

Overall Comment #: 1

Commenter: (ID: 1) Sandra Wright

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Access to Handley-Ederville Rd.

Comment:

Access to Handley Ederville is crucial for, not only residents of Richland Hills, but those from neighboring cities to access HWY 10 and Blvd 26.

TxDOT Response:

The proposed design presented at the October 5, 2017 Public Hearing would provide on-system access for general purpose (GP) travel with Handley Ederville Road and State Highway (SH) 121 to the west and to the east with Interstate Highway IH 820 (I-820) through frontage roads extending to SH 10/SH 183. Access would also be provided for managed lane (ML) travel with Handley Ederville and SH 121 to the east. Local street access to Handley Ederville Road would also continue to be provided with SH 26 and I-820 through travel along Trinity Boulevard or SH 183.

The specific on-system access provided with Handley Ederville Road, SH 10/SH 183 and SH 26 in the Ultimate Project includes the following:

- Eastbound exit ramp from SH 121 GP to Handley-Ederville Road
- Westbound entrance ramp from Handley Ederville Road to westbound SH 121 GP near Scruggs Park Drive
- Eastbound entrance ramp from Handley Ederville Road to SH 121 ML
- Westbound exit ramp from SH 121 ML to Handley Ederville Road
- Northbound exit ramp to SH 10/SH 183 from I-820 GP
- Northbound entrance ramp from SH 10/SH 183 to I-820 GP
- Southbound exit ramp to SH 10/SH183 from I-820 GP
- Southbound entrance ramp from SH 10/SH 183 to I-820 GP
- Eastbound exit to SH 10/SH 183 from SH 121 GP
- Westbound entrance from SH 10/SH 183 to SH 121 GP
- The current exit ramp from northbound I-820 GP to SH 26 is proposed to remain

Two existing ramps are proposed to be removed with the project. The first westbound entrance to SH 121 GP from Handley Ederville is proposed to be removed to allow for construction of a direct connector to westbound SH 121 from northbound I-820 and westbound Trinity Boulevard. The westbound exit to Handley Ederville from SH 121 GP is proposed to be removed to allow for the proposed Handley Ederville exit from SH 121 ML and the SH 10/SH 183 entrance to SH 121 GP westbound to remain.

At the April 4, 2013 Public Meeting, the preliminary design included exit ramps from westbound SH 121 GP and ML to Handley-Ederville Road. The design did not include an entrance ramp from SH 10/SH 183 to westbound SH 121 GP as currently exists today.

Commenter's at the April 4, 2013 Public Meeting requested to include an entrance ramp from SH 10/SH 183 to westbound SH 121. As part of the project development design process, the layouts were revised to include the entrance ramp and remove the westbound exit ramp to Handley Ederville Road from SH 121 GP and presented at the April 24, 2014 Public Meeting. The exit ramp from westbound SH 121 ML to Handley-Ederville Road was included and there were no comments received from the public meeting about the revised ramp pattern.

During further studies of traffic capacity analysis, after the second meeting, it was determined the left turn volumes for both the southbound I-820 frontage road intersection at SH 10/SH 183 and the westbound SH 121 frontage road intersection at Handley Ederville would require two lanes and the preliminary design was adjusted.

After further comments were received at the October 5, 2017 Public Hearing, additional traffic capacity analysis was performed to determine how the SH 10/SH 183 intersection would perform if the SH 121 GP westbound exit was included in the proposed project and how the Handley Ederville intersection would perform if the westbound entrance to SH 121 from SH 10/SH 183 was removed. The forecast traffic volumes year 2035 estimated approximately 5,900 vehicles per day (VPD) would use an exit ramp from SH 121 GP to Handley Ederville Road and approximately 9,000 VPD would use the SH 10/SH 183 entrance ramp.

The analysis estimated the SH 121 westbound Handley Ederville approach would have average delays of 29 seconds and 33 seconds with and without the SH 10/SH 183 westbound entrance in the peak hour year 2035, respectively. The queue length from the intersection would be estimated to increase from 28 feet to 455 feet for the through movement if the entrance ramp is not included and these vehicles travel through the Handley Ederville intersection.

The analysis estimated the southbound I-820 frontage road approach for the design shown at the hearing without a SH 121 GP exit to Handley Ederville would have average delay of 115 seconds in the peak hour year 2035. The analysis estimated this delay value would be reduced to 93 seconds if the SH 121 GP exit ramp to Handley Ederville were incorporated in the proposed design. The queue length for the through movement from the intersection was estimated to be 434 feet and 791 feet from the intersection with and without the SH 121 exit ramp, respectively. However, the queue length for the left turn for both analyses was estimated to be approximately 991 feet.

The traffic analyses estimates overall delays at the intersections would be lowered if a westbound SH 121 GP exit ramp to Handley Ederville could be incorporated within the proposed design. This westbound exit is proposed to remain with the Interim project, also known as the first phase of construction. Inclusion of the ramp in the Ultimate project, along with the SH 121 ML exit to Handley Ederville and the entrance ramp from SH 10/SH 183, was evaluated regarding roadway geometry design considerations and right of way (ROW) constraints. Many options were investigated to include all three ramps in the Ultimate project design including "braiding" or bridging of ramps while not expanding the ROW footprint beyond what was environmentally cleared March 2004, but none were determined to be feasible.

The westbound SH 121 ML exit ramp to Handley Ederville is included to serve carpool commuters who use the Trinity Railway Express (TRE) TRE Richland Hills station and provide the only local

access to the area from the ML. The year 2035 forecast traffic volumes on the ML exit ramp are projected to be 400 VPD.

The entrance ramp from SH 10/SH 183 is included in the design as projected year 2035 traffic volumes for the ramp are significantly greater than the estimated volumes that would use an exit ramp to Handley Ederville. Including the entrance ramp would provide direct access for traffic from the SH 10/SH 183 intersection to enter the SH 121 GP lanes and not direct them through the Handley Ederville intersection and further along the westbound frontage road adjacent a residential neighborhood to the SH 121 entrance near Scruggs Park Drive.

Overall Comment #: 2

Commenter: (ID# 2) Sid Wright

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Access to Handley-Ederville Rd.

Comment:

Handley Ederville Rd. should be accessible from EB 121, SB 820, and WB Trinity. The existing accessibility to Handley Ederville should not be diminished in or by the new construction.

TxDOT Response:

Access currently exists to Handley Ederville Road from westbound Trinity Boulevard. The proposed project includes reconstruction of the Trinity Boulevard interchange and maintains access to Handley Ederville from I-820 along westbound Trinity Boulevard. The current exit ramp to Handley Ederville from eastbound SH 121 is proposed to be reconstructed and lengthened to allow greater length of vehicle storage from the intersection with this project. Currently no direct access exists from southbound I-820 to Handley-Ederville Road. Access from southbound I-820 to Handley Ederville Road is proposed to remain through the southbound I-820 exit ramp to SH 10/SH 183, travel through the SH 10/SH 183 intersection, then along the westbound SH 121 frontage road or along SH 183.

The existing westbound exit to Handley Ederville from the SH 121 general purpose (GP) is proposed to be removed with the Ultimate project and travel from east of the intersection would be required through the SH 10/SH 183 or Trinity Boulevard intersections or the westbound exit from the SH 121 managed lanes (ML). This westbound exit is proposed to remain with the Interim project, also known as the first phase of construction.

Inclusion of the ramp in the Ultimate project, along with the SH 121 ML exit to Handley Ederville and the entrance ramp from SH 10/SH 183, was evaluated regarding roadway geometry design considerations and ROW constraints. Many options were investigated to include all three ramps in the Ultimate project design including “braiding” or bridging of ramps while not expanding the ROW footprint beyond what was environmentally cleared March 2004, but none were determined to be feasible.

