic increase in traffic morning and evening hours with people bypassing the light.	Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html . Distances increased in all six scenarios; however, three scenarios saw decreased travel time, one scenario experienced no change in travel time, and two scenarios experienced increase travel time by one and two minutes, respectively. The travel time diagram represents the differences in the current two-way frontage roads in 2018 versus the proposed one-way frontage roads in 2045. The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor. TxDOT will consider local thoroughfare plans during the study and evaluate additional crossings, including improvements to US 67.
37	Jacob Martin 102 Pebble creek way Alvarado, TX 76009 972-754-2606 *I do business with TxDOT – Work for At&T	1/29/19 Comment Form	Supports FR Conv. Prefers Alt. 2	STRONGLY agree with this project due to basic safety. I would rather take more time to get somewhere than to risk my life with two way traffic on the service roads. I believe the 35 bridge will work better than the 917 bridge due to the 18 wheeler class vehicles, also I think this will help traffic flow during peak hours.	Thank you for your comment. Your comments are being considered as part of the public involvement process. Thank you for providing input on your preferred alternative.
38	Cindy Martin 102 Pebble Creek Way Alvarado, TX 76009 817-524-5451	1/29/19 Comment Form	Supports FR Conv. Prefers Alt. 2	Very much looking forward to the road conversion project. I feel like it will make entering/exiting the highway safer. I would like to see 604 back to 67 converted over to one way. I feel like 35 going over 917 would be safer for the hwy and 917 both.	One-way service road conversions for the corridor, all the way to US 67, are under analysis in different studies under separate contract. This study goes to CR 604 / 707 and another study goes from CR 604 / 707 to US 67. TxDOT is currently under contract for the study of the corridor from CR 604 / 707 back to US 67. This segment of I-35W is outside the scope of the project limits and any improvements would be constructed under a separate project. The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a separate corridor study to evaluate potential capacity on I-35W and reconstruct the corridor. Your comments are being considered as part of the public involvement process. Thank you for providing input on your preferred alternative.
39	Andy Bode 2022 Valley View Burlleson, TX 76028 917-295-3498 817-404-6381 (cell) Briaroaks	1/29/19 Comment Form	Opposes FR Conv.	Changing from two way at Ricky Lane is counterproductive for residents in Briaroaks.	Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists. Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps. According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle-miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities. The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf , the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burlleson. Even though the crash rate in this segment is lower than the statewide average, conversion to one-way frontage roads is anticipated to reduce crashes to help with the overall safety of the corridor.

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				<p>Increased distances and travel time puts lives and property at risk for emergency and fire services. Our fire department is responsible for the county emergency district, yet they were never notified.</p>	<p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Distances increased in all six scenarios; however, three scenarios saw decreased travel time, one scenario experienced no change in travel time, and two scenarios experienced increase travel time by one and two minutes, respectively. The travel time diagram represents the differences in the current two-way frontage roads in 2018 versus the proposed one-way frontage roads in 2045.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p> <p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are</p>

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					<p>estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 ½ minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
				There was on eleven days notice before the first meeting for SOME stakeholders, which appears to be an effort to push this through with as little opposition as possible.	<p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects.</p> <p>TxDOT normal procedures requires notification 15-days prior to the event. Public meeting notifications followed TxDOT standard protocol which included newspaper publications and mailouts prior to the event.</p> <p>Notices were published in the Burleson Star (English and Spanish) on January 10, 2019. The notices were also posted on the City of Burleson website (www.burlesontx.com/Calendar), the City of Alvarado website (www.cityofalvarado.org), and the TxDOT project website (https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html) prior to the minimum 15-days before the public meeting.</p> <p>Postcards were mailed to all adjacent property owners on January 14, 2019 to notify them of the public meeting. Additional subdivisions anticipated to be impacted by the proposed projects were also added to the mailing list and sent postcards.</p>
				The information in the handout are misleading. Three million dollars listed for this project to do no more than restripe the service roads.	The proposed project scope would include: asphalt overlay of existing pavement, re-stripping, roadway signage upgrades, culvert extensions, traffic control measures during construction and other miscellaneous safety improvements such as metal beam guard fence installation.
				The accident statistics are skewed due to lumping heavy traffic statistics against limited accidents in our less travelled areas. These accidents are also due to impaired driving and cell phone use, not two way roads.	<p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles travelled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p>
				Increased drive distance and times do NOT improve air quality.	<p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p>

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					<p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p>
				The businesses along the service roads will be damaged by decreasing easy access/egress.	<p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, locations with conversion sites (2-way frontage roads converted to 1-way frontage roads) experienced growth in sales (or amount subject to tax) after the completion of construction. Specifically, one of the test site corridors was in the City of Burleson along IH 35W from Ricky Lane to Alsbury Blvd (3.7 miles converted from 2-way frontage roads to 1-way frontage roads in 2004). During the test period (1996 to 2006) the average value of gross sales increased.</p> <p>Researchers investigated the trend for 13 selected parcels with current businesses of restaurant, hotel, gas, and retail. The general trend was relatively flat from 1999 to 2007 and then increased in 2008, with reduced total appraised values from 2008 to 2010. Overall, there is a 57 percent increase in total appraised values from 1999 to 2010.</p>
				Repair the interchange at FM 917, leave the access two way. Thank you.	<p>TxDOT is planning to convert the frontage roads from two-way to one-way as soon as possible to implement safety improvements. Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the</p>

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					<p>exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>
40	Claudia Lopez 5725 Spring St Alvarado, TX 76009 817-709-7899	1/29/19 Comment Form	Opposes FR Conv.	I strongly disagree with the one way conversion not only will there be more traffic jam but the time taken from residents going north down 35.	<p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Travel to/from your address would be represented best by the Travel Time Diagram Green line. This line shows an increase in travel distances from your surrounding area of 1.9 miles to 4.6 miles with a decrease in travel time from 9 minutes to 6 minutes in order to access northbound I-35W.</p> <p>Distances increased in all six scenarios; however, three scenarios saw decreased travel time, one scenario experienced no change in travel time, and two scenarios experienced increase travel time by one and two minutes, respectively. The travel time diagram represents the differences in the current two-way frontage roads in 2018 versus the proposed one-way frontage roads in 2045.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p>

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					<p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>
				None	Your comments are being considered as part of the public involvement process. Thank you for providing input.
41	Sandra Beason 120 Woodbine Dr. Burlison, TX 76028 817-919-5113	1/29/19 Comment Form	Opposes FR Conv.	This conversion will make my travels home very inconvenient. Do the 917 project and leave our frontage roads alone. I live between Briaroaks road and Bethesda road and to get home I would have to travel three miles further distance each time I leave my house. Please don't do this!	<p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Travel to/from your address would be represented best by the Travel Time Diagram Black line. This line shows an increase in travel distances from your surrounding area of 2.6 miles to 4.9 miles with an increase in travel time from 4 minutes to 6 minutes in order to access southbound I-35W.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity</p>

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				<p>ER services will take longer to get to our subdivision.</p>	<p>improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would promote travel times and service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. With the one-way frontage roads, the travel times would be expected to continue to be 4-8 minutes from Ricky Lane to FM 917. From FM 917 to CR 604/CR 707, the travel times are anticipated to range from 6-8 minutes.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 1/2 minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>

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42	Wade L. Box 148 Woodbine drive Burleson, TX 76028-6157 817-681-9226	1/29/19 Comment Form	Opposes FR Conv.	I live between the Bethesda road and Brairoaks road overpasses. I work in Hillsboro and shop/worship in Burleson. My opinion is that the FM 917/IH-35 interchange needs to be implemented ASAP.	Thank you for your comment.
				Please leave the frontage roads as they are. When Burleson had them changed from Briaroaks north, it created a bottleneck until Hidden Creek was finished.	<p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles travelled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p>
				I do not want to have to drive from home at Woodbine Drive, north to Ricky Lane, then south past Bethesda Road to get on the interstate everyday to work. Please do not do this.	<p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Travel to/from your address would be represented best by the Travel Time Diagram Black line. This line shows an increase in travel distances from your surrounding area of 2.6 miles to 4.9 miles with an increase in travel time from 4 minutes to 6 minutes in order to access southbound I-35W.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p>
FM 917 interchange is needed badly, but leave frontage roads two-way.	<p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year</p>				

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					<p>2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>
43	Rebecca Dornhecker 119 Woodbine Dr. 817-295-4276	1/29/19 Comment Form		<p>I live on Woodbine Dr. Every trip will be an extra 3 miles to Burleson. Why are you affecting so many people for 1 interchange that needs work? How will this do anything for us?</p>	<p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Travel to/from your address would be represented best by the Travel Time Diagram Black line. This line shows an increase in travel distances from your surrounding area of 2.6 miles to 4.9 miles with an increase in travel time from 4 minutes to 6 minutes in order to access southbound I-35W.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p> <p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief</p>

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					<p>and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p>
44	Lynda Butler 5137 CR 707 Alvarado, TX 76009 817-602-7868	1/29/19 Comment Form	Prefers Alt. 1	Need to widen the service road at I-35 and CR 604-707 to accommodate trucks to turn onto bridge. Will probably need a light at this intersection also.	<p>Striping improvements for the frontage road conversion at the CR 604/CR 707 and FM 917 bridges have been addressed in the design plans and would be included in the proposed project to assist in the turning movement for large trucks. No signal is proposed for the intersections at CR604-707.</p> <p>The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor. TxDOT will consider local thoroughfare plans during the study and evaluate additional crossings.</p>
				Need stop light, widen 917 bridge and a mile down both sides on 917 from I-35.	<p>Traffic Signals are currently being proposed with the FM 917 intersection improvements. TxDOT will evaluate implementing traffic signals along FM 917 with the frontage road conversion project.</p> <p>The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 does not include additional capacity for FM 917 to the east or west of I-35W.</p>
45	Dave Butler 5137 CR 707 Alvarado, TX 76009 817-603-7869	1/29/19 Comment Form	Supports FR Conv.	One way service on the frontage roads is going to move the traffic jams (some portion) down to 604/707 bridge.	<p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>

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				917 change and one way needs to happen on 604/707 also.	<p>One-way service road conversions for the corridor, all the way to US 67, are under analysis in different studies under separate contract. This study goes to CR 604 / 707 and another study goes from CR 604 / 707 to US 67. TxDOT is currently under contract for the study of the corridor from CR 604 / 707 back to US 67. This segment of I-35W is outside the scope of the project limits and any improvements would be constructed under a separate project.</p> <p>The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a separate corridor study to evaluate potential capacity on I-35W and reconstruct the corridor.</p>
46	Ken Dornhecker 119 Woodbine Dr. 817-295-4276	1/29/19 Comment Form	Opposes FR Conv.	From where we live on Woodbine drive every trip to town (Burluson) will be an extra 3 miles. Plus getting to I-35 south will add several miles as well. We are nearing retirement age and don't look forward to all the additional money spent on gas and all the extra driving. We are against changing the two way frontage roads to single direction.	<p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Travel to/from your address would be represented best by the Travel Time Diagram Black line. This line shows an increase in travel distances from your surrounding area of 2.6 miles to 4.9 miles with an increase in travel time from 4 minutes to 6 minutes in order to access southbound I-35W.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p> <p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burluson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns</p>

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					<p>and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p>
47	R.W. Lusk III 2233 Etta Lane Burleson, Texas 76028 817-295-3285	1/29/19 Comment Form	Opposes FR Conv. Prefers Alt. 2	Leave frontage roads as is, make them two way from Ricky land to Renfro. Fire truck response will be MUCH quicker.	<p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%. TxDOT will not consider converting the existing one-way frontage roads back to two-way operations from Ricky Lane to Renfro.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction</p>

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					<p>in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p> <p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p>

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					<p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 ½ minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
				You need 6 (six) lanes at 917 because of future growth.	<p>Future traffic model numbers from North Central Texas Council of Governments (NCTCOG) were used to determine FM 917 bridge widths and lane configuration for the future year 2045. This analysis based on NCTCOG Mobility 2045 traffic model indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>
				Bethesda crossover needs 4 or more lanes it is starting to backup.	<p>Additional Bethesda Road improvements, beyond the current project limits, would be considered under a separate contract.</p> <p>The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor. TxDOT will consider local thoroughfare plans during the study and evaluate additional crossings. Additional crossings shown on the City of Burleson's Master Thoroughfare Plan include the extension of Hulen Street, which is near the crossing of Ricky Lane, and a proposed crossing between Ricky Lane and Bethesda connecting North Briaroaks to CR 602.</p>
48	Jennan Smith 111 Jean lane Burleson, TX 76028 817-295-4619	1/29/19 Comment Form	Opposes FR Conv.	Suggestion – leave frontage road two way from Briaroaks rd north to Ricky land bridge. The one way lanes cause.	<p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle-miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. Even though the crash rate in this segment is lower than the statewide average, conversion to one-way frontage roads is anticipated to reduce crashes to help with the overall safety of the corridor.</p> <p>Additional access to your area in the future is included in the City of Burleson Major Thoroughfare Plan which shows improvements to include an extension of Hulen Street that would connect Ricky Lane to Tarver Road and continue west to SH 174.</p>
49	Nita Flinn 2004 Valley View Burleson, TX 76028 817-295-8002	1/29/19 Comment Form	Opposes FR Conv.	Allow Briaroaks two way from Briaroaks to go left (N) to Ricky Lane bridge access.	<p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p>

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					<p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle-miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. Even though the crash rate in this segment is lower than the statewide average, conversion to one-way frontage roads is anticipated to reduce crashes to help with the overall safety of the corridor.</p> <p>Additional access to your area in the future is included in the City of Burleson Major Thoroughfare Plan which shows improvements to include an extension of Hulen Street that would connect Ricky Lane to Tarver Road and continue west to SH 174.</p>
50	Tim Dejewski 4018 Oakview Circle Alvarado, TX 76009 817-790-5990	1/29/19 Comment Form	Supports FR Conv. Prefers Alt. 1	Ok with one way conversions. Will handle larger volumes of traffic needed for proposed 917 interchange expansion. ABSOLUTELY NO to Alternative 2 – not necessary and too expensive. No reason to interfere with 35W traffic.	Thank you for your comment. Your comments are being considered as part of the public involvement process. Thank you for providing input on your preferred alternative.
51	Michael Neal 119 Jean lane Burleson, TX 76028 817-301-9281	1/29/19 Comment Form	Opposes FR Conv. Prefers Alt. 1	Bad for business owners. Terrible for school bus routes. Inconvenience for me. A longer route for police and fire department to get to me safely and my family. This is a bad ideal and your need to leave things alone. You all don't even live over here. I think you are going to waste good tax dollars that could go to schools where it can do something productive.	<p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, locations with conversion sites (2-way frontage roads converted to 1-way frontage roads) experienced growth in sales (or amount subject to tax) after the completion of construction. Specifically, one of the test site corridors was in the City of Burleson along IH 35W from Ricky Lane to Alsbury Blvd (3.7 miles converted from 2-way frontage roads to 1-way frontage roads in 2004). During the test period (1996 to 2006) the average value of gross sales increased.</p> <p>Researchers investigated the trend for 13 selected parcels with current businesses of restaurant, hotel, gas, and retail. The general trend was relatively flat from 1999 to 2007 and then increased in 2008, with reduced total appraised values from 2008 to 2010. Overall, there is a 57 percent increase in total appraised values from 1999 to 2010.</p> <p>Goldstar Transit currently operates the bus service for Burleson ISD. Burleson ISD provided potentially affected route maps to TxDOT for review. The buses currently travel from the intersection of SH 174 and Elk Drive, west of I-35W. Seven routes are anticipated to be impacted by converting the frontage roads to one-way. These routes currently travel two-way along the frontage roads and would need to be re-routed to travel southbound along the west I-35W frontage road to the Bethesda Road or FM 917 intersections to travel northbound along the I-35W east frontage road. The re-routing is not anticipated to add a significant amount of travel time or distance to the affected bus routes.</p> <p>Alvarado ISD has indicated that the frontage conversion from two-way operation to one-way operation from FM 917 to CR 604/CR 707 would not negatively impact service times for students getting picked up and dropped off from school.</p> <p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or</p>