The westbound SH 121 ML exit ramp to Handley Ederville is included to serve carpool commuters who use the Trinity Railway Express (TRE) TRE Richland Hills station and provide the only local access to the area from the ML. The entrance ramp from SH 10/SH 183 is included in the design as projected year 2035 traffic volumes for the ramp are significantly greater than the estimated volumes that would use an exit ramp to Handley Ederville. Including the entrance ramp would provide direct access for traffic from the SH 10/SH 183 intersection to enter the SH 121 GP lanes and not direct them through the Handley Ederville intersection and further along the westbound frontage road adjacent a residential neighborhood to the SH 121 entrance near Scruggs Park Drive.

Overall Comment #: 3

Commenter: (ID# 3) Michael Logan

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Access to Handley-Ederville Rd.

Comment:

Not providing access off of 121 will hurt, if not, kill McDonalds and the Shell station.

TxDOT Response:

Proposed ROW and closure of driveways along the frontage road are necessary at the Shell station with access to be provided through Handley Ederville Road. Proposed ROW is necessary from McDonald's with the existing driveway to the frontage road proposed to be reconstructed. Items such as loss in traffic volume, loss of income, change in direction of traffic flow, and circuitry of travel are not compensable items and cannot be considered when these properties will be appraised for acquisition.

The current exit ramp to Handley Ederville from eastbound SH 121 is proposed to be reconstructed and lengthened to allow greater length of vehicle storage from the intersection with this project. The existing westbound exit to Handley Ederville from the SH 121 general purpose (GP) is proposed to be removed with the Ultimate project and travel from east of the intersection would be required through the SH 10/SH 183 or Trinity Boulevard intersections or the westbound exit from the SH 121 managed lanes (ML). This westbound exit is proposed to remain with the Interim project, also known as the first phase of construction.

Inclusion of the ramp in the Ultimate project, along with the SH 121 ML exit to Handley Ederville and the entrance ramp from SH 10/SH 183, was evaluated regarding roadway geometry design considerations and ROW constraints. Many options were investigated to include all three ramps in the Ultimate project design including "braiding" or bridging of ramps while not expanding the ROW footprint beyond what was environmentally cleared March 2004, but none were determined to be feasible.

The westbound SH 121 ML exit ramp to Handley Ederville is included to serve carpool commuters who use the Trinity Railway Express (TRE) TRE Richland Hills station and provide the only local access to the area from the ML. The entrance ramp from SH 10/SH 183 is included in the design as

projected year 2035 traffic volumes for the ramp are significantly greater than the estimated volumes that would use an exit ramp to Handley Ederville. Including the entrance ramp would provide direct access for traffic from the SH 10/SH 183 intersection to enter the SH 121 GP lanes and not direct them through the Handley Ederville intersection and further along the westbound frontage road adjacent a residential neighborhood to the SH 121 entrance near Scruggs Park Drive.

Overall Comment #: 4

Commenter: (ID# 3) Michael Logan

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Increase in Traffic

Comment:

Traffic on [the SH] 121 westbound access road will increase as on ramp near Handley-Ederville is going away.

TxDOT Response:

The closest westbound entrance ramp from Handley Ederville Road to westbound SH 121 is proposed to be removed to allow for the new northbound I-820 and westbound Trinity Boulevard to westbound SH 121 direct connection. Approximately 11,500 vehicles per day from I-820 and Trinity Boulevard are forecast to use this proposed connection in year 2035. Providing the connection between northbound I-820 and westbound Trinity Boulevard with westbound SH 121 would reduce overall traffic on the local street network and improve safety and mobility for the corridors.

Currently, there are no direct connections to or from I-820 or Trinity Boulevard with SH 121 and vehicles must take one of two circuitous routes through several signalized intersections. The first route is for vehicles to exit from I-820 to Trinity Boulevard, travel westbound to Handley-Ederville Road, travel north and cross over the Trinity Railway Express (TRE) railroad crossing and through the SH 121/Handley-Ederville Road interchange. The second route is for vehicles to exit northbound I-820 to SH 10/SH 183, turn left and travel westbound over I-820, turn left onto the westbound SH 121 frontage road and travel to the existing SH 10/SH 183 entrance ramp to westbound SH 121.

The proposed direct connection would allow the freeway system to system movements to be removed from the local frontage road system. The year 2035 traffic volumes projected to travel along the frontage road from Handley Ederville to the entrance ramp as shown in the proposed project are forecast to be 10,700 VPD. The majority of these volumes are projected to originate travel along Handley Ederville Road south of SH 121. It is anticipated any increase in traffic volumes along the westbound frontage road between the first and second entrance ramps to westbound SH 121 would be from local traffic from the residential neighborhood to the north along with commercial or truck traffic from the business district located along Handley-Ederville Road.

Overall Comment #: 5

Commenter: (ID# 4) Jon Painter

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Right of Way Take

Comment:

The turn lane proposed will take a lot of this yard plus be very close to the corner of this house at this address [2808 Gumwood Pk]. Proposed back taking 18' and angling toward the corner of the fence near corner of the house.

TxDOT Response:

After further analysis of this intersection, removal of the dedicated southbound Handley Ederville Road right turn lane would only slightly increase the overall intersection delay and the additional ROW costs do not appear to justify the construction. Proposed ROW would still be required for the intersection improvements and sidewalk; however, the width would be reduced as the right turn lane would be removed from the project. The preliminary design will be revised to remove the dedicated right turn lane and reduce the associated ROW acquisition from the back of homes located on Gumwood Park.

Overall Comment #: 6

Commenter: (ID# 4) Jon Painter

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Traffic Noise

Comment:

The traffic noise also would [be] very disruptive at this location [2808 Gumwood Pk].

TxDOT Response:

As part of the environmental study performed for the proposed project, a traffic noise analysis was conducted. Based on the analysis, a proposed noise barrier is recommended to be installed between the general purpose lanes and the frontage roads at your location.

The recommended Noise Barrier #4 is 5,158 feet in length and 12 feet in height. It would consist of two sections: 1,057 feet and 4,101 feet. The noise barrier would reduce noise levels by at least 5 dB(A) at your location.

Prior to construction of the recommended noise barriers, a noise workshop would be held for this project. You will be notified of this noise workshop by mail with the location and time. The noise workshop will provide an overview of the Traffic Noise Analysis and will present the potential noise barrier location, dimensions, and aesthetic elements to the owners of property adjacent to a

proposed noise barrier(s). This workshop would also allow you as an owner to make an informed vote for or against the proposed noise barrier(s).

Please note that the recommended noise barriers would not be constructed as part of the Interim project. They would be constructed sometime between the Interim project and the end of the Ultimate project (currently unfunded).

Overall Comment #: 7

Commenter: (ID# 5) Kyle LaPointe

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Pedestrian Bridge Location/Configuration

Comment:

[The] Pedestrian bridge is going to be an issue as designed.

- 1) The switchback ramp will eliminate access to 3 lots on the frontage road. This will hamper business growth in Richland Hills.
- 2) The bridge will be roughly 1 mile long and will share substructure and superstructure of a vehicle bridge. This is currently shown with only a standard bridge rail between highway speed traffic. The fear factor will prevent most pedestrian/bike traffic from using the facility.
- 3) The location moves traffic from an industrial/multi-use in Richland Hills to one in Hurst. This is not useful for fast traffic.
- 4) People in the neighborhoods must make a special trip to each landing/ramp to access the facility. Therefore, service roads would still be faster.
- 5) A facility on ground egress at Handley Ederville will be better suited to the traffic patterns.

TxDOT Response:

- 1) The proposed landing is located adjacent the proposed SH 10/SH 183 to westbound SH 121 entrance ramp gore. Access would be denied for approximately 350 feet along the frontage road near the proposed ramp gore for safety. Access in the vicinity of entrance or exit ramps along frontage roads is typically controlled for safety and mobility purposes. Based on TxDOT's current Roadway Design Manual (October 2014) and Access Management Manual (July 2011) access is denied where practical between the physical and theoretical gores for entrance and exit ramps. As some of the property adjacent to the proposed SH 10/SH 183 entrance ramp is vacant, denial of access would prevent any full opening driveway to be located within the ramp gore area ensuring safety and mobility for traffic traveling along the westbound frontage road. Once development planning begins for this tract of vacant land, access would possible to the west of the proposed ramp and area of denial of access

through TxDOT's Driveway Permit process. A driveway is proposed to be retained at the existing location leading to the property east of the ramp gore.