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					<p>response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 1/2 minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
				This country was built off of a vote it should be voted on by the residence and not a jackass that is a waste of space. If we have to block the roads to protest this we will with broke down trucks and people it will happen. Then the media will get involved.	Your comments are being considered as part of the public involvement process. TxDOT does not solicit votes for roadway improvement projects but does consider public comments during project development.
				Put stop signs in place where yield signs are. Put signal light on 917 to help the flow of traffic.	<p>TxDOT is providing early implementation of stop signs near entrance and exit ramps prior to the frontage road conversion.</p> <p>Traffic Signals are currently being proposed with the FM 917 intersection improvements. TxDOT will evaluate implementing traffic signals along FM 917 with the frontage road conversion project.</p>

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52	Angie Neal 119 Jean Lane Burleson, TX 76028 817-301-9199	1/29/19 Comment Form	Opposes FR Conv.	Decrease response times for police/fire to everyone.	<p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 1/2 minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>

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				<p>There will be a lot of people driving the wrong way so more head on collisions.</p>	<p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle-miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. Even though the crash rate in this segment is lower than the statewide average, conversion to one-way frontage roads is anticipated to reduce crashes to help with the overall safety of the corridor.</p>
				<p>Bad for businesses. Small businesses will have to close.</p>	<p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, locations with conversion sites (2-way frontage roads converted to 1-way frontage roads) experienced growth in sales (or amount subject to tax) after the completion of construction. Specifically, one of the test site corridors was in the City of Burleson along IH 35W from Ricky Lane to Alsbury Blvd (3.7 miles converted from 2-way frontage roads to 1-way frontage roads in 2004). During the test period (1996 to 2006) the average value of gross sales increased.</p> <p>Researchers investigated the trend for 13 selected parcels with current businesses of restaurant, hotel, gas, and retail. The general trend was relatively flat from 1999 to 2007 and then increased in 2008, with reduced total appraised values from 2008 to 2010. Overall, there is a 57 percent increase in total appraised values from 1999 to 2010.</p>
				<p>More drive time for people who live over here. So more pollution.</p>	<p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These</p>

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					<p>improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p>
53	Robert N. Mullens 2023 Trailwood drive Burleson, TX 76028 817-991-1581	1/29/19 Comment Form	Opposes FR Conv.	<p>This is so stupid!!! It should be voted on by the people that it effects <u>NOT</u> people that don't live here.</p> <p>Many hundreds of people on Briaroaks Road, Valley View, Trailwood drive, and Tarver road as well as the Briaroaks Fire Department need daily access to the bridge over I-35 at Ricky Lane. Please keep two way traffic on the short stretch from Ricky lane to Briaroaks road, the signs are already in place.</p>	<p>Your comments are being considered as part of the public involvement process. TxDOT does not solicit votes for roadway improvement projects but does consider public comments during project development.</p> <p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle-miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. Even though the crash rate in this segment is lower than the statewide average, conversion to one-way frontage roads is anticipated to reduce crashes to help with the overall safety of the corridor.</p> <p>Additional access to your area in the future is included in the City of Burleson Major Thoroughfare Plan which shows improvements to include an extension of Hulen Street that would connect Ricky Lane to Tarver Road and continue west to SH 174.</p>
				<p>This will save hundreds of gallons of gasoline daily and more importantly all quicker emergency services from the Briaroaks Fire Department to the east side of I-35.</p>	<p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM</p>

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					<p>917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 1/2 minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
54	Bonnie Allen 102 Jay Lane Burleson, TX 76028 817-295-2828	1/29/19 Comment Form	Opposes FR Conv.	<p>Hold a vote!! This sucks!!! Let the communities decide what is best.</p> <p>The fire department can't get to our addition in a timely manner.</p>	<p>Your comments are being considered as part of the public involvement process. TxDOT does not solicit votes for roadway improvement projects but does consider public comments during project development.</p> <p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM</p>

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				<p>917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 1/2 minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>	<p>There are not enough law enforcement officers to get to people in a timely manner.</p> <p>Longer bus route!!</p>
55	Grady Lewis 113 S. Briaroaks Road Burleson, TX 76028	1/29/19 Comment Form	Opposes FR Conv.	I recommend leaving the strip (service road) from Ricky lane to Briaroaks road two way. This would provide access to I-35 for all of Briaroaks area.	<p>Police enforcement is under local jurisdiction and TxDOT will coordinate your concerns with local law enforcement.</p> <p>Goldstar Transit currently operates the bus service for Burleson ISD. Burleson ISD provided potentially affected route maps to TxDOT for review. The buses currently travel from the intersection of SH 174 and Elk Drive, west of I-35W. Seven routes are anticipated to be impacted by converting the frontage roads to one-way. These routes currently travel two-way along the frontage roads and would need to be re-routed to travel southbound along the west I-35W frontage road to the Bethesda Road or FM 917 intersections to travel northbound along the I-35W east frontage road. The re-routing is not anticipated to add a significant amount of travel time or distance to the affected bus routes.</p> <p>Alvarado ISD has indicated that the frontage conversion from two-way operation to one-way operation from FM 917 to CR 604/CR 707 would not negatively impact service times for students getting picked up and dropped off from school.</p> <p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p>

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					<p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle-miles travelled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. Even though the crash rate in this segment is lower than the statewide average, conversion to one-way frontage roads is anticipated to reduce crashes to help with the overall safety of the corridor.</p> <p>Additional access to your area in the future is included in the City of Burleson Major Thoroughfare Plan which shows improvements to include an extension of Hulen Street that would connect Ricky Lane to Tarver Road and continue west to SH 174.</p>
				<p>Also it provides access to emergency vehicles from Briaroaks Fire Department on Ward lane.</p>	<p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p>

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					<p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 1/2 minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor</p>
56	<p>Gloria Gillaspie 135 S Briaroaks Road Burleson, TX 76028 817-925-3414</p> <p>Briaroaks Community</p>	1/29/19 Comment Form	Opposes FR Conv.	<p>I recommend to keep the strip of the west I-35 service road from Ricky lane to Briaroaks road 2-way (two-way).</p> <p>This provides access to I35 for the large Briaroaks population and also the Briaroaks Fire Department.</p>	<p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle-miles travelled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. Even though the crash rate in this segment is lower than the statewide average, conversion to one-way frontage roads is anticipated to reduce crashes to help with the overall safety of the corridor.</p> <p>Additional access to your area in the future is included in the City of Burleson Major Thoroughfare Plan which shows improvements to include an extension of Hulen Street that would connect Ricky Lane to Tarver Road and continue west to SH 174.</p> <p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p>

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					<p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 1/2 minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor</p>
57	Bryan Jamison - Chief Briaroaks Fire Department 515 Ward Ln, Burleson, Tx, 76028 817-994-3725 (mobile) Chief, Briaroaks Fire Department	2/10/19 Comment Form by Email	Opposes FR Conv.	<p>I attended the meeting held on Tuesday, January 29, 2019 at the Alvarado Jr. High School. At the meeting I looked over the proposed project and I discussed some critical emergency service concerns with several TxDOT employees who were present. My specific concerns are addressed below.</p> <p>Conversion of the service roads to one way would double or triple the response time from our fire station located at 515 Ward Ln to the citizens who reside on CR 530-B, Oak, Jean, Jay, Woodbine, Chapparal, and Shadow Ridge. This would include over 200 homes and businesses, and nearly 1000 people. The current response time for this area is between 2-4 minutes depending on location. This time frame would at least double as we would be adding about 4 miles to the trip (fire trucks don't go as fast as regular vehicles.)</p>	<p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately</p>

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					<p>4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 1/2 minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor</p>
				<p>The response time from our second station located on CR 528 would be impacted as well. Currently, to get to the locations listed above, the fastest path is to take Hidden Creek to Hurst Rd and travel south on the west service road. If this is no longer an option, they would have to take Bethesda to get there which is in the opposite direction and would add precious minutes to the response time. Residences located off of the east service road between Bethesda and FM 917 would require traveling to FM 917 in order to travel north on the east service road.</p>	<p>Briaroaks Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Using Google map as a source for time and distance, the path along Hidden Creek to Hurst Road to Woodbine Drive and Oak Lane is approximately 5.1 miles, and takes 8 minutes. TxDOT staff drove the route on April 26, 2019 around 4 pm, along CR 528 to Renfro Street to CR 527 to CR 602 to the east frontage road to Oak Lane and Woodbine Drive, a distance of 4 miles, in approximately 8 minutes. Google maps offers another route along Renfro Street to Ryan Avenue to Bethesda Road to the east frontage road to Oak Lane and Woodbine Drive, a distance of 4.5 miles, in approximately 8 minutes.</p> <p>Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center,</p>

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				<p>The 500-600 folks living in Briaroaks city would be forced to travel back roads to go through Burleson to drive north on 35 where most of them work. Currently they are able to drive over the Briaroaks bridge to access northbound 35. This would place an undue hardship and inconvenience on these citizens.</p>	<p>CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 ½ minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor</p> <p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Travel to/from Briaroaks city would be represented best by the Travel Time Diagram Blue line. This line shows an increase in travel distances from the surrounding area of 2.9 miles to 5.3 miles with a decrease in travel time from 7 minutes to 6 minutes in order to access northbound I-35W.</p> <p>The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor. TxDOT will consider local thoroughfare plans during the study and evaluate additional crossings. Additional crossings shown on the City of Burleson's Master Thoroughfare Plan include the extension of Hulen Street, which is near the crossing of Ricky Lane, and a proposed crossing between Ricky Lane and Bethesda connecting North Briaroaks to CR 602.</p>
				<p>Interestingly, while I was attending the meeting, several folks came up and spoke with me about the project and not a single one was in favor of it. The impact the project would have on their daily lives was certainly not worth whatever perceived or theoretical improvements in traffic flow and accident reduction TxDOT reported there would be. They also expressed concern over the cost/benefit ratio with the \$17-33 million price tag.</p>	<p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p> <p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles travelled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p>

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				<p>If accident reduction is the primary goal, perhaps some much less expensive things like rumble strips, additional high visibility signage, and some creative engineering could help solve that problem.</p> <p>I'm sure you have received many letters and emails from concerned citizens. My email is meant to address the very real impact this project will have on the provision of critical emergency services to the citizens in this area. Please feel free to contact me if you need any clarification or would like to discuss the matter further. Thank you for your time.</p>	<p>TxDOT is still evaluating the FM 917 interchange to determine the preferred alternative and the cost/benefit for each alternative. The benefit associated with reduced delays after the proposed improvements are constructed is expected to be the same for both alternatives.</p> <p>TxDOT is providing early implementation of stop signs near entrance and exit ramps prior to the frontage road conversion.</p> <p>Thank you for your comment. After we received your comments, TxDOT personnel were able to meet with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times. TxDOT appreciates the input your staff provided at those meetings.</p>
58	Collin McCormick	1/30/19 Email	Opposes FR Conv.	<p>I learned that TxDOT is proposing a reconstruction of I-35W interchange at FM 917. I wanted to share another stakeholder voice asking that this be reconsidered. I am not sure to what extent this proposal enhances safety and mobility and yet it does appear to impact locals like me and my friends/neighbors in this area.</p>	<p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further</p>

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				<p>Briaroaks VFD has said it will drastically increase response times to the east side of I-35. The closest emergency room will also take longer to get to. Has that aspect been included in this study?</p>	<p>reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p> <p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p>

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					<p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 ½ minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p> <p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Travel to/from Briaroaks would be represented best by the Travel Time Diagram Blue line. This line shows an increase in travel distances from your surrounding area of 2.9 miles to 5.3 miles with a decrease in travel time from 7 minutes to 6 minutes in order to access northbound I-35W. This would be the best representation of travel from your area to Huguley Hospital.</p>
				If not, I would encourage that analysis to make this a more holistic approach. There are not as many through roads on either side of the interstate in this area.	<p>Your comments are being considered as part of the public involvement process for the frontage road conversion and FM 917 interchange improvement projects.</p> <p>The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor. TxDOT will consider local thoroughfare plans during the study and evaluate additional crossings. Additional crossings shown on the City of Burleson's Master Thoroughfare Plan include the extension of Hulen Street, which is near the crossing of Ricky Lane, and a proposed crossing between Ricky Lane and Bethesda connecting North Briaroaks to CR 602.</p>
				It does appear also that the rerouting of daily traffic through longer routes would result in greater fuel use as well. Thank you for your consideration.	<p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Distances increased in all six scenarios; however, three scenarios saw decreased travel time, one scenario experienced no change in travel time, and two scenarios experienced increase travel time by one and two minutes, respectively. The travel time diagram represents the differences in the current two-way frontage roads in 2018 versus the proposed one-way frontage roads in 2045.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns</p>

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					<p>and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p>
59	Gary Melson	1/23/19 Email	Supports FR Conv.	<p>Unfortunately I can't attend the meeting on the 29th but I did want to give feedback. The original plan was to make the service roads one way all the way down past 67. Why has this been scrapped and left essentially to Burleson? One way service roads greatly improve safety.</p> <p>We have lots of accidents and even more near accidents, head on, for people getting on the highways through opposing traffic.</p> <p>Also, one way service roads would allow some light cycles to be removed from the intersections in and around the 35/67 interchange. Currently it is not uncommon for it to take up to 30-45 minutes just to get through town due to the gridlock of the lights. One ways would help remedy that some. Thank you for your time.</p>	<p>One-way service road conversions for the corridor, all the way to US 67, are under analysis in different studies under separate contract. This study goes to CR 604 / 707 and another study goes from CR 604 / 707 to US 67. TxDOT is currently under contract for the study of the corridor from CR 604 / 707 back to US 67. This segment of I-35W is outside the scope of the project limits and any improvements would be constructed under a separate project.</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson.</p> <p>TxDOT is providing early implementation of stop signs near entrance and exit ramps prior to the frontage road conversion, including the east frontage road from CR 604 to US 67, for the northbound entrance ramp near the Recreational Vehicle (RV) dealership.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles travelled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps.</p> <p>The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor. TxDOT will consider local thoroughfare plans during the study and evaluate additional crossings, including improvements to US 67.</p>

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60	Henry Greene	2/8/19 and 1/31/19 Email	Opposes FR Conv.	<p>I wanted to email you again to thank you for your reply and to continue to communicate to you. Today we experienced another backup on I-35W southbound, including the access road going south. We were able to cross on Ricky Ln and get home on the 2 -way frontage road of the north bound side of I-35W (the Jellystone campground side, going toward CR602). This has been the second time that this 2-way frontage road has saved us valuable time and effort to get home after a long day at work. This would also be a saving grace for the BriarOaks fire dept as well if they received a call during this traffic jam. I again implore you, PLEASE do not change the frontage roads to a 1-way setup!!</p> <p>I wish to express my concern and disappointment with the proposed change of the frontage roads from 2-way to 1-way in the most professional manner I can. I say that because, make no mistake, this has indeed upset me and my household. I obsess now over how I can stop this from happening. We just moved to the Rolling Meadows neighborhood (right off CR602) back in June of last year and have finally adjusted to our new routes we take to get to work, businesses, and schools, etc. I can tell you that if the frontage roads from Ricky Ln to FM 917 were not 2-way, our lives would be miserable and our travel time much more time consuming. I will list some of the ways that a 2-way frontage benefits us and how a 1-way conversion would hinder us as a citizen in the immediate area.</p> <p>I will also comment that I have not seen any related accidents due to the 2-way frontage roads in the time that I have lived in this area and I do not feel like it is a safety issue at all. It is the driver's responsibility to pay attention to the strip color on the road. I will admit that the stripping could be repainted as it has faded in areas.</p>	<p>Your existing route to access I-35W southbound is from CR 602 along the east frontage road southbound to Bethesda Road, then to the southbound entrance ramp on the west frontage road south of Bethesda Road. Your existing route to I-35W northbound can be either on the east frontage road northbound with no stops at Ricky Lane or Hidden Creek Parkway, to the entrance ramp north of Hidden Creek Parkway along the northbound frontage road to I-35W, or along the east frontage road southbound to the northbound entrance ramp north of Bethesda Road.</p> <p>With the proposed frontage road conversion your proposed route would be along the northbound frontage road with no stops at Ricky Lane or Hidden Creek Parkway, to the entrance ramp north of Hidden Creek Parkway along the northbound frontage road to I-35W. The travel distance would not change to access northbound I-35W.</p> <p>To travel southbound from the intersection of CR 602 and the east frontage road, your proposed route would be northbound along the east frontage road to Ricky Lane, then southbound along the west frontage road with no stop at Bethesda Road to the southbound entrance ramp south of Bethesda Road to I-35W. Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Travel to/from your address would be represented best by the Travel Time Diagram Black line. This line shows an increase in travel distances from your surrounding area of 2.6 miles to 4.9 miles with an increase in travel time from 4 minutes to 6 minutes in order to access southbound I-35W.</p> <p>Access to CR 602 from I-35W southbound would continue to be available through the southbound exit to Bethesda Road, and travel northbound along the east frontage road from Bethesda Road. Access to CR 602 from I-35W northbound would continue to be available through the northbound exit to Bethesda Road, and travel northbound along the east frontage road from Bethesda Road.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p> <p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles travelled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p>

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					For the frontage road conversion project, a new asphalt surface will be applied to the frontage roads, and the striping will be updated.
				<p>2-Way: 1. Our travel times are much less as I can go south on the frontage road from CR602. This allows me to get on the highway much faster to get to Burleson, to Work (Huguley), and to my child's school in the mornings. While it does require a yield at the entrance and U-turn to get into the entrance ramp, I have not found this to be a safety issue or a nuisance to me or other drivers.</p>	<p>TxDOT is providing early implementation of stop signs near entrance and exit ramps prior to the frontage road conversion.</p> <p>Your existing route to I-35W northbound can be either on the east frontage road northbound with no stops at Ricky Lane or Hidden Creek Parkway, to the entrance ramp north of Hidden Creek Parkway along the northbound frontage road to I-35W, or along the east frontage road southbound to the northbound entrance ramp north of Bethesda Road.</p> <p>With the proposed frontage road conversion your proposed route would be along the northbound frontage road with no stops at Ricky Lane or Hidden Creek Parkway, to the entrance ramp north of Hidden Creek Parkway along the northbound frontage road to I-35W. The travel distance would not change to access northbound I-35W. The change in travel time would be due to the speed differential along the frontage road compared to the mainlanes.</p>
				I am also able to go south on the frontage road in order to get to Bethesda road. I can continue on the frontage road to the gas stations (Valero, Exxon) or I can turn west onto Bethesda to go the back way to get to Joshua and the southwest side of Burleson where the Home Depot is located, etc. This reduces traffic on Hidden creek Parkway which is the way I would have to go to get to this southwest side of Burleson and Home Depot if the frontage road were 1-way.	TxDOT concurs with your comment. Access from CR 602 to the southwest side of Burleson would remain available through travelling northbound on the east frontage road to Hidden Creek Parkway.
				My neighborhood is served by the volunteer fire dept in Briar Oaks, Texas. The response time is much faster with a 2-way frontage road. No, emergency response personal are not allowed to drive the wrong way on a road, the must follow the flow of traffic to get to the emergency, unless blockage prevents such flow. So, if the frontage was converted to 1-way, the fire dept would have to go out of the way to get turned around and into my neighborhood.	<p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briar Oaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briar Oaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briar Oaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briar Oaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 602 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briar Oaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briar Oaks Volunteer, and Alvarado Fire Department's</p>

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				<p>2-way results in less mileage on my vehicle and less emissions in the area.</p>	<p>during further transportation studies for the corridor.</p> <p>Travel distance would be expected to increase to southbound I-35W. To travel southbound from the intersection of CR 602 and the east frontage road, your proposed route would be northbound along the east frontage road to Ricky Lane, then southbound along the west frontage road with no stop at Bethesda Road to the southbound entrance ramp south of Bethesda Road to I-35W. Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Travel to/from your address would be represented best by the Travel Time Diagram Black line. This line shows an increase in travel distances from your surrounding area of 2.6 miles to 4.9 miles with an increase in travel time from 4 minutes to 6 minutes in order to access southbound I-35W.</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p>
				<p>When there is a back up on the highway after Ricky Ln and the frontage road going south is backed up as well, I am able to cross over Ricky Ln onto the other frontage road and travel south to CR602. This has already happened to me on my way home from work (Huguley). With both sides being 2-way, I was able to cross over and take the route with MUCH less traffic. The fire and emergency vehicles would also be able to do this.</p>	<p>Access to CR 602 from I-35W southbound would continue to be available through the southbound exit to Bethesda Road, and travel northbound along the east frontage road from Bethesda Road.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 602 would be expected to remain approximately 7 minutes.</p>

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					<p>Backups along the west frontage road would not hinder access to CR 602 along the east frontage road from Fire Station #2.</p> <p>The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor. TxDOT will consider local thoroughfare plans during the study and evaluate additional crossings. Additional crossings shown on the City of Burleson's Master Thoroughfare Plan include the extension of Hulen Street, which is near the crossing of Ricky Lane, and a proposed crossing between Ricky Lane and Bethesda connecting North Briaroaks to CR 602.</p>
				<p>This applies to my wife as well. She is an Cardiac RN for Huguley and sometimes put on call. She has a limited time she is allotted to get to work when called in. 2-way makes this much faster.</p>	<p>Huguley Hospital is located along the northbound frontage road just north of FM 1187. The existing route to I-35W northbound can be either on the east frontage road northbound with no stops at Ricky Lane or Hidden Creek Parkway, to the entrance ramp north of Hidden Creek Parkway along the northbound frontage road to I-35W, or along the east frontage road southbound to the northbound entrance ramp north of Bethesda Road.</p> <p>With the proposed frontage road conversion the proposed route would be along the northbound frontage road with no stops at Ricky Lane or Hidden Creek Parkway, to the entrance ramp north of Hidden Creek Parkway along the northbound frontage road to I-35W. The travel distance would not change to access northbound I-35W. The change in travel time would be due to the speed differential along the frontage road compared to the mainlanes.</p>
				<p>1-way: Increases my travel time, mileage, emissions.</p>	<p>The existing route to I-35W northbound can be either on the east frontage road northbound with no stops at Ricky Lane or Hidden Creek Parkway, to the entrance ramp north of Hidden Creek Parkway along the northbound frontage road to I-35W, or along the east frontage road southbound to the northbound entrance ramp north of Bethesda Road.</p> <p>With the proposed frontage road conversion the proposed route would be along the northbound frontage road with no stops at Ricky Lane or Hidden Creek Parkway, to the entrance ramp north of Hidden Creek Parkway along the northbound frontage road to I-35W. The travel distance would not change to access northbound I-35W. The change in travel time would be due to the speed differential along the frontage road compared to the mainlanes.</p> <p>Travel distance and time would be expected to increase to southbound I-35W. To travel southbound from the intersection of CR 602 and the east frontage road, your proposed route would be northbound along the east frontage road to Ricky Lane, then southbound along the west frontage road with no stop at Bethesda Road to the southbound entrance ramp south of Bethesda Road to I-35W. Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Travel to/from your address would be represented best by the Travel Time Diagram Black line. This line shows an increase in travel distances from your surrounding area of 2.6 miles to 4.9 miles with an increase in travel time from 4 minutes to 6 minutes in order to access southbound I-35W.</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p>

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					<p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p>
				I would not be able to turn left onto the frontage road from CR602. I would have to travel north bound to the entrance ramp AFTER Hidden Creek Parkway in Burleson just to get on the highway.	Travel northbound from CR 602 near your neighbourhood would be available along the frontage roads to the northbound entrance ramps north of Hidden Creek Parkway.
				I would have to take an extended route to get to Bethesda Road by going down CR527 to Renfro and then to Bethesda road. Once I got to the highway at Bethesda Road, I still would not be able to go to the gas stations. Basically I would have to go all the way into Burleson (Renfro) to get to a gas station. MANY miles away from how I get to one now (Valero, Exxon on Frontage).	Travel to Bethesda Road from the intersection of CR 602 and the east frontage road would be available northbound along the east frontage road to Ricky Lane, then southbound along the west frontage road to Bethesda Road. Travel to the gas station would be available by continuing southbound along the west frontage road to FM 917 with further travel northbound along the east frontage road.
				For me to go south bound on I-35W, it would require that I go north on the access road to Ricky Ln, instead of turning left (south) from CR602 and going to Bethesda road to cross over to get south on I-35W. Ricky Ln is much further then Bethesda from CR602.	<p>TxDOT concurs with your comment.</p> <p>The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor. TxDOT will consider local thoroughfare plans during the study and evaluate additional crossings. Additional crossings shown on the City of Burleson's Master Thoroughfare Plan include the extension of Hulen Street, which is near the crossing of Ricky Lane, and a proposed crossing between Ricky Lane and Bethesda connecting North Briaroaks to CR 602.</p>
				Businesses are impacted as they are spread out further then in the cities.	<p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, locations with conversion sites (2-way frontage roads converted to 1-way frontage roads) experienced growth in sales (or amount subject to tax) after the completion of construction. Specifically, one of the test site corridors was in the City of Burleson along IH 35W from Ricky Lane to Alsbury Blvd (3.7 miles converted from 2-way frontage roads to 1-way frontage roads in 2004). During the test period (1996 to 2006) the average value of gross sales increased.</p> <p>Researchers investigated the trend for 13 selected parcels with current businesses of restaurant, hotel, gas, and retail. The general trend was relatively flat from 1999 to 2007 and then increased in 2008, with reduced total appraised values from 2008 to 2010. Overall, there is a 57 percent increase in total appraised values from 1999 to 2010.</p>
				There are no short cut back track roads to take so that one could back track a bit. A good example is the short back track roads behind all of the eateries in Burleson, such as Chili's, etc. I can take those back track roads in the city instead of having to loop all the way around the frontage roads...which causes more traffic and increases my travel time. In the proposed area of Ricky Ln to 917, these short back track roads don't exist, all you can use are the back county roads, which are much longer and not as direct.	<p>The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor. TxDOT will consider local thoroughfare plans during the study and evaluate additional crossings. Additional crossings shown on the City of Burleson's Master Thoroughfare Plan include the extension of Hulen Street, which is near the crossing of Ricky Lane, and a proposed crossing between Ricky Lane and Bethesda connecting North Briaroaks to CR 602.</p>

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				<p>I cannot use the parking lots of businesses as they are much more spread out from Ricky Ln to FM917. In the city the parking lots are interconnected between business for the most part and this also facilitates back tracking.</p>	<p>Access would remain available to the businesses along the frontage road with travel patterns in one-way directions.</p> <p>The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor. TxDOT will consider local thoroughfare plans during the study and evaluate additional crossings. Additional crossings shown on the City of Burleson's Master Thoroughfare Plan include the extension of Hulen Street, which is near the crossing of Ricky Lane, and a proposed crossing between Ricky Lane and Bethesda connecting North Briaroaks to CR 602.</p>
				<p>Response time of emergency vehicles is increased. This is a serious concern and is a hot topic for the city of Briar Oaks.</p>	<p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 602 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
				<p>Response time of my wife when called in to the hospital is increased (access road is 50mphhighway is 70mph). This is serious as she takes care of critical patients. This could be others living in this area as well that work for Huguley. I also take call and work for Huguley.</p>	<p>Huguley Hospital is located along the northbound frontage road just north of FM 1187. The existing route to I-35W northbound can be either on the east frontage road northbound with no stops at Ricky Lane or Hidden Creek Parkway, to the entrance ramp north of Hidden Creek Parkway along the northbound frontage road to I-35W, or along the east frontage road southbound to the northbound entrance ramp north of Bethesda Road.</p> <p>With the proposed frontage road conversion the proposed route would be along the northbound frontage road with no stops at Ricky Lane or Hidden Creek Parkway, to the entrance ramp north of Hidden Creek Parkway along the northbound frontage road to I-35W. The travel distance would not change to access</p>

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				<p>As much as the fly stats that air quality will go up. I do not agree with this if I'm having to drive further to get to the same places I could get to in much less time before. This reason for converting to a 1-way....man it really comes across as idiotic to be honest.</p>	<p>northbound I-35W. The change in travel time would be due to the speed differential along the frontage road compared to the mainlanes.</p> <p>The existing route to I-35W northbound can be either on the east frontage road northbound with no stops at Ricky Lane or Hidden Creek Parkway, to the entrance ramp north of Hidden Creek Parkway along the northbound frontage road to I-35W, or along the east frontage road southbound to the northbound entrance ramp north of Bethesda Road.</p> <p>With the proposed frontage road conversion the proposed route would be along the northbound frontage road with no stops at Ricky Lane or Hidden Creek Parkway, to the entrance ramp north of Hidden Creek Parkway along the northbound frontage road to I-35W. The travel distance would not change to access northbound I-35W.</p> <p>Travel distance and time would be expected to increase to southbound I-35W. To travel southbound from the intersection of CR 602 and the east frontage road, your proposed route would be northbound along the east frontage road to Ricky Lane, then southbound along the west frontage road with no stop at Bethesda Road to the southbound entrance ramp south of Bethesda Road to I-35W. Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Travel to/from your address would be represented best by the Travel Time Diagram Black line. This line shows an increase in travel distances from your surrounding area of 2.6 miles to 4.9 miles with an increase in travel time from 4 minutes to 6 minutes in order to access southbound I-35W.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p> <p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles travelled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p>

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				<p>There are not as many on ramps, exit ramps, overpasses, and underpasses this far outside of the city. So, even if I did have to utilize the frontage road in one direction in the city, it would not be as long of a trip to get to the next on ramp, or under/ overpass to cross over. From Ricky Ln to 917, there are much less opportunities to get on the highway, exit the highway, or to cross over/under the highway. The infrastructure is not there like it is in the city and more populated areas.</p>	<p>The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor including new ramp locations. TxDOT will consider local thoroughfare plans during the study and evaluate access or ramps for additional crossings. Additional crossings shown on the City of Burleson's Master Thoroughfare Plan include the extension of Hulen Street, which is near the crossing of Ricky Lane, and a proposed crossing between Ricky Lane and Bethesda connecting North Briaroaks to CR 602.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p>
				<p>I have lived in the Burleson area for over 25 years and I have never seen anyone drive down an exit ramp to get on the highway and go the wrong way. That doesn't mean it hasn't happened, but its not that big of a safety concern.</p>	<p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles travelled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p>
				<p>I will admit I HAVE seen a few drivers go the wrong way on the access road in the city of Burleson, especially around the Lynn Smith Chevy dealer area (this used to be 2 way btw and has not been 2 way for MANY years and yet people still do it). I can only image that it will be a HUGE problem if Ricky Ln to FM917 were converted to 1-way after being 2-way for many, many years now. We will see an increase in the number of drivers going the wrong way on the frontage road if it is allowed to be changed over to 1-way.</p>	<p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson.</p>
				<p>1-way frontage roads are good in cities, but not practical in rural areas such as between Ricky Ln and FM917.</p>	<p>The proposed one-way frontage roads are proposed for implementation as the northern portion of Johnson County is becoming more urbanized. The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate).</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently</p>