- 2) The length of the proposed southbound sidewalk on bridge structure extends approximately 3000 feet from the SH 121 westbound frontage road to the I-820 southbound frontage road just north of Trinity Boulevard. The sidewalk is proposed to be 6 feet wide between traffic rails on both sides.
 - 3) The sidewalk would be provided along the west side of the I-820 southbound frontage road as a route of pedestrian travel over the Trinity Railway Express.
 - 4) The pedestrian structure provides access along the I-820 southbound frontage road over SH 121 and the Trinity Railway Express and is not intended to replace or eliminate pedestrian facilities along the SH 121 westbound frontage road or Handley-Ederville Road.
 - 5) Pedestrian sidewalks 6 feet in width were included along both sides of Handley Ederville Road in the preliminary design presented at the Public Hearing.
-

Overall Comment #: 8

Commenter: (ID# 5) Kyle LaPointe

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Access to Handley-Ederville Rd.

Comment:

Loss of Handley Ederville SB/WB exit ramp will be tough for businesses.

TxDOT Response:

Properties downstream of the current westbound exit ramp along the SH 121 frontage road mainly consists of residences and a church. Existing businesses located along the SH 121 frontage road downstream of the ramp include a Shell station and a McDonald's. Proposed ROW and closure of driveways along the frontage road are necessary at the Shell station with access to be provided through Handley Ederville Road. Proposed ROW is necessary from McDonald's with the existing driveway to the frontage road proposed to be reconstructed. Items such as loss in traffic volume, loss of income, change in direction of traffic flow, and circuitry of travel are not compensable items and cannot be considered when these properties will be appraised for acquisition.

Overall Comment #: 9

Commenter: (ID# 6) Ricky Head

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Pedestrian Bridge Location/Configuration

Comment:

Pedestrian bridge is not a sound idea, for a number of reasons. Suggest ensuring crossing ability for pedestrians on both east and west side of Handley Ederville overpass and routing pedestrians and bicycles down Trinity and Handley instead.

TxDOT Response:

The pedestrian structure provides access along the I-820 southbound frontage road over SH 121 and the Trinity Railway Express and is not intended to replace or eliminate pedestrian facilities along the SH 121 westbound frontage road or Handley-Ederville Road. The structure and 6 feet wide sidewalk would be provided along the west side of the I-820 southbound frontage road for as a route of pedestrian travel over the Trinity Railway Express.

Shared wider outside lanes 14 feet in width are proposed for on-street bicycle travel along all the I-820 and SH 121 frontage roads proposed for reconstruction.

Pedestrian sidewalks 6 feet in width and on-street bicycle lanes 5 feet in width were included along both sides of Handley Ederville Road under the crossing of SH 121 in the preliminary design presented at the Public Hearing. Shared use paths 12 feet in width and a wider outside shared lane of 14 feet in width for on-street bicyclists have been included along both sides of Trinity Boulevard at the I-820 interchange area in the proposed design.

Overall Comment #: 10

Commenter: (ID# 6) Ricky Head

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Pedestrian Bridge Location/Configuration

Comment:

Bridge is too expensive for this application.

TxDOT Response:

The pedestrian structure provides access along the I-820 southbound frontage road over SH 121 and the Trinity Railway Express and is not intended to replace or eliminate pedestrian facilities along the SH 121 westbound frontage road or Handley-Ederville Road.

The pedestrian landing and structure extending over the westbound SH 121 frontage road to the I-820 southbound frontage road is approximately 800 feet in length. The estimated construction cost is approximately \$500,800. This cost is approximately 0.15% of the estimated construction costs for the total project of approximately \$339.4 million. The structure is proposed to separate pedestrian traffic from crossing vehicular traffic along the SH 121 westbound and I-820 southbound frontage roads at locations that are not controlled near a signalized crosswalk.

Overall Comment #: 11

Commenter: (ID# 6) Ricky Head

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Pedestrian Bridge Location/Configuration

Comment:

North side access would remove service road access for property.

TxDOT Response:

The proposed landing is located adjacent the proposed SH 10/SH 183 to westbound SH 121 entrance ramp gore. Access would be denied for approximately 350 feet along the frontage road near the proposed ramp gore for safety. Access in the vicinity of entrance or exit ramps along frontage roads is typically controlled for safety and mobility purposes. Based on TxDOT's current Roadway Design Manual (October 2014) and Access Management Manual (July 2011) access is denied where practical between the physical and theoretical gores for entrance and exit ramps. As some of the property adjacent to the proposed SH 10/SH 183 entrance ramp is vacant, denial of access would prevent any full opening driveway to be located within the ramp gore area ensuring safety and mobility for traffic traveling along the westbound frontage road. Once development planning begins for this tract of vacant land, access would possible to the west of the proposed ramp and area of denial of access through TxDOT's Driveway Permit process. A driveway is proposed to be retained at the existing location leading to the property east of the ramp gore.

Overall Comment #: 12

Commenter: (ID# 6) Ricky Head

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Pedestrian Bridge Location/Configuration

Comment:

Handley Ederville overpass will join the FW Trail to the North Richland Hills trails in the current plan. A slightly wider bridge with west side crossing would be in the best interest of all.

TxDOT Response:

A pedestrian sidewalk 6 feet in width and on-street bicycle lane 5 feet in width were included along the west side of Handley Ederville Road in the preliminary design presented at the Public Hearing. TxDOT provided these features to provide for pedestrian and Veloweb crossings under the SH 121 general purpose lanes along Handley Ederville Road that would allow for joining the trail system. The pedestrian structure provides access along the I-820 southbound frontage road over SH 121 and the Trinity Railway Express and is not intended to replace or eliminate pedestrian facilities along the SH 121 westbound frontage road or Handley-Ederville Road. The design for the bridge layouts provides room for the 6 feet wide sidewalk between the face of curb along Handley Ederville Road and the

bridge column. The alignment of the turnaround will be adjusted to allow for a wider sidewalk that could help connect the trails and be located between the proposed bridge columns and turnaround.

Overall Comment #: 13

Commenter: (ID# 7) John Jenkins

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Access to Handley-Ederville Rd.

Comment:

There needs to be an exit at Handley-Ederville Road!! There is one eastbound but not one westbound. There currently is, so this needs to be added. Otherwise, I have no problems with the proposal.

TxDOT Response:

The current exit ramp to Handley Ederville from eastbound SH 121 is proposed to be reconstructed and lengthened to allow greater length of vehicle storage from the intersection with this project. The existing westbound exit to Handley Ederville from the SH 121 general purpose (GP) is proposed to be removed with the Ultimate project and travel from east of the intersection would be required through the SH 10/SH 183 or Trinity Boulevard intersections or the westbound exit from the SH 121 managed lanes (ML). This westbound exit is proposed to remain with the Interim project, also known as the first phase of construction.

Inclusion of the ramp in the Ultimate project, along with the SH 121 ML exit to Handley Ederville and the entrance ramp from SH 10/SH 183, was evaluated regarding roadway geometry design considerations and ROW constraints. Many options were investigated to include all three ramps in the Ultimate project design including "braiding" or bridging of ramps while not expanding the ROW footprint beyond what was environmentally cleared March 2004, but none were determined to be feasible.

The westbound SH 121 ML exit ramp to Handley Ederville is included to serve carpool commuters who use the Trinity Railway Express (TRE) TRE Richland Hills station and provide the only local access to the area from the ML. The entrance ramp from SH 10/SH 183 is included in the design as projected year 2035 traffic volumes for the ramp are significantly greater than the estimated volumes that would use an exit ramp to Handley Ederville. Including the entrance ramp would provide direct access for traffic from the SH 10/SH 183 intersection to enter the SH 121 GP lanes and not direct them through the Handley Ederville intersection and further along the westbound frontage road adjacent a residential neighborhood to the SH 121 entrance near Scruggs Park Drive.