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				<p>That all being said, I implore you to NOT convert the frontage road between Ricky Ln and FM917 to 1-way!! Please leave it as is.</p>	<p>experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase</p> <p>TxDOT is planning to convert the frontage roads from two-way to one-way as soon as possible to implement safety improvements. Constructing the FM 917 improvements first would delay the needed safety improvements within the corridor.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>Reconstructing the FM 917 interchange would also reduce congestion and improve mobility. Improvements such as U-turns and adding right and left turn lanes would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle-miles travelled. The statewide crash rate for two lane, two way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson.</p>
				<p>I have no comments on the actual changes to FM917 though, my only concern is the frontage roads.</p> <p>If you wish to speak to me directly, please call my personal cell at 817-313-9782 or my office number below in my signature. I have request a delivered and read receipt for this email as well. Please also see attached an image of the communication I filled out on the TXDOT website concerning this issue. Please excuse and typos or mistakes as I did not have time to proof read. Thank you for your time.</p>	<p>Your comments are being considered as part of the public involvement process. Thank you for providing input. TxDOT personnel acknowledged receipt of the comments by email on February 12, 2019.</p>
61	Mr. Joseph O'Connor 3608 S. Burleson Blvd Alvarado, TX 76009 817-790-0707	2/2/19 Email		<p>I was out of the country when the Open House was held regarding these projects. Is there a way to see what is being planned to be done, and are there any future meetings I could attend? All I can find on the website is the Open House Notice, not details/maps of project.</p>	<p>Layouts and other information from the January 29, 2019 Public Meeting have been posted to the Public Meeting project website. Please see the link below. https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html.</p> <p>Layouts from the Public Meeting can also be viewed at the TxDOT Johnson County Area Office located at 2200 FM 2280, Keene, TX 76059 or at the TxDOT Fort Worth District Office, located at 2501 SW Loop 820, Fort Worth, TX 76059.</p>
62	Margret Lewis 7500 Woodland Dr. Alvarado, TX 76009 817-790-7444	1/31/19 Email		<p>I was unable to attend the meeting about I35W and FM 917 interchange planning. Can you provide a link where I can view proposed diagrams?</p>	<p>Layouts and other information from the January 29, 2019 Public Meeting have been posted to the Public Meeting project website. https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html</p> <p>Layouts from the Public Meeting can also be viewed at the TxDOT Johnson County Area Office located at 2200 FM 2280, Keene, TX 76059 or at the TxDOT Fort Worth District Office, located at 2501 SW Loop 820, Fort Worth, TX 76059.</p>

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63	Marie Jordan 135 Oak Lane Burleson, Tx 76028 817-202-3303	2/6/19 Email		My written comments/concerns about the project are as follows: Emergency response time would triple to where I live, I live in one of the three cul de sac on the East side of I-35 W... they (emergency response) are able to take Ricky lane bridge to get to my house now in about 6 mins, if you change to one way it would increase the time to 18 mins...could be life or death or the burning of one room in my house to burning it down.	<p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 1/2 minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>

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				<p>People use the county roads to divert themselves away from FM 917 right now but making frontage roads one way would cut this access off to people that need to go north on the west side of 35W and people going south on the east side of 35W and forces them to take FM 917 and would be more congested than what it is now. Using Bethesda road bridge, it would be backed up on the frontage road way past the Bethesda Baptist Church, the bridge now can only handle vehicles on the curve that goes up to it, this would double the traffic on this access.</p>	<p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles travelled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipes. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>

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				<p>Cutting off access at Ricky Lane would force people to take the Asbury and Renfro exits to get to Bethesda road. Right now people take the back road (Hurst rd.) to the Ricky lane bridge to go south on the east side to get to their homes.</p> <p>I work south of Bethesda road but live north of it, you would be asking me again to take a different direction for me to go to my work...again I live in one of the cul de sac on the east side of 35W. The Bridge at FM 917 only needs to be widened, and a traffic light. What your proposal show would not solve any existing problems...the traffic flow is incorrect. In the morning traffic on this bridge comes from FM 917 east and west, than means coming from Egan /Keene area from the west and Happy Hill /Alvarado Area from the east. These people have to wait a long time just to get to the highway to turn and go north, most go north, that's where the backup begins. Both sides are trying to go in the same direction. In the evening the back up is there for the people exiting and trying to back east to the Happy Hill/Alvarado area, they have to wait to get to the bridge cross over the bridge just to get to the east side of 35W.</p> <p>More people more issues, the proposal won't solve but create more problems...With all due respect the statistics are incorrect for this area. Please do more studies before implementing.</p>	<p>Travel to your neighborhood from the north would be available by using the existing southbound exit ramp to Bethesda Road and traveling north along the frontage road.</p> <p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Distances increased in all six scenarios; however, three scenarios saw decreased travel time, one scenario experienced no change in travel time, and two scenarios experienced increase travel time by one and two minutes, respectively. The travel time diagram represents the differences in the current two-way frontage roads in 2018 versus the proposed one-way frontage roads in 2045.</p> <p>Travel to/from your address would be represented best by the Travel Time Diagram Black line. This line shows an increase in travel distances from your surrounding area of 2.6 miles to 4.9 miles with an increase in travel time from 4 minutes to 6 minutes in order to access southbound I-35W.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles travelled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy</p>

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					<p>queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>
64	Ryan Lamb	1/29/19 Email	Opposes FR Conv.	<p>I live in Briaroaks and use the I35 access road to get to my job in Fort Worth. It is also one of three ways to get in/out of Briaroaks. By making the access road one direction, I can only see large increases in commute time and increased response times for Fire/EMS based out of the Briaroaks fire station. Can you please explain how this change will not increase traffic pressure at every bridge crossing that it is supposed to help? How will this also not expose the public to increased danger and risk? Briaroaks is majority elderly and an increased transit time to the hospital could be severe. The notice says increased safety and mobility. I can only see it crippling both in my small community.</p>	<p>Travel time diagrams were provided for public viewing at the public meeting. Travel to/from your address would be represented best by the Travel Time Diagram Blue line. This line shows an increase in travel distances from your surrounding area of 2.9 miles to 5.3 miles with a decrease in travel time from 7 minutes to 6 minutes in order to access northbound I-35W. This would be the best representation of travel from your area to Huguley Hospital.</p> <p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage</p>

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					<p>roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p> <p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to</p>

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				<p>If this change is made, I would have to drive 2.25 miles south through several bows in the road, go through multiple stop signs and then proceed north to the on ramp around Bethesda road. The alternative of going north on Tarver to head south on the access road at the Burleson event center, the same distance I traveled north, to cross at ricky lane to then go north a great distance to the next on ramp. This option is also poor and requires turning onto a much busier section of access road. Being able to turn left onto the access road at North Briaroaks road is very important for the mobility out of Briaroaks.</p> <p>If modifying the access road is vital to area improvements, making it one direction after Bethesda road would be far less damaging to residents. The area between Bethesda and 917 is much shorter, straighter, and less residential.</p>	<p>increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 ½ minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p> <p>Travel time diagrams were provided for public viewing at the public meeting (https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html). Travel to/from your address would be represented best by the Travel Time Diagram Blue line. This line shows an increase in travel distances from your surrounding area of 2.9 miles to 5.3 miles with a decrease in travel time from 7 minutes to 6 minutes in order to access northbound I-35W.</p> <p>Additional access to your area in the future is included in the City of Burleson Major Thoroughfare Plan which shows improvements to include an extension of Hulen Street that would connect Ricky Lane to Tarver Road and continue west to SH 174.</p> <p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p>
65	Shannon Lamb	1/29/19 Email	Opposes FR Conv.	<p>I just learned of the proposed changes and I do not think TX DOT fully understands the burden the proposed one way change would place on local residents. As a resident of Briaroaks, I often turn left off of Briaroaks Rd. to use the bridge at Ricky Lane so I can go north to Fort Worth regularly to visit my mother and my elderly grandmother. If the road becomes one-way I will have to go way out of my way to go south to turn around to go north.</p>	<p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>TxDOT normal procedures requires notification 15-days prior to the event. Public meeting notifications followed TxDOT standard protocol which included newspaper publications and mailouts prior to the event.</p> <p>Notices were published in the Burleson Star (English and Spanish) on January 10, 2019. The notices were also posted on the City of Burleson website (www.burlesontx.com/Calendar), the City of Alvarado website (www.cityofalvarado.org), and the TxDOT project website (https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html) prior to the minimum 15-days before the public meeting.</p> <p>Postcards were mailed to all adjacent property owners on January 14, 2019 to notify them of the public meeting. Additional subdivisions anticipated to be impacted by the proposed projects were also added to the mailing list and sent postcards. Residents along Trailwood Drive in Briaroaks from Trailwood Court northward were on the mailing list to receive individual postcards.</p> <p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Travel to/from your address would be represented best by the Travel Time Diagram Blue line. This line shows an increase in travel distances from your surrounding area of 2.9 miles to 5.3 miles with a decrease in travel time from 7 minutes to 6 minutes in order to access northbound I-35W.</p>

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					Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.
				My other options would be to have to get to Hidden Creek to get on the highway or to take Tarver all the way to the access road to go south to turn around at Ricky Lane. These other options would add a considerable amount of time to my daily activities.	The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor. TxDOT will consider local thoroughfare plans during the study and evaluate additional crossings. Additional crossings shown on the City of Burleson's Master Thoroughfare Plan include the extension of Hulen Street, which is near the crossing of Ricky Lane and would connect Ricky Lane to Tarver Road and continue west to SH 174, and a proposed crossing between Ricky Lane and Bethesda connecting North Briaroaks to CR 602. Additional anticipated improvements would include new ramp locations and ramp reversals.
				One thing that is important about Briaroaks Road is the fact that I feel much safer using that route at night. Tarver is very dark and has a blind curve. Far too many people think they can drive right in the middle of the road at night and I worry about a head-on collision. I specifically use Briaroaks Road to get to and from the highway at night because I can take straight roads and there is good visibility when I turn. If I have to rely on Tarver at night I will probably go even farther out of my way to take Ward to Cross Timber then turn at the tracks again to get onto Dobson so I can utilize straighter roads.	The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor. TxDOT will consider local thoroughfare plans during the study and evaluate additional crossings. Additional crossings shown on the City of Burleson's Master Thoroughfare Plan include the extension of Hulen Street, which is near the crossing of Ricky Lane and would connect Ricky Lane to Tarver Road and continue west to SH 174, and a proposed crossing between Ricky Lane and Bethesda connecting North Briaroaks to CR 602. Additional anticipated improvements would include new ramp locations and ramp reversals.
				Changing the access road to one-way will be a burden for many of us that live around here and rely on the two-way roads for daily driving. Have wrong way drivers become a problem? If wrong way drivers have become an issue, perhaps increased signage would be more useful?	<p>Drivers along the two-way frontage roads not yielding to drivers travelling the opposite direction that are crossing paths to utilize ramps is a safety issue. TxDOT is providing early implementation of stop signs near entrance and exit ramps prior to the frontage road conversion.</p> <p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles travelled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>TxDOT is providing early implementation of stop signs near entrance and exit ramps prior to the frontage road conversion.</p>

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				<p>I am also concerned that the time added with one-way access roads could impact emergency services and residents' own ability to get to the highway quickly in emergencies. I have a baby due in May and my husband works odd hours in the ER. Thus, I am expecting there is a chance I could have to drive myself and our 3 year old to Fort Worth to deliver if I go into labor while my husband is at work. Quick northbound access to the highway via a left turn at Briaroaks Road to Ricky Lane is far more efficient than any of the other options I have available.</p>	<p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Distances increased in all six scenarios; however, three scenarios saw decreased travel time, one scenario experienced no change in travel time, and two scenarios experienced increase travel time by one and two minutes, respectively. The travel time diagram represents the differences in the current two-way frontage roads in 2018 versus the proposed one-way frontage roads in 2045.</p> <p>Travel to/from near Briaroaks to the Huguley Hospital would be represented best by the Travel Time Diagram Blue line. This line shows an increase in travel distances from the surrounding area of 2.9 miles to 5.3 miles with a decrease in travel time from 7 minutes to 6 minutes in order to access northbound I-35W.</p> <p>Other north / south access from Briaroaks is available via Tarver Road between N Briar Oaks Road and the railroad. Indirect access along Tarver Road extends from just south of Hidden Creek Pkwy to W Bethesda Road by connecting to S Dobson Street and CR 715.</p> <p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p>

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					<p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 ½ minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
66	Susan Williams 304 Dudley Lane Burleson 76028	1/22/19 Email	Opposes FR Conv.	<p>Mr. Curtis, I have the notice re above subject and have some comments and questions. I live immediately behind the "old roadside rest area" west side service road. If the proposed changes go into effect I have to deter south in order to go north and do not see why this change has to happen. Is it open to a vote by the residents impacted?</p> <p>Many residents will be impacted by this unnecessary change to the service road directional traffic. I do not think it will be any safer. It will be most inconvenient to residents. The public highways are for the people and their convenience.</p>	<p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html . Travel to/from your address would be represented best by the Travel Time Diagram Blue line. This line shows an increase in travel distances from your surrounding area of 2.9 miles to 5.3 miles with a decrease in travel time from 7 minutes to 6 minutes in order to access northbound I-35W.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p> <p>Your comments are being considered as part of the public involvement process. TxDOT does not solicit votes for roadway improvement projects but does consider public comments during project development.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles travelled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would</p>

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					<p>continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>
				<p>Is this project already a "Done deal"? Will a petition to stop the traffic directional flow have any impact on the final decision? Thank you in advance for your time to answer.</p>	<p>Your comments are being considered as part of the public involvement process. Thank you for providing input. The purpose of the Public Meeting comments is to obtain input from the public and residents. The layouts are not final.</p>
67	<p>Walter Hall 7309 E FM 917 Alvarado, TX 76009 817-734-5040</p>	<p>2/1/19 Mailed Comment Form</p>		<p>I live one mile east of I-35W on 917. I am experientially qualified to identify the most significant contributor to current AND future congestion in this focus area. While it is true that something needs to be done, the propose modifications will <u>not</u> alleviate the issue.</p>	<p>TxDOT is planning to convert the frontage roads from two-way to one-way as soon as possible to implement safety improvements. Constructing the FM 917 improvements only would delay the needed safety improvements within the corridor.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>Reconstructing the FM 917 interchange would also reduce congestion and improve mobility. Improvements such as U-turns and adding right and left turn lanes would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle-miles travelled. The statewide crash rate for two lane, two way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson.</p>

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				<p>A one day – 24 hour study will reveal the biggest contributor to every onset of congestion. That culprit is the railroad crossing in Egan! With long freight trains both passing through AND parked, blocking the track intersection, traffic stacks up toward Keene and Joshua. I have personally counted 200 vehicles that can get backed up by the time they get to the I35W crossing as a result of waiting for the train(s) to clear.</p>	<p>FM 917 reconstruction requested is beyond the current project limits. The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 does not include additional capacity for this segment of FM 917 west of I-35W. TxDOT proposes to prepare a study to determine the feasibility of a future grade separation of the UPRR and FM 917 in Egan.</p>
				<p>A much better use of \$ would be to build an overpass at the Egan railroad crossing. Also, to comment on converting service roads to one way- this will only add to congested crossover intersections. There is very little traffic currently, so two was is NOT creating any issues. But by converting to one way, rather than going miles in the wrong direction, "regulars" will divert through neighborhoods and to East Renfro and Cummings out of Alvarado. Both of these roads are already treacherous and overwhelmed at times now.</p>	<p>FM 917 reconstruction requested is beyond the current project limits. The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 does not include additional capacity for this segment of FM 917 west of I-35W. TxDOT proposes to prepare a study to determine the feasibility of a future grade separation of the UPRR and FM 917 in Egan.</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p> <p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Distances increased in all six scenarios; however, three scenarios saw decreased travel time, one scenario experienced no change in travel time, and two scenarios experienced increase travel time by one and two minutes, respectively. The travel time diagram represents the differences in the current two-way frontage roads in 2018 versus the</p>

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					<p>proposed one-way frontage roads in 2045.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p>
				<p><u>Granted</u>, widening the I35W overpass at 917 to 4 lanes (and adding a center turning lane) is long overdue, but little benefit will be realized until the Egan crossing issue is addressed. PLEASE consider these comments with Fiscal prudence and responsibility.</p>	<p>FM 917 reconstruction requested is beyond the current project limits. The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 does not include additional capacity for this segment of FM 917 west of I-35W. TxDOT proposes to prepare a study to determine the feasibility of a future grade separation of the UPRR and FM 917 in Egan.</p>
68	<p>Tom Durlington 104 W College Alvarado, TX 76009 Mayor - Alvarado</p>	<p>02/04/19 Mailed Comment Form</p>	<p>Prefers Alt. 1</p>	<p>Only concern I have is it could cause longer time to respond for fire and police especially fire.</p>	<p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. Travel times for Alvarado Fire Department would not be expected to change significantly. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
				<p>Hopefully, the U-turn feature on both directions is part of either alternative.</p>	<p>U-turns are proposed in both directions for both alternatives.</p>
69	<p>Janice S. Robinson 2018 Trailwood Dr. Burleson, TX 76028 817-295-3174</p>	<p>02/04/19 Mailed Comment Form</p>	<p>Opposes FR Conv.</p>	<p>My preference would be to leave the I35 service road from Ricky Lane to Briaroaks road two-way due to access the bridge over 35W. There are more and more homes going up west of 35- these people (as well as Briaroaks) have much easier access to 35. Changing the access road to one way would add 4.5 miles – just to get to town. This is a hardship. I have lived in Briaroaks since Jan. 1971. I believe your changes are what cause accidents. Please leave it alone.</p>	<p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle-miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-</p>