Overall Comment #: 14

Commenter: (ID# 8) Dina Painter

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Right of Way Take

Comment:

I am Dina Painter representing owner Steve Garner of 2808 Gumwood where a turning lane is being put in and a big part of the yard will be gone. [I] was told by TxDOT [that] they could possibly buy the house. We would appreciate [that] if that is what is going to happen, they settle with us now. We have spent the last seven months getting the house ready to sell and [we are] out a lot of money and now we find out all of this. Who is going to want to buy it not knowing if it is a temporary home? Please contact me.

TxDOT Response:

After further analysis of this intersection, removal of the dedicated southbound Handley Ederville Road right turn lane would only slightly increase the overall intersection delay and the additional ROW costs do not appear to justify the construction. Proposed ROW would still be required for the intersection improvements and sidewalk; however, the width would be reduced as the right turn lane would be removed from the project. The preliminary design will be revised to remove the dedicated right turn lane and reduce the associated ROW acquisition from the back of homes located on Gumwood Park.

With the reduction in the ROW acquisition area, the ROW acquisition would not include the single family residence. When the property is appraised, the appraiser will determine a fair market value for the portion of the property to be acquired and also determine if the remainder property is damaged in any way due to the acquisition.

Overall Comment #: 15

Commenter: (ID# 9) Megan LaPointe

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Pedestrian Bridge Location/Configuration

Comment:

As a resident of Richland Hills that bikes often, I suggest amending the pedestrian bridge. A bridge like this with combined highway and pedestrian bridge is scary. I also don't think the destination is helpful. I would rather see a path to the TRE station at Handley Ederville and/or a Glenview/Pipeline crossover to go to the mall. The proposed bridge is not something I would use. I have biked from my house to the mall and the TRE. Crossing 121 and 820 as it is today is not easy on bike or walking for that matter.

TxDOT Response:

Pedestrian and bicycle accommodations have been incorporated within the overall project to provide access and connectivity with features planned for the area. The pedestrian bridges are proposed to provide connectivity of sidewalks 6 feet in width over the Trinity Railway Express along both sides of I-820 from Trinity Boulevard to near Pipeline Road/Glenview Drive. A sidewalk 6 feet in width is also proposed along the westbound SH 121 frontage road that would provide connectivity to Handley Ederville Road and extend further west to near Kingsbury Avenue. No sidewalk is proposed along the eastbound SH 121 frontage road from Handley Ederville Road to SH 10/SH 183 adjacent the Trinity Railway Express. Sidewalks 6 feet in width are proposed along both sides of Handley Ederville Road crossing under SH 121 and along the SH 10/SH 183 bridge over I-820. These pedestrian elements will tie to the existing sidewalks just south of Pipeline Road/Glenview Drive. No improvements to the crosswalks and ramps or other pedestrian elements are proposed through this project at the intersection of I-820 with Pipeline Road/Glenview Drive.

The proposed pedestrian bridge is not intended to replace or eliminate pedestrian facilities along the SH 121 westbound frontage road or Handley-Ederville Road.

Shared wider outside lanes 14 feet in width are proposed for on-street bicycle travel along the I-820 and SH 121 frontage roads proposed for reconstruction and along the cross street of SH 10/SH 183. On-street bicycle lanes 5 feet in width are proposed along both sides of Handley Ederville Road crossing under SH 121. The alignment of the turnaround will be adjusted to allow for a wider sidewalk that could help connect the trails and be located between the proposed bridge columns and turnaround.

Overall Comment #: 16

Commenter: (ID# 10) Kay Duffy

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Pedestrian Bridge Location/Configuration

Comment:

Two parts of this project will be detrimental to the City of R.H. and all those who pass through.

First, eliminating the southbound exit at Handley-Ederville will eliminate a major entrance into our city. It is not feasible to think that everyone coming into the city will exit at Hwy 10.

TxDOT Response:

The existing westbound exit to Handley Ederville from the SH 121 general purpose (GP) is proposed to be removed with the Ultimate project and travel from east of the intersection would be required through the SH 10/SH 183 or Trinity Boulevard intersections or the westbound exit from the SH 121 managed lanes (ML). This westbound exit is proposed to remain with the Interim project, also known as the first phase of construction.

Inclusion of the ramp in the Ultimate project, along with the SH 121 ML exit to Handley Ederville and the entrance ramp from SH 10/SH 183, was evaluated regarding roadway geometry design

considerations and ROW constraints. Many options were investigated to include all three ramps in the Ultimate project design including “braiding” or bridging of ramps while not expanding the ROW footprint beyond what was environmentally cleared March 2004, but none were determined to be feasible.

The westbound SH 121 ML exit ramp to Handley Ederville is included to serve carpool commuters who use the Trinity Railway Express (TRE) TRE Richland Hills station and provide the only local access to the area from the ML. The entrance ramp from SH 10/SH 183 is included in the design as projected year 2035 traffic volumes for the ramp are significantly greater than the estimated volumes that would use an exit ramp to Handley Ederville. Including the entrance ramp would provide direct access for traffic from the SH 10/SH 183 intersection to enter the SH 121 GP lanes and not direct them through the Handley Ederville intersection and further along the westbound frontage road adjacent a residential neighborhood to the SH 121 entrance near Scruggs Park Drive.

Overall Comment #: 17

Commenter: (ID# 10) Kay Duffy

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Pedestrian Bridge Location/Configuration

Comment:

[Two parts of this project will be detrimental to the City of R.H. and all those who pass through.]

Secondly, the pedestrian bridge that goes from RH to Trinity Blvd is useless – there are no pedestrians on either end of that bridge who would have a need to cross – and if there were the bridge appears far too treacherous for most pedestrians. An additional thought – the bridge, as drawn, crosses 3 police jurisdictions – Richland Hills, Hurst, and Fort Worth. How will that work? A much better solution will be to put a pedestrian bridge somewhere close to Handley-Ederville. Our city has recently been awarded grant money and will soon be constructing a hike/bike trail through our Oncor right of way that cross 121 very near Handley-Ederville – a pedestrian bridge would be a lovely addition to that project – benefitting not only RH but all the bikers who wish to travel from the Ft. Worth Trinity Trails to the trails in NRH.

TxDOT Response:

The structure and sidewalk would be provided along the west side of the I-820 southbound frontage road as a route of pedestrian travel over the Trinity Railway Express. The structure is proposed to separate pedestrian traffic from crossing vehicular traffic along the SH 121 westbound and I-820 southbound frontage roads at locations that are not controlled near a signalized crosswalk. The sidewalk is proposed to be 6 feet wide between traffic rails on both sides. The proposed pedestrian bridge is not intended to replace or eliminate pedestrian facilities along the SH 121 westbound frontage road or Handley-Ederville Road.

It appears the pedestrian bridge segment over the westbound SH 121 frontage road extending to the I-820 southbound frontage road would be within City of Richland Hills jurisdiction. The cities of Hurst

or Fort Worth would be responsible for policing of the sidewalks adjacent the frontage roads in their respective jurisdictions.

A pedestrian sidewalk 6 feet in width and on-street bicycle lane 5 feet in width were included along the west side of Handley Ederville Road in the preliminary design presented at the Public Hearing. TxDOT provided these features to provide for pedestrian and Veloweb crossings under the SH 121 general purpose lanes along Handley Ederville Road that would allow for joining the trail system. The alignment of the turnaround will be adjusted to allow for a wider sidewalk that could help connect the trails and be located between the proposed bridge columns and turnaround.

Grade separated pedestrian elements are not proposed along Handley Ederville Road at the SH 121 frontage road intersections as they would include controlled crosswalks.

Overall Comment #: 18

Commenter: (ID# 11) Megan LaPointe

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Access to Handley-Ederville Rd.

Comment:

I don't think eliminating the exit to Handley Ederville Rd. is a good plan. This is the road that accesses the TRE station. I feel this would discourage use of that station.

TxDOT Response:

The existing westbound exit to Handley Ederville Road from the SH 121 general purpose (GP) is proposed to be removed with the Ultimate project. Trinity Railway Express (TRE) riders would be able to access the Richland Hills Station from the east by utilizing the westbound SH 121 managed lanes (ML) exit ramp to Handley Ederville Road or from I-820 through the SH 10/SH 183 or Trinity Boulevard intersections. Direct access currently exists to Handley Ederville Road from westbound Trinity Boulevard. The proposed project includes reconstruction of the Trinity Boulevard interchange and maintains access to Handley Ederville from I-820 along westbound Trinity Boulevard. Currently no direct access exists from southbound I-820 to Handley-Ederville Road. Access from southbound I-820 to Handley Ederville Road is proposed through the southbound I-820 exit ramp to SH 10/SH 183, travel through the SH 10/SH 183 intersection, then along the westbound SH 121 frontage road or along SH 183.

The westbound exit to Handley Ederville is proposed to remain open with the Interim project, also known as the first phase of construction. Inclusion of the ramp in the Ultimate project, along with the SH 121 ML exit to Handley Ederville and the entrance ramp from SH 10/SH 183, was evaluated regarding roadway geometry design considerations and ROW constraints. Many options were investigated to include all three ramps in the Ultimate project design including "braiding" or bridging of ramps while not expanding the ROW footprint beyond what was environmentally cleared March 2004, but none were determined to be feasible.

The westbound SH 121 ML exit ramp to Handley Ederville is included to serve carpool commuters who use the Trinity Railway Express (TRE) TRE Richland Hills station and provide the only local access to the area from the ML. The entrance ramp from SH 10/SH 183 is included in the design as projected year 2035 traffic volumes for the ramp are significantly greater than the estimated volumes that would use an exit ramp to Handley Ederville. Including the entrance ramp would provide direct access for traffic from the SH 10/SH 183 intersection to enter the SH 121 GP lanes and not direct them through the Handley Ederville intersection and further along the westbound frontage road adjacent a residential neighborhood to the SH 121 entrance near Scruggs Park Drive.

Overall Comment #: 19

Commenter: (ID# 12) Donald Watson

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Noise Barriers

Comment:

Need concrete sound barrier between property and service road [1357 Kathryn Ct.].

TxDOT Response:

As part of the environmental study conducted for the proposed project, a traffic noise analysis was conducted. Based on the analysis, a proposed noise barrier is recommended to be installed at your location.

The recommended Noise Barrier #2 is 1,361 feet in length and 14 feet in height. It would consist seven sections: 69 feet, 155 feet, 285 feet, 53 feet, 41 feet, 620 feet, and 138 feet. The noise barrier would reduce noise levels by at least 5 dB(A) at your location.

The majority of noise barriers constructed by TxDOT have been masonry walls (usually drop panel construction).

Prior to construction of the recommended noise barriers, a noise workshop would be held for this project. You will be notified of this noise workshop by mail with the location and time. The noise workshop will provide an overview of the Traffic Noise Analysis and will present the potential noise barrier location, dimensions, and aesthetic elements to the owners of property adjacent to a proposed noise barrier(s). This workshop would also allow you as an owner to make an informed vote for or against the proposed noise barrier(s).

Please note that the recommended noise barriers would not be constructed as part of the Interim project. They would be constructed sometime between the Interim project and the end of the Ultimate project (currently unfunded).

Overall Comment #: 20

Commenter: (ID# 12) Donald Watson

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Drainage

Comment:

Extreme amounts of water run onto my property from [the] service road when it rains. Road needs to be resurfaced to turn water towards inlets that were provided to handle storm water when road was constructed. Inlets are located between service road and main lanes.

TxDOT Response:

The existing frontage roads for I-820 constructed in the mid to late 1960's were designed as a rural type of non-curbed frontage road with surface drainage conveyed in roadside ditches and collected in ditch inlets. Near your property, along the northbound I-820 frontage road between Cooper Drive and W. Redbud Drive, the roadway cross slope was designed to drain surface runoff to the median area between the general purpose lanes and frontage roads and be collected in ditch inlets.

The existing I-820 northbound frontage road and shoulders from just north of SH 10/SH 183 to just south of Pipeline Road/Glenview Drive will be re-surfaced in the Interim project. For the frontage road section between Cooper Drive and W. Redbud Drive, the roadway cross slope will be corrected to drain surface runoff into the existing ditches and ditch inlets located between the I-820 general purpose lanes and frontage roads.

The northbound frontage road in the Ultimate project would be reconstructed to a curb and gutter section with curb inlets and storm sewers to collect surface runoff.

Overall Comment #: 21

Commenter: (ID# 13) Erick Sabin

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Pedestrian Bridge Location/Configuration

Comment:

Overall, I am in favor of the project moving forward, my only concern is regarding the pedestrian bridge over 121 along the side of the highway. I strongly believe that the bridge is unsafe and frankly unnecessary as one could argue that the trail does not connect to anything. A side walk along the side of a highway is very unsafe and uncomfortable to the pedestrians and cyclists who are to use it. The trail as designed does not allow for two way pedestrian traffic to slow comfortably and is not wide enough for two cyclists to pass each other. In addition, because of its location, the trail would also be uncomfortable due to its height off the ground.

In my opinion, because the bridge is not connecting to anything existing, the funds for the bridge would be better served to connect to something more worthwhile. I would suggest that the design be considered to connect to the TRE rail station as this is a strong pedestrian circulator point. A bridge and trail connecting over SH 820 next to Trinity Blvd. could serve as an avenue to connect the communities east of SH 820 to [the] TRE rail station. The funds could also be used to then continue the trail north via Handley-Ederville either under or over SH 121. A simple trail underneath SH 121 at Handley-Ederville would allow a convenient and well connected trail system that could tie to the trails coming from Fort Worth, Richland Hills, etc. all by way of the train station as a center for pedestrian travel. Thank you for your consideration.

TxDOT Response:

The structure and sidewalk would be provided along the west side of the I-820 southbound frontage road as a route of pedestrian travel over the Trinity Railway Express. The structure is proposed to separate pedestrian traffic from crossing vehicular traffic along the SH 121 westbound and I-820 southbound frontage roads at locations that are not controlled near a signalized crosswalk. The sidewalk is proposed to be 6 feet wide between traffic rails on both sides. The proposed pedestrian bridge is not intended to replace or eliminate pedestrian facilities along the SH 121 westbound frontage road or Handley-Ederville Road.

The sidewalk would not be provided for use by bicyclists. Shared wider outside lanes 14 feet in width are proposed for on-street bicycle travel along the I-820 and SH 121 frontage roads proposed for reconstruction.

The pedestrian landing and structure extending over the westbound SH 121 frontage road to the I-820 southbound frontage road is approximately 800 feet in length. The estimated construction cost is approximately \$500,800. This cost is approximately 0.15% of the estimated construction costs for the total project of approximately \$339.4 million.

Shared use paths 12 feet in width and a wider outside shared lane of 14 feet in width for on-street bicyclists have been included along both sides of Trinity Boulevard near the I-820 interchange area in the proposed design shown at the Public Hearing.

Pedestrian sidewalks 6 feet in width and on-street bicycle lanes 5 feet in width were included along both sides of Handley Ederville Road in the preliminary design presented at the Public Hearing. TxDOT provided these features to provide for pedestrian and Veloweb crossings under the SH 121 general purpose lanes along Handley Ederville Road that would allow for joining the trail system. The alignment of the turnaround west of Handley Ederville Road will be adjusted to allow for a wider sidewalk that could help connect the trails be located between the proposed bridge columns and turnaround.