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					<p>1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. Even though the crash rate in this segment is lower than the statewide average, conversion to one-way frontage roads is anticipated to reduce crashes to help with the overall safety of the corridor.</p> <p>Additional access to your area in the future is included in the City of Burleson Major Thoroughfare Plan which shows improvements to include an extension of Hulen Street that would connect Ricky Lane to Tarver Road and continue west to SH 174.</p> <p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919. Travel to/from your address would be represented best by the Travel Time Diagram Blue line. This line shows an increase in travel distances from your surrounding area of 2.9 miles to 5.3 miles with a decrease in travel time from 7 minutes to 6 minutes in order to access northbound I-35W.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p>
				No Preference	Your comments are being considered as part of the public involvement process. Thank you for providing input.
70	Craig K Bender 1616 N. CR 810 Alvarado, TX 76009 817-774-3210	02/04/19 Mailed Comment Form	Supports FR Conv.	In favor of project, recommend moving entrance ramp on I-35 past the CR810/Frontage intersection. This will allow easy access to 35 otherwise I have to drive past 67/35 intersection. Recommends all entrance/exit ramps be converted to high speed with longer lanes to allow easier/safer entrance to 35.	<p>Your comments are being considered as part of the public involvement process. Thank you for providing input on your preferred alternative.</p> <p>The proposed southbound entrance ramp, south of FM 917, meets design guidelines for adequate spacing of consecutive ramps and adequate spacing from driveways / side streets for both circulation efficiency and safety.</p> <p>The existing southbound entrance ramp to I-35W south of CR 707 would remain open with the proposed project.</p> <p>The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. Additional anticipated improvements would include new ramp locations and ramp reversals.</p> <p>TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor including new ramp locations. TxDOT will consider local thoroughfare plans during the study and evaluate access or ramps for additional crossings.</p>
			Prefers Alt. 1 Prefers Alt. 2	EITHER ALTERNATIVE IS ACCEPTABLE. Particularly happy about turn about lanes on N and S of aerial structure. Signal lights are needed to control traffic flow during rush hour	Your comments are being considered as part of the public involvement process. Thank you for providing input on your preferred alternative. Traffic signals are being proposed within the project.
71	H W Everett 10 Rickey lane Burleson, TX 76028 817-925-5263	2/6/19 Mailed Comment Form		Rethink: Start 1 way at Bethesda road rather than at Ricky lane. This solves Briaroaks problems.	<p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle-miles traveled. The statewide crash rate for two-lane, two-way rural roadways is</p>

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					<p>98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. Even though the crash rate in this segment is lower than the statewide average, conversion to one-way frontage roads is anticipated to reduce crashes to help with the overall safety of the corridor.</p>
72	Jr. Martinez 116 Jean lane Burleson, TX 76028 817-455-0300	02/06/19 Mailed Comment Form		I believe that this will increase the amount of time it takes for Emergency personnel to reach my neighbourhood (Briaroaks – East side of (I-35). This will increase my use of fuel in coming and going for work and play. This will require my children to travel further from School to Home, which I do not want.	<p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies</p>

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					<p>performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 ½ minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes. According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briar Oaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briar Oaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p> <p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Travel to/from your address would be represented best by the Travel Time Diagram Black line. This line shows an increase in travel distances from your surrounding area of 2.6 miles to 4.9 miles with an increase in travel time from 4 minutes to 6 minutes in order to access southbound I-35W.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p> <p>Goldstar Transit currently operates the bus service for Burleson ISD. Burleson ISD provided potentially affected route maps to TxDOT for review. The buses currently travel from the intersection of SH 174 and Elk Drive, west of I-35W. Seven routes are anticipated to be impacted by converting the frontage roads to one-way. These routes currently travel two-way along the frontage roads and would need to be re-routed to travel southbound along the west I-35W frontage road to the Bethesda Road or FM 917 intersections to travel northbound along the I-35W east frontage road. The re-routing is not anticipated to add a significant amount of travel time or distance to the affected bus routes.</p> <p>Alvarado ISD has indicated that the frontage conversion from two-way operation to one-way operation from FM 917 to CR 604/CR 707 would not negatively impact service times for students getting picked up and dropped off from school.</p>
				A majority of my neighborhood is on a fixed income. We can expect to have our property tax to increase with the new changes.	Property values are based on a variety of site specific factors as well as economic and real estate market conditions. TxDOT cannot reasonably foresee how the value of property may change in a negative or positive way because of various factors (i.e., property location, size, access, zoning and improvements) and changing market conditions.
				This should not be a requirement to resolve the issue at FM 917. Use red lights and turn lanes to fix. The traffic issue at FM 917 is East and West bound and coming off I-35 N/S. The additional traffic is not from the two way frontage roads!	<p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving</p>

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					<p>the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>
73	Pat Austin 133 Oak Lane Burleson, TX 76028	02/7/19 Mailed Comment Form	Opposes FR Conv.	My Concerns for this conversion that I do not like are as follows: Emergency response time would triple to where I live. I live on one of the tress cul de sacs on the side of I-35W. Currently the Emergency Response teams are able to take Ricky Lane bridge to my home in about 6 minutes. If you change this to one way it would increase the time to 18 min and this can be life or death or the burning of a home. This is NOT acceptable.	<p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2</p>

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					<p>minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 1/2 minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
				<p>People use the county road to divert themselves any from FM917 right now and by making the frontage roads one way cut this access off to people that need to go north on the west side of 35W and people going south on the east side of 35W and forces them to take FM917 and would be more congested than what it is now, widening the bridge or not. It will not be able to handle all the so called diverted traffic by converting the frontage roads.</p>	<p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals</p>

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					would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.
				Cutting off access at Ricky lane would force people to take the Alsbury and Renfro exits to get to the Bethesda road. Right now people take the back road (hurst rd) to the Ricky Lane bridge to go south on the east side to get to their homes.	Travel to your neighborhood from the north would be available by using the existing southbound exit ramp to Bethesda Road and traveling north along the frontage road.
				The Bridge at FM917 only needs to be widened and a traffic light. What your proposal shows would not solve any existing problems as the traffic flow is INCORRECT.	<p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>
				In the morning traffic on this bridge comes from FM917 and east and west and Happy Hill/Alvarado areas from the east. These people have to wait a long time just to get to the highway to turn and go north, most go north that's where the backup begins. Both sides are trying to go in the same direction.	An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.
				In the evening the back up is there for the people exiting and trying to go back east to the Happy/Hill Alvarado area, they have to wait to get to the bridge cross over the bridge just to get to the east side of 35W.	An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.
				More people, more issues. This proposal won't solve but create more problems. With respect, the stats are incorrect for this area. Please do more studies and listen to the public crying out to this alone as it is. Leave our frontage roads alone.	Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.

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					<p>The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor. TxDOT will consider local thoroughfare plans during the study and evaluate additional crossings. Additional crossings shown on the City of Burleson's Master Thoroughfare Plan include the extension of Hulen Street, which is near the crossing of Ricky Lane, and a proposed crossing between Ricky Lane and Bethesda connecting North Briaroaks to CR 602.</p>
74	Luis A. Sanchez 120 Jean lane Burleson, TX 76028 682-233-0012	02/07/19 Mailed Comment Form	Prefers Alt. 1	The idea of emergency vehicles taking longer to arrive to my neighborhood makes me and my family very concerned. -Briaroaks – east side of I-35-	<p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-</p>

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					<p>35W near CR530B would be approximately 8 ½ minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briar Oaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briar Oaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
				<p>My children will also endure more difficulties coming and going to school, their travel time, plus school bus gas consumption is detail that will hurt us all – city of Burleson-</p>	<p>Goldstar Transit currently operates the bus service for Burleson ISD. Burleson ISD provided potentially affected route maps to TxDOT for review. The buses currently travel from the intersection of SH 174 and Elk Drive, west of I-35W. Seven routes are anticipated to be impacted by converting the frontage roads to one-way. These routes currently travel two-way along the frontage roads and would need to be re-routed to travel southbound along the west I-35W frontage road to the Bethesda Road or FM 917 intersections to travel northbound along the I-35W east frontage road. The re-routing is not anticipated to add a significant amount of travel time or distance to the affected bus routes.</p> <p>Alvarado ISD has indicated that the frontage conversion from two-way operation to one-way operation from FM 917 to CR 604/CR 707 would not negatively impact service times for students getting picked up and dropped off from school.</p>
				<p>Red lights at intersections, plus turning lanes. Traffic issues at FM 917 is not from the two way frontage roads. Sincere apologies – we do not own a printer-</p>	<p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>

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75	Janice Leonard 2932 CR 810 Alvarado, TX 76009 817-899-0732	02/07/19 Mailed Comment Form	Prefers Alt. 1	I live on N 810 connected to w service rd. I will have to travel 12 back to get to 917- Boo! More gas/more time! I have to pick up children in Burleson. I use both sides of service roads. Against forcing 604 to 810 bad road and traffic. Be accountable of tax money for roads that help us! Emergency service would be worse!	<p>Travel time diagrams were provided for public viewing at the public meeting. Distances increased in all six scenarios; however, three scenarios saw decreased travel time, one scenario experienced no change in travel time, and two scenarios experienced increase travel time by one and two minutes, respectively. The travel time diagram represents the differences in the current two-way frontage roads in 2018 versus the proposed one-way frontage roads in 2045.</p> <p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Travel to/from your address would be represented best by the Travel Time Diagram Green line. This line shows an increase in travel distances from your surrounding area of 1.9 miles to 4.6 miles with a decrease in travel time from 9 minutes to 6 minutes in order to access northbound I-35W.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p> <p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. Travel times for Alvarado Fire Department would not be expected to change significantly. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
				You need to keep old 917 open for traffic while working on expansion.	Traffic Control Plans would be developed during the detailed design phase. These plans would be able to implement construction phasing and allow access during construction.
76	Kathy Jenkins 101 Jay lane Hilldale Acres 817-343-6365	02/07/19 Mailed Comment Form		Making the service roads one way will be a hardship on me and others that use these roads between Briaroaks and Bethesda to reach our homes. It will make response of emergency vehicles longer with out a doubt. I have seen no problems with the 2 way service roads between Briaroaks and Bethesda will be very inconvenient for me and everybody else who use the service roads to go north or south on a daily basis. We should not have to be inconvenienced because of 917.	<p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Travel to/from your address would be represented best by the Travel Time Diagram Black line. This line shows an increase in travel distances from your surrounding area of 2.6 miles to 4.9 miles with an increase in travel time from 4 minutes to 6 minutes in order to access southbound I-35W.</p> <p>The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor. TxDOT will consider local thoroughfare plans during the study and evaluate additional crossings. Additional crossings shown on the City of Burleson's Master Thoroughfare Plan</p>

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					<p>include the extension of Hulen Street, which is near the crossing of Ricky Lane, and a proposed crossing between Ricky Lane and Bethesda connecting North Briaroaks to CR 602.</p> <p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle-miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. Even though the crash rate in this segment is lower than the statewide average, conversion to one-way frontage roads is anticipated to reduce crashes to help with the overall safety of the corridor.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would promote travel times and service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. With the one-way frontage roads, the travel times would be expected to continue to be 4-8 minutes from Ricky Lane to FM 917. From FM 917 to CR 604/CR 707, the travel times are anticipated to range from 6-8 minutes.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to</p>

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					<p>increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 ½ minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
				<p>Need red lights at 917. Problem is because of cars coming off north and south bound 35, not the service roads. Somebody should be able to figure out how what to do fix 917 without doing this to us.</p>	<p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These</p>

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					<p>improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>
77	NA	02/07/19 Mailed Comment Form	Opposes FR Conv. Prefers Alt. 1	We are very much against this conversion. We live 2 miles south of 917 and one mile north of 604/707 on the west access road to 35W. Much of our travel is south to Alvarado and Cleburne. Any trip south will now take 5 extra miles to return home Any trip north will take one extra mile Any trip to the closest grocery store will increase from about 2 miles to 6 miles.	<p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919. Travel to/from your address would be represented best by the Travel Time Diagram Green line. This line shows an increase in travel distances from your surrounding area of 1.9 miles to 4.6 miles with a decrease in travel time from 9 minutes to 6 minutes in order to access northbound I-35W.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p>
78	Dale K. Starask 108 Jean Lane Burleson, TX 76028 682-224-1894	2/11/19 Mailed Comment Form	Opposes FR Conv.	I do not like or approve the change; however I do believe whats best "in the long run" must be done. The situation changes and will change in time to come.	<p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief</p>

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					<p>and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>
			Prefers Alt. 1	Your second alternative just doesn't make sense. How would this improve traffic flow? Would you put in more lanes also?	<p>Alternative 2 shows I-35W going over FM 917 and Alternative 1 shows FM 917 going over I-35W. I-35W is part of the National Freight Corridor. TxDOT requires 18.5 foot vertical clearance at bridges that are to be reconstructed or widened for large trucks. Alternative 2 was developed to provide better vertical clearances for trucks.</p> <p>TxDOT is still evaluating the FM 917 interchange to determine the preferred alternative and the cost/benefit for each alternative. The benefit associated with reduced delays, after the proposed improvements are constructed, is expected to be the same for both alternatives.</p> <p>Alternative 2 would improve traffic flow in the same manner Alternative 1 would. The lane configuration is the same for both alternatives, however Alternative 2 would allow better turning movements for U-turns and dedicated turning lanes due to wider shoulders.</p>
79	Dale K. Starask 108 Jean Lane Burleson, TX 76028 682-224-1894	2/11/19 Mailed Comment Form	Opposes FR Conv.	I believe that this will increase the amount of time it takes for Emergency personnel to reach my neighborhood (Briaroaks – East side of I-35).	<p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26,</p>

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					<p>2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 1/2 minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
				This will increase my use of fuel in coming and going for work and play. This will require my children to travel further from School to Home, which I do not want.	<p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Travel to/from your address would be represented best by the Travel Time Diagram Black line. This line shows an increase in travel distances from your surrounding area of 2.6 miles to 4.9 miles with an increase in travel time from 4 minutes to 6 minutes in order to access southbound I-35W.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p> <p>Goldstar Transit currently operates the bus service for Burleson ISD. Burleson ISD provided potentially affected route maps to TxDOT for review. The buses currently travel from the intersection of SH 174 and Elk Drive, west of I-35W. Seven routes are anticipated to be impacted by converting the frontage roads to one-way. These routes currently travel two-way along the frontage roads and would need to be re-routed to travel southbound along the west I-35W frontage road to the Bethesda Road or FM 917 intersections to travel northbound along the I-35W east frontage road. The re-routing is not anticipated to add a significant amount of travel time or distance to the affected bus routes.</p> <p>Alvarado ISD has indicated that the frontage conversion from two-way operation to one-way operation from FM 917 to CR 604/CR 707 would not negatively impact service times for students getting picked up and dropped off from school.</p>
				This should not be a requirement to resolve the issue at FM 917. Use red lights and turn lanes to fix. The traffic issue at FM 917 is East and West bound and coming off I-35 N/S. The additional traffic is not from the two way frontage roads!	<p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would</p>

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					<p>operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>
80	Joyce Parker 102 Jean Lane Burlson, TX 76028	2/11/19 Mailed Comment Form	Opposes FR Conv. Prefers Alt. 1	Take longer for ambulance to reach my neighborhood increase my gasoline cost and mileage on car. Take up my time getting to work and back will have to drive further. Use red lights and turn lanes to fix. We have lived in this area for 30 yr and have not had any problems, but this will cause problems. This does not need to be done – hardship on the family's that live out here.	<p>Huguley Hospital is located along the northbound frontage road just north of FM 1187. Ambulances traveling from Huguley Hospital would travel southbound on the mainlanes and exit for Bethesda Road and travel northbound on the east frontage road toward your neighbourhood. The increase in time for ambulances traveling from Huguley Hospital to your neighbourhood would be expected to be slightly less than the emergency services from Briaroaks Fire Station #1.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burlson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burlson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT.</p> <p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Travel to/from your address would be represented best by the Travel Time Diagram Black line. This line shows an increase in travel distances from your surrounding area of 2.6 miles to 4.9 miles with an increase in travel time from 4 minutes to 6 minutes in order to access southbound I-35W.</p>