Overall Comment #: 22

Commenter: (ID# 14) Lisa Stence

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Noise Barriers

Comment:

I'm hoping the noise barrier walls are strong enough to stop flying tires and other objects that have flown off the highway.

The noise is a problem as well.

TxDOT Response:

The majority of noise barriers constructed by TxDOT have been masonry walls (usually drop panel construction). However, noise barriers are not designed to stop flying debris from the highway.

As part of the environmental study conducted for the proposed project, a traffic noise analysis was conducted. Based on the analysis, noise barriers are recommended at four locations. Refer to TxDOT website for locations of proposed barriers: <http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/100517.html>

Prior to construction of the recommended noise barriers, a noise workshop would be held for this project. You will be notified of this noise workshop by mail with the location and time. The noise workshop will provide an overview of the Traffic Noise Analysis and will present the potential noise barrier location, dimensions, and aesthetic elements to the owners of property adjacent to a proposed noise barrier(s). This workshop would also allow you as an owner to make an informed vote for or against the proposed noise barrier(s).

Please note that the recommended noise barriers would not be constructed as part of the Interim project. They would be constructed sometime between the Interim project and the end of the Ultimate project (currently unfunded).

Overall Comment #: 23

Commenter: (ID# 15) Name not provided

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Access to Handley-Ederville Rd.

Comment:

No westbound exit from 121 to Handley Ederville will hurt Richland Hills and the TRE.

TxDOT Response:

The existing westbound exit to Handley Ederville Road from the SH 121 general purpose (GP) is proposed to be removed with the Ultimate project. Trinity Railway Express (TRE) riders would be able to access the Richland Hills Station from the east by utilizing the westbound SH 121 managed lanes (ML) exit ramp to Handley Ederville Road or from I-820 through the SH 10/SH 183 or Trinity Boulevard intersections. Direct access currently exists to Handley Ederville Road from westbound Trinity Boulevard. The proposed project includes reconstruction of the Trinity Boulevard interchange and maintains access to Handley Ederville from I-820 along westbound Trinity Boulevard. Access from southbound I-820 to Handley Ederville Road is proposed through the southbound I-820 exit ramp to SH 10/SH 183, travel through the SH 10/SH 183 intersection, then along the westbound SH 121 frontage road or along SH 183.

The westbound exit to Handley Ederville is proposed to remain open with the Interim project, also known as the first phase of construction. Inclusion of the ramp in the Ultimate project, along with the SH 121 ML exit to Handley Ederville and the entrance ramp from SH 10/SH 183, was evaluated regarding roadway geometry design considerations and ROW constraints. Many options were investigated to include all three ramps in the Ultimate project design including “braiding” or bridging of ramps while not expanding the ROW footprint beyond what was environmentally cleared March 2004, but none were determined to be feasible.

The westbound SH 121 ML exit ramp to Handley Ederville is included to serve carpool commuters who use the Trinity Railway Express (TRE) TRE Richland Hills station and provide the only local access to the area from the ML. The entrance ramp from SH 10/SH 183 is included in the design as projected year 2035 traffic volumes for the ramp are significantly greater than the estimated volumes that would use an exit ramp to Handley Ederville. Including the entrance ramp would provide direct access for traffic from the SH 10/SH 183 intersection to enter the SH 121 GP lanes and not direct them through the Handley Ederville intersection and further along the westbound frontage road adjacent a residential neighborhood to the SH 121 entrance near Scruggs Park Drive..

The existing corridors do not provide the needed capacity to safely and efficiently move the current traffic volumes. The implementation of the project would have positive overall impacts along the I-820 and SH 121 corridors in the cities of Hurst, Richland Hills, and Fort Worth by adding capacity, providing congestion relief and improving safety and mobility in the region.

Overall Comment #: 24

Commenter: (ID# 15) Name not provided

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Roadway Design

Comment:

Seems just adding lanes to north and southbound 820 would solve most problems and save money.

TxDOT Response:

Adding lanes to I-820 would help with overall capacity constraints but would not help eliminate the major operational weaving issues between the north and south interchanges of I-820 and SH 121. The existing I-820 and SH 121 facilities within the project limits are also aging as they were constructed in the mid 1960's, designed for much less anticipated traffic volumes and are nearing the end of their service life and need to be reconstructed.

The project would add lanes to northbound and southbound I-820 and improve traffic operations, safety and mobility along the corridor through implementing items such as adding frontage roads from Trinity Boulevard to SH 10/SH 183 and realigning the SH 121 general purpose lanes along I-820 to eliminate the major weave movements. Other major improvements necessary include reconstructing the existing I-820 bridge structures over the West Fork of the Trinity River, Mosier Valley Lake and I-820 over the TRE railroad and SH 121. Additionally, the existing SH 10/SH 183 structure over I-820 would be replaced and also include a new northbound to southbound "U" Turn structure.

Overall Comment #: 25

Commenter: (ID# 16) Matt MacGregor

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Project Support

Comment:

Great Job. Good interim project. Keep up the good work.

TxDOT Response:

Thank you. Comment noted.

Overall Comment #: 26

Commenter: (ID# 16) Matt MacGregor

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Bicycle and Pedestrian Accommodations

Comment:

Look for more pedestrian/bike connectivity if possible.

TxDOT Response:

Pedestrian and bicycle accommodations have been incorporated within the overall project to provide access and connectivity with features planned for the area. Sidewalks 6 feet in width are proposed along the frontage roads to be reconstructed along both sides of I-820. A sidewalk 6 feet in width is also proposed along the westbound SH 121 frontage road that would provide connectivity to Handley Ederville Road and extend further west to near Kingsbury Avenue. No sidewalk is proposed along the eastbound SH 121 frontage road from Handley Ederville Road to SH 10/SH 183 adjacent the

Trinity Railway Express. Shared wider outside lanes 14 feet in width are proposed for on-street bicycle travel along all the I-820 and SH 121 frontage roads proposed for reconstruction.

Pedestrian and bicycle improvements would also be provided along the cross streets to be reconstructed. Sidewalks 6 feet in width and on-street bicycle lanes 5 feet in width are proposed along both sides of Handley Ederville Road crossing under the SH 121 general purpose lanes. The alignment of the turnaround west of Handley Ederville Road will be adjusted to allow for a wider sidewalk that could help connect the trails be located between the proposed bridge columns and turnaround.

Along the SH 10/SH 183 bridge over I-820, 6 feet wide sidewalks and shared 14 feet wide outside lanes for on-street bicycle travel would be provided. Shared use paths 12 feet in width and a wider outside shared lane of 14 feet in width for on-street bicyclists have also been included along both sides of Trinity Boulevard at the I-820 interchange area in the proposed design shown at the Public Hearing.

Overall Comment #: 27

Commenter: (ID# 16) Matt MacGregor

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Managed Lanes

Comment:

Will the managed lanes be operated by TxDOT or NTE?

TxDOT Response:

It will need to be determined in the future if TxDOT Toll Operations Division performs the managed lanes toll operations or if North Texas Tollway Authority or NTE Mobility Partners can be contracted to perform back office toll operations. TxDOT will explore all options at the time of implementation.

Overall Comment #: 28

Commenter: (ID# 16) Matt MacGregor

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Managed Lanes

Comment:

Will the managed lanes be dynamically priced?

TxDOT Response:

The Managed Lanes would be expected to be priced based on the regional North Central Texas Council of Governments (NCTCOG) Tolloed Managed Lane Policies at the time of implementation. The

current policy that was last updated March 2016 describes a fixed-fee schedule would be applied the first six months of operation; dynamic pricing would be applied thereafter.

Overall Comment #: 29

Commenter: (ID# 16) Matt MacGregor

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Managed Lanes

Comment:

Connect it all to the same system.

TxDOT Response:

The proposed managed lanes would connect to the NTE TExpress Lanes connections along the I-820 East Loop and provide connectivity with SH 121/SH 183 to the east.