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					<p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>
81	Lloyd Parker 102 Jean Lane Burleson, TX 76028	2/11/19 Mailed Comment Form	Opposes FR Conv.	I believe that this will increase the amount of time it takes for Emergency personnel to reach my neighborhood (Briaroaks – East side of I-35). This will increase my use of fuel in coming and going for work and play.	<p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were</p>

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					<p>also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 1/2 minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
				This will require my children to travel further from School to Home, which I do not want.	<p>Goldstar Transit currently operates the bus service for Burleson ISD. Burleson ISD provided potentially affected route maps to TxDOT for review. The buses currently travel from the intersection of SH 174 and Elk Drive, west of I-35W. Seven routes are anticipated to be impacted by converting the frontage roads to one-way. These routes currently travel two-way along the frontage roads and would need to be re-routed to travel southbound along the west I-35W frontage road to the Bethesda Road or FM 917 intersections to travel northbound along the I-35W east frontage road. The re-routing is not anticipated to add a significant amount of travel time or distance to the affected bus routes.</p> <p>Alvarado ISD has indicated that the frontage conversion from two-way operation to one-way operation from FM 917 to CR 604/CR 707 would not negatively impact service times for students getting picked up and dropped off from school.</p>
				This should not be a requirement to resolve the issue at FM 917. Use red lights and turn lanes to fix. The traffic issue at FM 917 is East and West bound and coming off I-35 N/S. The additional traffic is not from the two way frontage roads!	<p>TxDOT is planning to convert the frontage roads from two-way to one-way as soon as possible to implement safety improvements. Constructing the FM 917 improvements only would delay the needed safety improvements within the corridor.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts</p>

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					<p>of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>
82	James and Yvonne Shields 108 Oak Lane Burleson, TX 76028 817-271-6512	2/11/19 Mailed Comment Form		I believe that to change the two way section on the I-35W service road to a one way on both sides is a mistake. It will inconvenience a lot of people getting to their destinations. The map shown leaves off several exits on both sides of the service roads (east and west) which represent thousands of people, many of them being elderly, and since your plan would make it necessary for all to travel on 1-35, it would make them (us) more vulnerable to heavy traffic on 1-35, and therefore more vulnerable to traffic accidents.	<p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p>

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					<p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Distances increased in all six scenarios; however, three scenarios saw decreased travel time, one scenario experienced no change in travel time, and two scenarios experienced increase travel time by one and two minutes, respectively. The travel time diagram represents the differences in the current two-way frontage roads in 2018 versus the proposed one-way frontage roads in 2045.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p> <p>Existing access to and from I-35W will remain. The four ramps at FM 917 (one in each quadrant – northeast, northwest, southwest, southeast) and the proposed southbound exit ramp (just south of Bethesda Road) would be relocated. All other ramps are remaining in place as access to and from I-35W.</p>
				<p>More wrecks happen on the interstate, not on the service roads.</p>	<p>TxDOT crash data is for the service roads. According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles travelled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>Additional data for I-35W extending from Ricky Lane to US 67 shows 438 crashes occurred on the corridor. 282 crashes (64%) occurred along the I-35W mainlanes and 123 crashes (28%) occurred along the service roads.</p>

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					<p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson.</p>
				<p>The change would mean it would take more time for emergency vehicles to reach their destination on either side of the interstate.</p>	<p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 1/2 minutes. Travel times for neighborhoods near Woodbine</p>

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					<p>Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
				The change would mean that school buses would need to travel more miles, and on the interstate.	<p>Goldstar Transit currently operates the bus service for Burleson ISD. Burleson ISD provided potentially affected route maps to TxDOT for review. The buses currently travel from the intersection of SH 174 and Elk Drive, west of I-35W. Seven routes are anticipated to be impacted by converting the frontage roads to one-way. These routes currently travel two-way along the frontage roads and would need to be re-routed to travel southbound along the west I-35W frontage road to the Bethesda Road or FM 917 intersections to travel northbound along the I-35W east frontage road. The re-routing is not anticipated to add a significant amount of travel time or distance to the affected bus routes.</p> <p>Alvarado ISD has indicated that the frontage conversion from two-way operation to one-way operation from FM 917 to CR 604/CR 707 would not negatively impact service times for students getting picked up and dropped off from school.</p>
				Most of our vehicle accident problems come down to whether we are careful drivers, obeying traffic laws, and courteous of other drivers.	Your comments are being considered as part of the public involvement process. Thank you for providing input on your preferred alternative.
				Surveys sometimes look good on paper, but experience in this area and on these roads gives us a lot of insight.	Your comments are being considered as part of the public involvement process. Thank you for providing input.
				My suggestion for fixing the problem at I-35W and FM917 is to install traffic lights and turn lanes. And this is a much more cost efficient! Thank you for considering opinions of the neighborhood in this matter.	<p>TxDOT is planning to convert the frontage roads from two-way to one-way as soon as possible to implement safety improvements. Constructing the FM 917 improvements only would delay the needed safety improvements within the corridor.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These</p>

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					<p>improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>
83	Chaplain S. R. 5000 South I35W Alvarado, TX 76009 832-769-2567	2/11/19 Mailed Comment Form	Opposes FR Conv. Prefers Alt. 1	<p>The proposed project will create a great inconvenience to me because my house will be largely inaccessible to emergency vehicles.</p>	<p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. Travel times for Alvarado Fire Department would not be expected to change significantly. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
				<p>Access from Alvarado will require approx. 16 mile roundtrip (this is an environmental & cost issue due to increased gasoline and air pollution)</p>	<p>The increase in travel distance from Alvarado to your property located west of I-35W (just north of CR 604/707), would be approximately 6 miles, due to the travel north to FM 917 and then south.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p>

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					<p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p>
				Increase in time to travel to and return from Alvarado. The proposed change to one way based on any other criteria is premature and unjustified.	<p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles travelled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p>
				Installation of traffic lights could/should greatly alleviate traffic congestion on FM 917.	<p>Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>
84	L.G. Piggott 2616 N. CR 810 Alvarado, TX 76009 817-291-5688	2/11/19 Mailed Comment Form	Opposes FR Conv.	We have tractor trailer (semi) 75' to 120' long. The turning radius at intersections FM and county roads is too short now. Traffic gets too close for turning. Have to make vehicle back up or go on to turn. So now we have to go south to 604/607 to do u-turn. That bridge is too small already.	Striping improvements for the frontage road conversion at the CR 604/CR 707 and FM 917 bridges have been addressed in the design plans and would be included in the proposed project to assist in the turning movement for large trucks.
	L.G. Piggott Construction and Farms		Prefers Alt. 1	Do No. 1 because of the elevation of 917 comes down hill both directions pulling a steeper grade wood inefficient and in bad weather rain ice – snow has too many wrecks now. Plus the cost and the amount of dirt to be moved No. 2 is just plain stupid.	Your comments are being considered as part of the public involvement process. Thank you for providing input on your preferred alternative.
85	Douglas L. Smith 5000 S. I-35 West Alvarado, TX 76009 817-790-8114	2/11/19 Mailed Comment Form	Opposes FR Conv.	The proposed project will create a great inconvenience to me because my house will be largely inaccessible to emergency vehicles.	<p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p>

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					<p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. Travel times for Alvarado Fire Department would not be expected to change significantly. TxDOT will continue to coordinate with Burleson, Briar Oaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
				<p>Access from Alvarado will require approx. 16 mile roundtrip (this is an environmental & cost issue due to increased gasoline and air pollution).</p>	<p>The increase in travel distance from Alvarado to your property located west of I-35W (just north of CR 604/707), would be approximately 6 miles, due to the travel north to FM 917 and then south.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p>
			Prefers Alt. 1	<p>Increase in time to travel to and return from Alvarado. The proposed change to one way based on any criteria presented is unjustified.</p>	<p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles travelled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment</p>

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					<p>from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p>
				Installation of traffic lights could/should greatly alleviate traffic congestion on FM 917.	<p>Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>
86	Shannon Lamb 3064 Trailwood Dr. East Briaroaks, TX 76028 817-229-1119	2/15/19 Mailed Comment Form		<p>I have spoken with my neighbors in Briaroaks that were also unaware of this project until the last minute. If not for Nextdoor, I think the community of Briaroaks would have been completely unaware of this major change to our access to and from 35 until construction started. TxDOT needs to do their due diligence to properly notify all affected communities well in advance rather than surprising us with this change. Our own fire department seems unaware.</p> <p>When the emergency responders are not even notified I have to assume this is a change TxDOT hopes to force through whether the actual residents will benefit or not. I still think many in Briaroaks are unaware because it is an older community and most are unlikely to be regular users of social media.</p>	<p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>TxDOT normal procedures requires notification 15-days prior to the event. Public meeting notifications followed TxDOT standard protocol which included newspaper publications and mailouts prior to the event.</p> <p>Notices were published in the Burleson Star (English and Spanish) on January 10, 2019. The notices were also posted on the City of Burleson website (www.burlesontx.com/Calendar), the City of Alvarado website (www.cityofalvarado.org), and the TxDOT project website (https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html) prior to the minimum 15-days before the public meeting.</p> <p>Postcards were mailed to all adjacent property owners on January 14, 2019 to notify them of the public meeting. Additional subdivisions anticipated to be impacted by the proposed projects were also added to the mailing list and sent postcards. Residents along Trailwood Drive in Briaroaks from Trailwood Court northward were on the mailing list to receive individual postcards.</p>
87	Judy Goldsberry 3532 S. Burleson Blvd. Alvarado, TX 76009 214.726-6256 Total Pallet Solutions, LLC.	2/15/19 Mailed Comment Form	Opposes FR Conv.	<p>Concern – After the frontage road conversion our trucks will not be able to choose which bridge to use (exit 30 or exit 27). This will cause significant delays when the 917 bridge (exit 30) is under construction. Comment – We request to defer frontage road conversion between exit 27 and exit 30 until the 917 upgrade is complete, or at least until the turnaround for this bridge is complete.</p>	<p>TxDOT is planning to convert the frontage roads from two-way to one-way as soon as possible to implement safety improvements. Deferring the FM 917 improvements would delay the needed safety improvements within the corridor.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at</p>

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			Prefers Alt. 1	<p>Comment – Much of the traffic on this bridge is turning onto or off of I-35W, rather than passing over I-35W and continuing on FM 917. This interchange should be configured to maximize through traffic making these turns. Also, I recommend evaluation of upgraded traffic signals for this interchange. Four-way stop signs may no longer be adequate.</p>	<p>entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Traffic Signals are currently being proposed with the FM 917 intersection improvements. TxDOT will evaluate implementing traffic signals along FM 917 with the frontage road conversion project.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>
88	Tracey Richeson 128 Oak Lane Burleson, TX 76028 817-688-416	2/15/19 Mailed Comment Form	Opposes FR Conv. Prefers Alt. 1	<p>First, I would like to see a copy of the studies conducted showing how many accidents there have been on the 2 way service road from Bethesda Road to Ricky Lane for the last 5 years.</p>	<p>Open records requests are not required for Texas Peace Officer's Crash Reports (CR-3), which are available for purchase through the Crash Report Online Purchase System.</p> <p>TxDOT's policy is to provide you with the fullest possible access to public information. If you wish to request records under the Texas Public Information Act, please refer to the following requirements and guidelines. Requests must be made in writing. Telephone requests are not considered open records requests.</p> <p>If you would like a response, please include your name, address, telephone number and a clear description of the records you are requesting in all open records requests. Written requests may be mailed, faxed or delivered in person to our offices at 125 E. 11th St., Austin, TX 78701, or to the addresses listed on the district/division/office contact pages.</p> <p>Email requests will be accepted only if they are sent through our website in accordance with 43 TAC Chapter 3. To send an open records request now, please use our Open Records Request Page. TxDOT is under no legal obligation to respond if the requirements of the Public Information Act are not followed. For questions about the Public Information Act, please consult the website of the Texas Office of Attorney General, Open Records Division</p> <p>TxDOT crash data is for the service roads. According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles travelled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p>

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					<p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson.</p>
				<p>Secondly, I would like to see your plans for county road 602 since changing the service road to one way will divert all the traffic from Stribling Elementary, Branson Elementary, Kerry Middle School and Centennial High School to 602 for all residents between Bethesda and Ricky Lane. We currently take Hurst Rd. to the service road. Aside from the traffic from schools, 602 will see an increase in traffic from any traffic coming from Renfro to the service road as this road will become the easiest "cut through" to access all homes on the east side of 35.</p>	<p>No plans for CR 602 are included with this project. It would continue to connect to the frontage road. Any future improvements for CR 602 would be provided through local jurisdictions.</p> <p>Goldstar Transit currently operates the bus service for Burleson ISD. Burleson ISD provided potentially affected route maps to TxDOT for review. The buses currently travel from the intersection of SH 174 and Elk Drive, west of I-35W. Seven routes are anticipated to be impacted by converting the frontage roads to one-way. These routes currently travel two-way along the frontage roads and would need to be re-routed to travel southbound along the west I-35W frontage road to the Bethesda Road or FM 917 intersections to travel northbound along the I-35W east frontage road. The re-routing is not anticipated to add a significant amount of travel time or distance to the affected bus routes.</p> <p>Alvarado ISD has indicated that the frontage conversion from two-way operation to one-way operation from FM 917 to CR 604/CR 707 would not negatively impact service times for students getting picked up and dropped off from school.</p>
				<p>More important than this, we will lose quick access to the fire department, sheriff's dept. and ambulance service. We are already concerned about our access to medical personnel and this will make it worse by doubling if not tripling time to get to our home.</p>	<p>Huguley Hospital is located along the northbound frontage road just north of FM 1187. Ambulances traveling from Huguley Hospital would travel southbound on the mainlanes and exit for Bethesda Road and travel northbound on the east frontage road toward your neighbourhood. The increase in time for ambulances traveling from Huguley Hospital to your neighbourhood would be expected to be slightly less than the emergency services from Briaroaks Fire Station #1.</p> <p>The travel times mentioned below are representative of emergency vehicle travel times. However, no parameters (i.e. sirens, emergency lights, etc.) were used while conducting the travel time studies.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would enhance travel times and promote service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. Travel times are expected to be maintained between 4-8 minutes from Ricky Lane to FM 917 after the conversion to one-way frontage roads. Travel times are anticipated to range from 6-8 minutes from FM 917 to CR 604/CR 707.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have</p>

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					<p>current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 1/2 minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
				<p>Also, this will be a huge inconvenience and waste of time if we need to get on 35 heading southbound. We will have to drive 2 miles north to turn around and get on 35 southbound not to mention the increase in gas, mileage, and time coming home from work and or running errands in Burleson by making us come all the way to Bethesda Road to come back home, We would need at least one (but really 2) more entrance and exit ramps between Hidden Creek and Bethesda. If this is forced upon the residents who live in this area, you will decrease our home values as this will make living in our neighborhood less desirable due to access issues. Please don't force this horrible agenda upon us. I will be anxious to get a response from your office.</p>	<p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Travel to/from your address would be represented best by the Travel Time Diagram Black line. This line shows an increase in travel distances from your surrounding area of 2.6 miles to 4.9 miles with an increase in travel time from 4 minutes to 6 minutes in order to access southbound I-35W.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p> <p>The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor including new ramp locations. TxDOT will consider local thoroughfare plans during the study and evaluate access or ramps for additional crossings. Additional crossings shown on the City of Burleson's Master Thoroughfare Plan include the extension of Hulen Street, which is near the crossing of Ricky Lane, and a proposed crossing between Ricky Lane and Bethesda connecting North Briaroaks to CR 602.</p> <p>Property values are based on a variety of site specific factors as well as economic and real estate market conditions. TxDOT cannot reasonably foresee how the value of property may change in a negative or positive way because of various factors (i.e., property location, size, access, zoning and improvements) and changing market conditions.</p>
				<p>There is no reason to change the direction of the service roads, much less, the section from Bethesda Road and Ricky Lane. The traffic issues can be solved by using traffic lights and additional lanes. If you change the service road, Ricky Lane to Bethesda should not be affected.</p>	<p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes</p>

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					<p>per 100 million vehicle-miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. Even though the crash rate in this segment is lower than the statewide average, conversion to one-way frontage roads is anticipated to reduce crashes to help with the overall safety of the corridor.</p> <p>Additional access to your area in the future is included in the City of Burleson Major Thoroughfare Plan which shows improvements to include an extension of Hulen Street that would connect Ricky Lane to Tarver Road and continue west to SH 174.</p>
89	Janice & Bart Baker 2017 N. CR 810 Alvarado, TX 76009 817-933-1396	2/17/19 Emailed Comment Form	Prefers Alt.1	<p>Expansion of the bridge @ CR 604/707 should be in the future plans of TxDOT. Due to the conversion of two way to one way frontage road(s), the traffic being shifted from 917 and I-35W to CR 604/707 will soon become overburdened. There are no traffic control lights @ 604/707 now, and these should be considered at minimum prior to a full bridge expansion.</p> <p>Carve out a new road from the last curve on northbound CR 810 to connect with east bound FM 917, to help with re-routing traffic due to the FM 917 and I-35W Interchange (see attached sketch).</p>	<p>One-way service road conversions for the corridor, all the way to US 67, are under analysis in different studies under separate contract. This study goes to CR 604 / 707 and another study goes from CR 604 / 707 to US 67. TxDOT is currently under contract for the study of the corridor from CR 604 / 707 back to US 67. This segment of I-35W is outside the scope of the project limits and any improvements would be constructed under a separate project.</p> <p>The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a separate corridor study to evaluate potential capacity on I-35W and reconstruct the corridor.</p> <p>The requested extension of CR 810, connecting with FM 917, is included in the City of Burleson Master Thoroughfare Plan as a rural minor arterial. Any future improvements for CR 810 would be provided through local jurisdictions.</p>
90	Stuart Gillaspie 331 SW Brushy Mound Rd Burleson, TX 76028 817-630-1217 Burleson City Councilmember	2/19/19 Mailed Comment Form		<p>Please allow frontage road from Ricky Lane to Briaroaks Road to remain 2-way. This allows traffic from Briaroaks access to I-35 overpass at Ricky Lane.</p>	<p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle-miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. Even though the crash rate in this segment is lower than the statewide average, conversion to one-way frontage roads is anticipated to reduce crashes to help with the overall safety of the corridor.</p> <p>Additional access to your area in the future is included in the City of Burleson Major Thoroughfare Plan which shows improvements to include an extension of Hulen Street that would connect Ricky Lane to</p>

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91	Shannon Lamb 3064 Trailwood Dr. E. Briaroaks, TX 76028 817-229-1119	2/20/19 Mailed Comment Form		As a resident of Briaroaks I know this will make my trips north on 35 more of a hassle. I am concerned about emergency response times being lengthened as well as property values being affected by Briaroaks losing north access at Briaroaks Rd/Ricky Ln. I am troubled by the fact that I learned about this via Nextdoor instead of my TxDOT. I have also heard the crane company on Briaroaks Rd. and Briaroaks FD will likely be adversely affected. I strongly disagree with the conversion. Instead, greater focus should be placed on signage if TxDOT has concerns.	<p>Tarver Road and continue west to SH 174.</p> <p>Travel time diagrams were provided for public viewing at the public meeting https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html. Travel to/from your address would be represented best by the Travel Time Diagram Blue line. This line shows an increase in travel distances from your surrounding area of 2.9 miles to 5.3 miles with a decrease in travel time from 7 minutes to 6 minutes in order to access northbound I-35W.</p> <p>Based on historic data, traffic is expected to increase by 5.8% per year. The corridor is currently experiencing growth in both residential and commercial developments. These locations include but are not limited to Highpoint Business Park and residential development along N Cummings Drive near CR 604/CR 707. Because of this growth (as well as the inefficiencies of two-way frontage roads and the inefficiencies of traffic signals servicing two-way frontage road operations), congestion and delays would increase.</p> <p>The City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would promote travel times and service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. With the one-way frontage roads, the travel times would be expected to continue to be 4-8 minutes from Ricky Lane to FM 917. From FM 917 to CR 604/CR 707, the travel times are anticipated to range from 6-8 minutes.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p> <p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 1/2 minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p> <p>Property values are based on a variety of site specific factors as well as economic and real estate market conditions. TxDOT cannot reasonably foresee how the value of property may change in a negative or positive way because of various factors (i.e., property location, size, access, zoning and improvements)</p>

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					<p>and changing market conditions.</p> <p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>TxDOT normal procedures requires notification 15-days prior to the event. Public meeting notifications followed TxDOT standard protocol which included newspaper publications and mailouts prior to the event.</p> <p>Notices were published in the Burleson Star (English and Spanish) on January 10, 2019. The notices were also posted on the City of Burleson website (www.burlesontx.com/Calendar), the City of Alvarado website (www.cityofalvarado.org), and the TxDOT project website (https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html) prior to the minimum 15-days before the public meeting.</p> <p>Postcards were mailed to all adjacent property owners on January 14, 2019 to notify them of the public meeting. Additional subdivisions anticipated to be impacted by the proposed projects were also added to the mailing list and sent postcards. Residents along Trailwood Drive in Briaroaks from Trailwood Court northward were on the mailing list to receive individual postcards.</p> <p>TxDOT representatives met with Daniel Basden and his son, Bruce Basden, on Tuesday January 22, 2019 at Mr. Basden's business in Burleson to discuss his issue of moving cranes. TxDOT representatives stated that we may try to make improvements at the intersection of Briar Oaks Road /Southbound I-35W Frontage Road intersection.</p> <p>After the meeting, improvements for the frontage road conversion at Briar Oaks Road / Southbound I-35W frontage road intersection will be addressed by in-house or contracted forces to assist in the turning movement for large trucks.</p> <p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles travelled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>TxDOT is providing early implementation of stop signs near entrance and exit ramps prior to the frontage road conversion.</p>

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	Jeff Shelton Lamar Advertising	1/15/19 Verbal (Phone)		His business has two signs on I-35W between FM 917 and Alvarado, wanted to know if his signs were going to be affect by the purchase of ROW.	A TxDOT representative discussed with Mr. Shelton, on the phone, that ROW was going to be purchased at FM 917 for both alternatives and his sign locations would not be affected.
92	Daniel Basden Bruce Basden	1/17/19 Email		I just received notice of [TxDOT's] intention to convert the two-way frontage roads at FM 917 & I-35W to one-way frontage roads. My company, Big B Crane, operates an equipment yard off of [Briar Oaks] Rd. on the southbound side of I-35W. As I read your presentation, your plan is going to make nearly all of my vehicles entry onto I-35W nearly impossible without significant changes. I would like to meet with you next week ahead of your public meeting to discuss our issues. What would be a good time for you?	TxDOT representatives set up a meeting with Daniel Basden for January 22, 2019.
	Daniel Basden Bruce Basden	1/22/19 Meeting		Daniel and Bruce explained that trucks transporting the cranes for their business would not be able to make the turn at the intersection due to the sharp angle and vertical grade at the intersecting street.	TxDOT representatives met with Daniel Basden and his son, Bruce Basden, on Tuesday January 22, 2019 at Mr. Basden's business in Burleson to discuss his issue of moving cranes. TxDOT representatives stated that we may try to make improvements at the intersection of Briar Oaks Road /Southbound I-35W Frontage Road intersection. After the meeting, improvements for the frontage road conversion at Briar Oaks Road / Southbound I-35W frontage road intersection will be addressed by in-house or contracted forces to assist in the turning movement for large trucks.
	Eddie Goodspeed	1/18/19 Verbal (Phone)		Wanted to know who got the bid for the FM 917 project, he has a good place on his property for the contractor to set up a field office.	A TxDOT representative told Mr. Goodspeed that the projects have not been Awarded. He explained to Mr. Goodspeed that the frontage road conversion project is planned to be let in May 2019 and the FM 917 widening interchange project not until the year 2020. However, the frontage road conversion project is now planned to be let in August 2019.
	Catherine Piggott	1/19/19 & 1/21/19 Verbal (Phone)		Ms. Piggott called and left a phone message on 1/19/2019 and 1/21/2019.	A TxDOT representative returned Ms. Piggott call on 1/23/2019.
	Catherine Piggott	1/23/19 Verbal (Phone)		Ms. Piggott was concerned that comments were due on the 13 th and that she had received her notice after the 13 th .	A TxDOT representative explained to Ms. Piggott that the due date for the comments was on February 13 th , 2019, approximately 2 weeks after the Public Meeting scheduled for January 29, 2019 and she will still be able to provide comments concerning the two projects. Postcards were mailed to all adjacent property owners on January 14, 2019 to notify them of the public meeting.
	Catherine Piggott	1/23/19 Verbal (Phone)		Ms. Piggott works at L C Piggott Construction & Farms they have several large trucks that use the frontage road. She is concerned not only about here place of business but several other trucking businesses along the corridor. [Ms. Piggott mentioned that there was 40 trucking businesses along the project limit corridor.] She was concerned about trucks being forced to travel to the north or south and use the existing cross street bridge structures at Bethesda Road, FM 917, and County Road 604/County Road 707. She was concerned that at the intersections were not wide enough for trucks to make the turns onto the cross street bridges. She stated that her drivers currently have to get out of their trucks to make sure they are not interfering with other vehicles when they are turning.	A TxDOT representative explained to Ms. Piggott that stop bars would be placed at locations to help trucks make better turns at intersections. Since the Public Meeting striping improvements for the frontage road conversion at the CR 604/CR 707 and FM 917 bridges have been addressed in the design plans and would be included in the proposed project to assist in the turning movement for large trucks.
	Brent Roy	1/24/19 Verbal (Phone)		<ol style="list-style-type: none"> 1. Has prior engagement and will not be able to attend the Public Meeting. 2. He and his neighbors are against the frontage roads going to one-way. 3. He doesn't know of any safety issues in the area and has lived there for 20 years. 4. He was unhappy that it was going to add an additional 4 miles to drive when coming back from Burleson. 5. He wanted to know more about the Hulen Street extension, he has property on County Road 530B that is going to be more difficult to develop (market) if the frontage roads are one-way. He was thinking about putting houses on his property. 6. If the frontage roads do go to one-way can any type of improvements be made to the bumpy Woodbine Drive intersection with the frontage road. 7. He thought that there should be more access points on I-35W between Bethesda and Hidden Creek Parkway. 	<p>A TxDOT representative informed Mr. Roy, on the phone, of the proposed improvements for the frontage road conversion and FM 917 proposed projects and that they are being proposed for safety reasons.</p> <p>A recent accident was described to Mr. Roy that occurred on the frontage road.</p> <p>It was agreed that the one-way frontage road conversion would create additional miles travelled for Mr. Roy's drive from Burleson.</p> <p>It was explained to Mr. Roy that TxDOT was unaware of the timeline of the proposed Hulen Street extension and that he should contact City of Burleson representatives.</p> <p>It was described that Woodbine Drive intersection would not be reconstructed but the intersection may be overlaid.</p> <p>The future corridor study that would include additional crossings and access points along I-35W was described to Mr. Roy. It was explained that the study would be completed in approximately 3-4 years.</p>

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	Greg Castillo Called on behalf of his parents whom he lives with	1/24/19 Verbal (Phone)		Called and said that he lives just 2 blocks south of FM 917 on the west side of I-35W. He wanted to know how he was going to be affected.	A TxDOT representative described to Mr. Castillo that his additional distance to travel north would be approximately 6 miles after the frontage roads are converted to one-way. It was described that the other travel patterns to and from Mr. Castillo's property would not be affected.
	Barney Holland	1/25/19, 1/28/19, and 1/29/19 Verbal (Phone)		Mr. Holland called on Friday January 25, 2019 and left a message stating that Rob Orr had informed him of a Public Meeting and sent him the notice. He has property along I-35W, on the west side I-35W, north of FM 917, a 1.5 acre tract of land just north of the Shell station. He wanted information about the project. Mr. Holland left another message to call him back on 1/28/19. Mr. Holland called and discussed with a TxDOT representative the following: Could he get a copy of the drawings before the meeting.	A TxDOT representative called Mr. Holland on January 28, 2019 and left a phone message for him to call TxDOT back. A TxDOT representative discussed with Mr. Holland that receiving copies of drawings would not be available before the Public Meeting. However, the public meeting documents would be posted online on the TxDOT's website.
			Wanted to know what the typical section of FM 917 looked like west of I-35W.	Mr. Holland was told that FM 917 would be two lanes wide as it exist today at Vantage Drive. He was told the two alternatives that would be presented to the public tonight concerning FM 917; the first alternative is like the current configuration of FM 917 going over I-35W and the second alternative would have I-35W mainlanes going over FM 917. ROW for the FM 917 over I-35W alternative would only be needed at the northeast corner of the interchange. ROW for the I-35W over FM 917 alternative would only be needed at the southeast corner of the interchange. Approximately 600' to the west of Vantage Drive, eastbound lanes would increase from 1 lane to 3 lanes, there would be an additional right turn lane at the intersection with the southbound I-35W frontage road. The left lane would be a left turn at the northbound I-35W frontage road.	
			Wanted to know if the Shell station was going to be affected in any way.	Mr. Holland was told that no ROW was needed from the Shell Station and that a new frontage road would be constructed in front of the Shell Station and the station would still have three driveways.	
			Mr. Holland wanted to know about his property north of the Shell Station. He stated that he had worked with TxDOT in the past on getting access to the Shell Station.	He was told that approximately 100'-150' of frontage road would be reconstructed along the southern portion of his property. Mr. Holland was told that the existing southbound I-35W exit ramp would be relocated to the north and that the existing southbound entrance ramp from Bethesda road would be relocated to the south. The southbound configuration of the ramps was being changed from a diamond pattern configuration to an 'X' pattern configuration to provide more access to businesses along the southbound frontage road where businesses are and new High Point industrial park.	
			Wanted to know if FM 917 would be a part of the Regional Outer Loop and if so when it would happen.	Mr. Holland was told that the study for the outer loop was prepared by the North Central Texas Council of Governments.	
	Janice Anderson	1/29/19 Verbal (phone)		Ms. Anderson called left a message on Tuesday January 29, 2019. She had concerns about response times for emergency services to her home with the conversion of the frontage roads. Her family had recently had an emergency at her home in which responders took longer than there suggested response time.	A TxDOT representative listened to Ms. Anderson's concerns regarding emergency services response times during the phone call and discussed the proposed improvements with her. After the Public Meeting, the City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes. The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would promote travel times and service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. With the one-way frontage roads, the travel times would be expected to continue to be 4-8 minutes from Ricky Lane to FM 917. From FM 917 to CR 604/CR 707, the travel times are anticipated to range from 6-8 minutes. Briar Oaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes. Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would