Overall Comment #: 30

Commenter: (ID# 16) Matt MacGregor

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Managed Lanes

Comment:

Connect the managed lane up SH 121 from SH 183 to the DFW Connector.

TxDOT Response:

The limits along SH 121 from SH 183 to the DFW Connector are beyond the project limits. Inclusion of managed lanes along SH 121 from SH 183 to the DFW Connector currently is not in the Region's Metropolitan Transportation Plan (MTP) Mobility 2040. Managed lanes would need to be added to the Region's MTP before inclusion along SH 121 from SH 183 to the DFW Connector could be developed as a project or implemented.

Overall Comment #: 31

Commenter: (ID# 17) Duane Hegst

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Roadway Design

Comment:

Would like to see a dedicated turnaround from SB 820 to NB 820 at SH 10, similar to that provided for NB 820 to SB 820 at SH 10.

TxDOT Response:

A southbound to northbound dedicated turnaround structure was evaluated and recommended for implementation through the project 2013 Value Engineering Study. However, after further design work was performed, it was determined not feasible to include the turnaround due to traffic operations and safety concerns.

It was determined there is insufficient distance between the I-820 southbound exit ramp to SH 10/SH 183 and the proposed location of the recommended turnaround to provide a safe weaving length for vehicles. Vehicles traveling the southbound frontage road approaching the recommended turnaround would need to shift over two to three traffic lanes in a very short distance, crossing the SH 10/SH 183 exit ramp traffic, reducing traffic operations and safety. Further design analysis was performed to see if the SH 10/SH 183 exit ramp could be shifted to the north to allow a longer weave distance to improve traffic operations and safety. However, no acceptable vertical alignment could be developed that would meet minimum TxDOT roadway design criteria. Shifting the exit ramp north would also require additional ROW impacts to adjacent properties. Based on safety concerns, the need to limit additional ROW impacts and the inability to develop an acceptable vertical profile, the recommended southbound to northbound turnaround was not included in the proposed project.

Overall Comment #: 32

Commenter: (ID# 18) Donald Holland

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Noise Barriers

Comment:

We are concerned about the way access will be affected to our driveway [421 Glenn Dr., Hurst, TX] which is right on the 820 access road. The proposed noise barrier with a break in it for access to our driveway is not attractive to us.

TxDOT Response:

The existing driveway leading to the frontage road from your property is proposed to be reconstructed. As part of the environmental study conducted for the proposed project, a traffic noise analysis was conducted for the existing roadway and proposed roadway. Based on the analysis, a proposed noise barrier (#2) is recommended to be installed along the ROW at your location. There is a proposed break in the recommended noise barrier to continue to allow future access to your property. The location of the barrier would need to allow for proper sight distance when exiting your driveway.

Prior to construction of the recommended noise barriers, a noise workshop would be held for this project. You will be notified of this noise workshop by mail with the location and time. The noise workshop will provide an overview of the Traffic Noise Analysis and will present the potential noise barrier location, dimensions, and aesthetic elements to the owners of property adjacent to a proposed noise barrier(s). This workshop would also allow you as an owner to make an informed vote for or against the proposed noise barrier(s).

Please note that the recommended noise barriers would not be constructed as part of the Interim project. They would be constructed sometime between the Interim project and the end of the Ultimate project (currently unfunded).

Overall Comment #: 33

Commenter: (ID# 18) Donald Holland

Date Received: 10/5/2017

Comment Source: Comment Form

Comment Category: Roadway Design

Comment:

We are also concerned about the additional lanes of traffic abutting our driveway. It doesn't sound attractive to us and we believe it may significantly affect our property values and quality of life at our home. Please seek other options. It seems you're just building your project around us and leaving us in the lurch to save money and its unsafe.

TxDOT Response:

The number of frontage road lanes in the proposed project adjacent your residence matches the number of lanes previously included in the I-820 preliminary design approved in March, 2004. The proposed frontage road would be widened to the inside to accommodate one auxiliary lane. The additional lane is needed for vehicles exiting and entering I-820 to safely merge and weave with traffic on the frontage road.

Property values along the I-820 corridor are mostly impacted by national and local market conditions which are beyond TxDOT control. Uncertainty of project implementation in conjunction with the lengthy public involvement process for this project may have contributed to a perceived loss in value.

The existing I-820 northbound frontage road was constructed in the mid 1960's. The proposed frontage road would be in the same location as the existing and widened to the inside. With the additional general purpose lanes planned for I-820, it is not feasible to relocate the northbound frontage road further away from your residence.

The criterion TxDOT uses for the design of facilities is based on safety to both the driver and adjacent property owners. The driveway location is outside of the normal areas denied access near the proposed entrance ramp for safety. The proposed frontage road would include a 5 inch barrier curb and be designed as a low speed facility with a design speed of 40 miles per hour. For a low speed facility, TxDOT's design criteria require protection for objects being struck by vehicles that are within the clear zone. The clear zone for a low speed facility is defined as 4 feet wide minimum, 6 feet wide desirable measured from the face of curb. Along the northbound frontage road, the right of way (ROW) border width is approximately 20 feet measured from the face of curb to the ROW line and serves as a buffer between the roadway and adjacent properties. A 6 feet wide sidewalk is proposed adjacent to the frontage road and a noise barrier is also recommended within the border width between the sidewalk and ROW. Based on the displays presented at the public hearing, the proposed frontage road is approximately 35-38 feet from the residence.

Overall Comment #: 34

Commenter: (ID# 19) North Central Texas Council of Governments

Date Received: 10/5/2017

Comment Source: Letter and Oral Statement at the Public Hearing

Comment Category: Project Support

Comment:

Interstate Highway (IH) 820 and State Highway (SH) 121 are a vital transportation corridor that sustain the local, regional, and state economy. In the Northeast Tarrant County, this corridor provides access to several key highways and transportation facilities. The roadway reconstruction to the sections of I-820 and SH 121, including the widening of the I-820 bridge over West Fork Trinity river and continuous frontage roads, are vital for both the incident and congestion management in this corridor and the continued enhancement to the quality of life enjoyed by area residents. The project will also provide system linkage to the SH 183 TEXpress lanes. The recommended improvements for the sections of IH 820 and SH 121, consistent with Mobility 2040: The Metropolitan Transportation Plan for North Central Texas. Because of the critical nature of this project, the North Central Texas Council of Governments is willing to provide any assistance in the planning, design, and implementation of the proposed improvements to I-820 and SH 121.

TxDOT Response:

Comment noted. TxDOT greatly appreciates all the assistance provided by the North Central Texas Council of Governments.

Overall Comment #: 35

Commenter: (ID# 20) Erik Haeffs

Date Received: 9/21/2017

Comment Source: Email

Comment Category: Request for Information

Comment:

I received your Notice of Public Hearing regarding this project and wanted to see if you could send me construction plans showing the impact this may or may not have on our Waffle House Unit located at 150 East Loop 820, Fort Worth, TX. This Unit is located just South of Randol Mill Rd on the West side of the East Loop 820. Please give me a call to discuss at your earliest convenience.

TxDOT Response:

Thank you for your e-mail and phone call regarding the upcoming Public Hearing for I-820 East Loop.

You can use the following web link to view the displays, project description and other information.
<http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fortworth/100517.html>

The impact to the Waffle House located 150 East Loop 820 from the Ultimate project will be a re-configuration of the driveway along the southbound frontage road from a full access driveway to a “right-in only” driveway for safety and mobility reasons.

Currently, existing full access driveways serve Waffle House and the adjacent building to the south are within the area where full access is typically not allowed and creates a traffic safety and mobility issues. Typically, only “Right-in” or “Right-out” access is provided for situations where driveways are located within the theoretical or “painted gore” or within 200 feet upstream of the theoretical gore. The safety concern for the Waffle House is vehicles exiting and directly entering the entrance ramp with no distance to safely accelerate. When these driveways were permitted by in the late 1980’s and early 1990’s with the reconstruction of I-820 East Loop between Randol Mill Road and Meadowbrook Drive, access management policies were less restrictive along with lower traffic volumes along I-820 East Loop. I have attached copies of the Recommended Access Control from our Roadway Design Manual along with information from TxDOT’s Access Management Manual.