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					<p>have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 1/2 minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
	Anonymous	1/29/19 Verbal Comment During Meeting		A few commercial businesses, including Jellystone Park, thought the frontage road conversion would improve their access.	These comments are being considered as part of the public involvement process.
	Anonymous	1/29/19 Verbal Comment During Meeting		Some attendees questioned the accuracy of the travel time information.	During the Public Meeting, TxDOT consultant services personnel described that the travel times were developed based on current speed limits and distance and travel time calculations through Google Maps, travel time studies, and estimation of future delays through intersections via SYNCHRO traffic analysis software performed by LJA Engineering personnel.
	Anonymous	1/29/19 Verbal Comment During Meeting		Most of the comments came from the North Briaroaks and Woodbine area – they requested for a portion of I-35W to remain as two-way for emergency access. Briaroaks Fire Chief was concerned about the emergency response times and stated they need to maintain access to 530B. Woodbine and Oak Lane are a one-way in/out. General concerns about increased response times.	<p>TxDOT is planning to convert the frontage roads from two-way to one-way as soon as possible to implement safety improvements. Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>After the Public Meeting, the City of Burleson provided fire department zone maps showing travel times ranging from approximately 4-8 minutes for the surrounding area from Ricky Lane to FM 917 with two-way frontage roads. Maps were also provided for travel times for proposed one-way frontage roads and they indicated that travel times would be similar, ranging from approximately 4-8 minutes.</p> <p>The City of Burleson is planning to relocate Fire Station #2 from 620 Memorial Plaza, Burleson, TX 76028-4296 to a location 0.5 mile west of I-35W near Hidden Creek Parkway. This would promote travel times and service to the existing and future industrial development along the frontage roads near FM 917. Due to this relocation, service zones are anticipated to expand and extend beyond FM 917 to include CR 604/CR 707. With the one-way frontage roads, the travel times would be expected to continue to be 4-8 minutes from Ricky Lane to FM 917. From FM 917 to CR 604/CR 707, the travel times are anticipated to range from 6-8 minutes.</p> <p>Briaroaks Fire Station #1 is located at 515 Ward Ln, Burleson, TX 76028. Local neighborhoods with access from CR 530B, located just south of Ricky Lane and adjacent the east frontage road, have current travel times from this location estimated at approximately 3 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT on April 2, 2019 and April 26, 2019 beginning near 3 pm. Local neighborhoods with access from Woodbine Drive and Oak Lane have current travel times from this location estimated at approximately 4 1/2 minutes.</p>

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					<p>Access to these neighborhoods from Fire Station #1 is through the east frontage road. After the frontage road conversion, travel time to the local neighborhoods near CR 530B would be expected to be approximately 8 1/2 minutes, an increase of approximately 5 1/2 minutes. Woodbine Drive/Oak Lane would have estimated travel times of approximately 8 minutes, reflecting an increase of approximately 3 1/2 minutes.</p> <p>Travel times for the Jellystone Center from Briaroaks Fire Station #1 would be expected to increase 1 1/2 minutes from 5 1/2 minutes to approximately 7 minutes. Travel times to CR 602, adjacent to the east frontage road, from Station #1 would be expected to increase approximately 1 minute from 5 1/2 minutes to approximately 6 1/2 minutes. Travel times for the area near CR 518 from Station #1 would be expected to increase 5 minutes from approximately 7 to 12 minutes.</p> <p>Fire Station #2 is located at 8232 County Rd 528, Burleson, TX 76028. Briaroaks Fire Station #2 is 2 miles from Hidden Creek Parkway and 1 mile from Ryan Avenue (turns into Bethesda Road). Travel times from Fire Station #2 to local neighborhoods with access from CR 530B, Woodbine Drive and Oak Lane are estimated to remain approximately 8-9 minutes based on current speed limits and travel time studies performed by personnel of Johnson County and TxDOT. Travel times for the Jellystone Center, CR 602 and CR 518 from Station #2 would be expected to remain approximately 7 minutes.</p> <p>Based on coordination with the local fire departments, travel times ranging from 4-8 minutes are within the typical travel times in the corridor. After frontage road conversion, travel times for neighborhoods east of I-35W near CR530B would be approximately 8 1/2 minutes. Travel times for neighborhoods near Woodbine Drive and Oak Lane are expected to be approximately 8 minutes.</p> <p>According to the City of Burleson data, regarding calls for service, more than 80% of calls were dispatched from Briaroaks Fire Station #2 to addresses in these neighborhoods. TxDOT will continue to coordinate with Burleson, Briaroaks Volunteer, and Alvarado Fire Department's during further transportation studies for the corridor.</p>
	Anonymous	1/29/19 Verbal Comment During Meeting		Several attendees stated that it isn't a two-way frontage road problem but rather a speed limit/control issue. Requests for illuminated stop signs/flashing signs for current two-way frontage roads, including ramps at FM 917.	TxDOT is providing early implementation of stop signs near entrance and exit ramps prior to the frontage road conversion, including ramps at FM 917. TxDOT is not proposing illuminated stop signs/flashing signs.
	Anonymous	1/29/19 Verbal Comment During Meeting		Some requested for only portions of the frontage roads to be converted – not the entire length.	<p>Driver expectancy and consistency in travel patterns is paramount to safety along the corridor for frequent and non-frequent users. TxDOT plans to convert two-way frontage roads to one-way frontage roads from Ricky Lane to CR 604/707 to eliminate inconsistent travel patterns, minimize driver confusion for unfamiliar motorists during conditions such as inclement weather and night-time, and improve safety for all motorists.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle-miles travelled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. Even though the crash rate in this segment is lower than the statewide average, conversion to one-way frontage roads is anticipated to reduce crashes to help with the overall safety of the corridor.</p>

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	Anonymous	1/29/19 Verbal Comment During Meeting		When would I-35W be widened to three lanes each way?	The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 plans for I-35W from SH 174 to Alvarado to include three general purpose mainlanes in each direction by 2037. TxDOT is initiating a corridor study to evaluate potential capacity on I-35W and reconstruct the corridor.
	Anonymous	1/29/19 Verbal Comment During Meeting		Some attendees felt that if the frontage roads are one-way, then Bethesda Road would experience congestion issues similar to FM 917.	Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.
	Anonymous	1/29/19 Verbal Comment During Meeting		A lot of support for work at FM 917 – requests for bridge work at FM 917 to happen before frontage road conversion or without the conversion project.	<p>TxDOT is planning to convert the frontage roads from two-way to one-way as soon as possible to implement safety improvements. Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to data from the TxDOT's Crash Records Information System (CRIS), the crash rate from Ricky Lane to CR 604/CR 707 was 147.30 from 2013-2017. The crash rate is calculated by number of crashes per 100 million vehicle miles traveled. The statewide crash rate for two-lane, two-way rural roadways is 98.87. For this segment from Ricky Lane to CR 604/CR 707 approximately 43% are fixed-object crashes, 28% are rear-end, 16% are angle, 6% are head-on crashes, and 7% are side swipe. The total number of crashes is 103 for this time period, with 4 fatalities.</p> <p>The segment from Ricky Lane to Bethesda Road is 2.3 miles (26 crashes, 82.1 crash rate). The segment from Bethesda Road to FM 917 is 1.6 miles (48 crashes, 432.6 crash rate). The segment from FM 917 to CR 604/CR 707 is 3.0 miles (29 crashes, 114 crash rate).</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, and improving safety at entrance and exit ramps. An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at Bethesda Road and CR 604/707 would operate within acceptable ranges for overall average delay (approximately one minute) with one-way frontage roads.</p> <p>Reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further</p>

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					<p>reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p>
	Anonymous	1/29/19 Verbal Comment During Meeting		<p>Attendees expressed need for improvements along FM 917. When would widening on FM 917 happen?</p> <p>At FM 917, extend limits back to the west (near the business park). Westbound backs up to Forgotten Lane. Railroad crossing is 1.5 mile away and causes back-ups. School busses also travel this route.</p>	FM 917 reconstruction requested is beyond the current project limits. The North Central Texas Council of Governments (NCTCOG) Metropolitan Transportation Plan (MTP) Mobility 2045 does not include additional capacity for this segment of FM 917 west of I-35W. TxDOT proposes to prepare a future study to determine the feasibility of a future grade separation of the UPRR and FM 917 in Egan.
	Anonymous	1/29/19 Verbal Comment During Meeting		A few comments about signals vs. stop signs at the new interchange. Wanted to know if signals would be on a timed interval?	Proposed traffic signals are included in the proposed FM 917 project. They would be on a timed interval during peak traffic periods.
	Anonymous	1/29/19 Verbal Comment During Meeting		Westbound FM 917 to the northbound frontage needs a free right turn lane.	No free right turns were provided with the preliminary layouts that were shown at the Public Meeting. Free right turns would be evaluated for incorporation in the FM 917 improvement project through traffic analysis. ROW impacts would be part of the evaluation analysis.
	Anonymous	1/29/19 Verbal Comment During Meeting		<p>Truck drivers mentioned a 50-bay facility under construction within the project limits – an estimated 100 additional trucks/day through the FM 917 interchange. Requested u-turns to be constructed first to help eliminate congestion. Truck drivers prefer the FM 917 at-grade option.</p> <p>Truck drivers with 75-foot plus loads – concerned about making turns at FM 917. Caterpillar dealership with 102-foot trailers – have difficulty making turn at CR 604.</p>	<p>Comments regarding trucks are being considered as part of the public involvement process. TxDOT is planning to convert the frontage roads from two-way to one-way as soon as possible to implement safety improvements. Converting two-way frontage roads to one-way would improve safety and mobility by reducing wrong-way entrance onto highway mainlanes, improving intersection safety and efficiency, creating smoother traffic flow, and improving safety at entrance and exit ramps.</p> <p>According to the Texas A&M Transportation Institute's Technical Report on Safety and Economic Impacts of Converting Two-Way Frontage Roads to One-Way, URL: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5856-1.pdf, the conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes. It should be noted that one of the test sites for the TTI research was along I-35W from Ricky Lane to Alsbury Blvd, just north of this project's study area in Burleson. The report also shows that conversion of frontage roads from two-way to one-way improves mobility by approximately 35%.</p> <p>Striping improvements for the frontage road conversion at the CR 604/CR 707 and FM 917 bridges have been addressed in the design plans and would be included in the proposed project to assist in the turning movement for large trucks.</p> <p>Striping improvements for the proposed interchange project at FM 917 would be addressed in the design plans and would be included in the proposed project to assist in the turning movement for large trucks. Traffic Control Plans would be developed during the detailed design phase. These plans would maintain use of the frontage roads, not shut them down during construction and determine if the u-turn bridges could be constructed early during the project.</p>
	Anonymous	1/29/19 Verbal Comment During Meeting		Request for no raised median near Shell Station to maintain access.	Median openings along FM 917 would be evaluated for incorporation in the FM 917 interchange improvement project through traffic analysis.
	Anonymous	1/29/19 Verbal Comment During		One Spanish-speaking attendee asked about additional improvements along FM 917. Also concerned about utilities in the area.	Spanish-speaking translation was provided for public involvement mailouts and the Public Meeting for this project. A public meeting was held on January 29, 2019. Notices for the public meeting were published in both English and Spanish in locally circulated newspapers. Notices were mailed to adjacent property owners in both English and Spanish. No translation or special communication accommodation services

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		Meeting			<p>were requested prior to the public meeting; however, translation services were provided in Spanish to one public meeting attendee by a Fort Worth District employee.</p> <p>Proposed improvements include reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p> <p>Congestion at the FM 917 two-way frontage road intersections backs up in all directions resulting in heavy queues for all movements. Converting two-way frontage roads to one-way would reduce congestion along the frontage roads and improve mobility by reducing delays at the intersections and creating smoother traffic flow. The addition of traffic signals would further reduce the congestion along FM 917. These improvements would allow additional lanes along FM 917 and U-turns to be implemented and further reduce congestion at the interchange. The reduction in intersection delays would correlate to a reduction in fuel consumption and emissions.</p> <p>An analysis based on North Central Texas Council of Governments Mobility 2045 traffic model for year 2048 indicates the intersections at FM 917 would continue to operate with extensive overall average delays with one-way frontage roads estimated at approximately 12 minutes in year 2045. Inclusion of signals would reduce the 2045 overall estimated average delay to approximately 6 minutes. Capacity improvements along FM 917 would reduce the 2045 overall estimated average delay to approximately less than 1 minute.</p> <p>Attendee was provided contact information with the cities of Alvarado and Burleson regarding utilities, for locations beyond the proposed project limits.</p>
	Anonymous	1/29/19 Verbal Comment During Meeting		Southbound ramp to FM 917 – lot of accidents at this location. One fatality at this location.	<p>Safety improvements would be provided through the frontage road conversion project. The existing exit ramp tie-ins with the frontage roads were designed for two-way traffic. Proposed ramp tie-ins to the frontage roads would be modified from existing sharp curves to proposed flatter curves to meet current design and safety standards for one-way operation.</p> <p>The ramp is proposed to be relocated to the north with the proposed FM 917 project.</p> <p>Proposed improvements include reconstructing the FM 917 interchange and the associated relocation of the entrance and exit ramps would also improve safety and mobility. The queuing from the FM 917 intersection backs up through the exit ramps and onto the I-35W mainlanes and severely impacts safety. The length of the queue would continue to increase as development occurs in the project area and TxDOT would mitigate this by moving the entrance and exit ramp locations further away from the intersection. Improvements such as U-turns and adding right and left turn lanes along the southbound frontage road would provide congestion relief and reduce the queue length. These intersection improvements can only be implemented with one-way frontage roads. Proposed intersection traffic signals at FM 917 are more efficient with one-way frontage roads. Two-way frontage roads increase conflict points and causes additional delays due to increased intersection movements.</p>
	Anonymous	1/29/19 Verbal Comment During Meeting		One attendee was concerned that their subdivision was not included on the mailing list (did not receive a post card). She felt her community was not adequately informed about the proposed project.	<p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects.</p> <p>TxDOT normal procedures requires notification 15-days prior to the event. Public meeting notifications followed TxDOT standard protocol which included newspaper publications and mailouts prior to the event.</p> <p>Notices were published in the Burleson Star (English and Spanish) on January 10, 2019. The notices were also posted on the City of Burleson website (www.burlesontx.com/Calendar), the City of Alvarado</p>

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					<p>website (www.cityofalvarado.org), and the TxDOT project website (https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html) prior to the minimum 15-days before the public meeting.</p> <p>Postcards were mailed to all adjacent property owners on January 14, 2019 to notify them of the public meeting. Additional subdivisions anticipated to be impacted by the proposed projects were also added to the mailing list and sent postcards.</p>
	Anonymous	1/29/19 Verbal Comment During Meeting		Requests for a formal public meeting vs. open house.	<p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of cities of Burleson and Alvarado and an elected official from Briaroaks were present to discuss the projects.</p> <p>An open house public meeting was held as it is less formal and allows participants to come and go at their convenience. Exhibits were staged in the meeting room and TxDOT and consultant services project staff were located near the various exhibits to answer individual questions. Comment cards were also available for attendees to submit written comments.</p> <p>TxDOT is also exploring more public-friendly and engaging open house methods, including online and/or virtual open house meetings, and meetings scheduled at non-traditional locations (ex. a shopping mall or booth at a festival) to increase the level of public involvement. The goal is to select a location and time that is convenient for the public and increase engagement opportunities. Online methods of public involvement may be used as a supplement to, but not as a substitute for an actual public meeting where a public meeting is warranted.</p> <p>A traditional public meeting is a more formal event where a presentation is delivered to the meeting attendees. Exhibits are normally staged in the meeting room for a short period before the formal presentation and TxDOT and consultant services project staff located near the various exhibits to answer individual questions. Comment cards must be made available for attendees to submit written comments.</p> <p>An open-house public meeting format was used for these projects to help allow all public attendees to interact with TxDOT and consultant project staff, allowing individuals sufficient time to discuss the proposed improvements, provide comments and receive answers to their questions or information about the projects.</p>
	Anonymous	1/29/19 Verbal Comment During Meeting		One attendee noted that 37 businesses along the corridor were not notified about the public meeting.	<p>TxDOT held a stakeholder meeting to update local entities on December 17, 2018 regarding the projects and layouts to be shown at the public meeting. Personnel of Burleson and Alvarado Fire Department's and an elected official from Briaroaks were present to discuss the projects. TxDOT personnel also met with representatives of the Burleson, Briaroaks Volunteer and Alvarado Fire Department's on April 2, 2019 and April 23, 2019 to gather additional information regarding services provided to local residents and travel or response times.</p> <p>TxDOT normal procedures requires notification 15-days prior to the event. Public meeting notifications followed TxDOT standard protocol which included newspaper publications and mailouts prior to the event.</p> <p>Notices were published in the Burleson Star (English and Spanish) on January 10, 2019. The notices were also posted on the City of Burleson website (www.burlesontx.com/Calendar), the City of Alvarado website (www.cityofalvarado.org), and the TxDOT project website (https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/012919.html) prior to the minimum 15-days before the public meeting.</p> <p>Postcards were mailed to all adjacent property owners on January 14, 2019 to notify them of the public meeting. Additional subdivisions anticipated to be impacted by the proposed projects were also added to the mailing list and sent postcards. Residents along Trailwood Drive in Briaroaks from Trailwood Court northward were on the mailing list to receive individual postcards.</p>