For the Ultimate project, the driveway serving Waffle House will be converted to a “Right-In” only driveway to meet the current Access Management Manual and Roadway Design Manual for traffic safety and mobility. To access southbound I-820, patrons of Waffle House will need to use the full access driveway on Randol Mill Road, then turn right onto the southbound frontage road. This will be a safer traffic movement and will not add significant travel. Re-configuration of the driveway is not considered a ROW acquisition since driveways are done by permits through TxDOT.

Please see the Schematic Roll 1 for further details for the Ultimate configuration. The Ultimate Configuration is currently scheduled to be complete and operational by the year 2027.

For the Interim project scheduled to be let for construction in December, 2017, the existing driveway will remain with no changes. There is no work proposed along the southbound frontage road in the interim project. An overall layout is available for viewing using the weblink indicated above.

Overall Comment #: 36

Commenter: (ID# 21) Garrett Henderson

Date Received: 9/21/2017

Comment Source: Email

Comment Category: Request for Information

Comment:

It has been a while. I was just wondering what the latest is with this project in terms of Environmental Clearance and the ROW process. I believe I read somewhere on the TXDOT website that ROW has begun, is that correct? If so who is the acquisition group and the appraisers for this area mentioned above?

TxDOT Response:

The public hearing for the I-820 East Loop project is scheduled for Thursday October 5, 2017.

Please use the following link to view the public hearing notice and the displays to be presented.
<http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/100517.html>

The ultimate ROW needed for the proposed Interim project has been purchased except for three small parcels. The three remaining parcels will be purchased once the Ultimate project is re-cleared in early November, 2017.

TxDOT and their appraisal consultants are the responsible parties for all ROW acquisition. I-820 East Loop is not a Comprehensive Development Agreement (CDA) project, but a traditional design, bid, build. If you have any further questions regarding ROW acquisition along this project, please contact Jessica Tijerina at 817-370-6551 or e-mail Jessica.Tijerina@txdot.gov

Overall Comment #: 37

Commenter: (ID# 22) Steve Rawl

Date Received: 10/3/2017

Comment Source: Email

Comment Category: Request for Information

Comment:

My name is Steven Rawl and I am with Dave Roever & Associates. I have a question about the 820 expansion proposal. We are located at 820 NE loop next to Cavenders, and as I read the drawings, it looks like it will not impact or infringe upon our property. Would that be a correct assessment? Thank you in advance for your time.

TxDOT Response:

There will be no right of way impacts to your property located along the northbound I-820 frontage road next to Cavenders.

I would encourage you to attend the Public Hearing scheduled for Thursday, October 5, 2017.

At the Public Hearing, you will be able to view the layout depicting the Ultimate and Interim projects, view a 3-D video which will show what the Ultimate project will look like when completed. Additional TxDOT and our design consultant personal will be at the Hearing to answer any questions you may have during the Open House portion of the Hearing and during the intermission after the presentation is completed but prior to the comment portion.

Overall Comment #: 38

Commenter: (ID# 23) Matthew Miller

Date Received: 10/6/2017

Comment Source: Email

Comment Category: Request for Information

Comment:

At the I-820 East Loop Public meeting on 10-5-2017, the "ultimate" project of I-820 and SH 121 was mentioned. What is the expected letting date of the "ultimate" project. Would it be let by TxDOT, just like the "interim" project in December 2017?

TxDOT Response:

At this time, there is no identified funding for the Ultimate I-820 facility described at the October 5, 2017 public hearing.

In the Region's current Metropolitan Transportation Plan Mobility 2040, the ultimate project is scheduled to be operational by 2027 with construction beginning in 2025. At this time, it is anticipated the Ultimate project would be let as a traditional "Design, Bid, Build". However, this is subject to change depending on the future funding for the project.

Overall Comment #: 39

Commenter: (ID# 24) Ryan Collins

Date Received: 10/16/2017

Comment Source: Email

Comment Category: Noise Barriers

Comment:

I have a question about the proposed noise barriers for the I-820 and SH 121 Interchange Project. Unfortunately, I was unable to make the latest public hearing on October 5. I did however make a public meeting several years ago in which no noise barriers were proposed at that time. I'm glad to see our recommendations and concerns were considered and acted upon by TxDOT. As you can see from the string of emails and attached pictures I have been trying to get some safety barriers along the backside of my property which backs up to 820. There was an auto accident back in May of 2016 that could have been very tragic. Unfortunately, there has been nothing done up to this point. TxDOT did follow up with me about a month ago so I am hopeful something will be done in the meantime. My questions concerns the description and timing of the proposed Noise Barriers. Can you give me a description of the Noise Barriers? I'm assuming they act as a safety barrier as well. When do you think the Barriers will be installed?

TxDOT Response:

As part of the environmental study conducted for the proposed project, a traffic noise analysis was conducted for the existing roadway and proposed roadway. Based on the analysis, a proposed noise

barrier (#2) approximately 14 feet in height is recommended to be installed along the ROW at your location.

Prior to construction of the recommended noise barriers, a noise workshop would be held for this project. You will be notified of this noise workshop by mail with the location and time. The noise workshop will provide an overview of the Traffic Noise Analysis and will present the potential noise barrier location, dimensions, and aesthetic elements to the owners of property adjacent to a proposed noise barrier(s). This workshop would also allow you as an owner to make an informed vote for or against the proposed noise barrier(s).

Please note that the recommended noise barriers would not be constructed as part of the Interim project. They would be constructed sometime between the Interim project and the end of the Ultimate project (currently unfunded).

The majority of noise barriers constructed by TxDOT have been masonry walls (usually drop panel construction). However, since the noise barrier recommended near your residence would be positioned behind a curb along the frontage road and between the sidewalk and right of way it would not be expected to be crash tested.

Overall Comment #: 40

Commenter: (ID# 25) Granddaughter of Lindsey Ritchey

Date Received: 10/13/2017

Comment Source: Letter

Comment Category: Roadway Design

Comment:

My grandmother lives in Richland Hills. She is older and very sick. Recently I was informed of your plan for 820/121. This would make getting there more difficult and not easy. This plan was supposed to be easy. You should change that bridge to help give my grandmother a place to walk, No one will walk on it the way it is going.

TxDOT Response:

The proposed project provides for the reconstruction of the I-820 and SH 121 interchange. These improvements would also include the addition of connections providing direct access between SH 121 with I-820 and SH 121 with Trinity Boulevard. The proposed project would provide infrastructure to reduce traffic congestion on existing roadways; to provide a safer, more convenient route for traveling through the area; and to increase mobility and provide access (including improved emergency service access) to area. It would also provide a multitude of functions, which are consistent with adopted area-wide goals, policies, and objectives relating to a comprehensive development plan. As population and land use changes have occurred, the access needs of drivers to enter and exit I-820/SH121 have also changed. In addition to adding frontage roads to some segments of the existing facility, ramps would be added or removed, and braided ramps would be used in some locations to provide improved access to I-820 and SH 121.

The pedestrian bridge over the SH 121 westbound frontage road and 6 feet wide sidewalk would be provided along the west side of the I-820 southbound frontage road as a route of pedestrian travel over the Trinity Railway Express. The structure is proposed to separate pedestrian traffic from crossing vehicular traffic along the SH 121 westbound and I-820 southbound frontage roads at locations that are not controlled near a signalized crosswalk. The proposed pedestrian bridge is not intended to replace or eliminate pedestrian facilities along the SH 121 westbound frontage road or Handley-Ederville Road.

Pedestrian accommodations have been incorporated within the overall project to provide access and connectivity with features planned for the area. The pedestrian bridges are proposed to provide connectivity of sidewalks 6 feet in width over the Trinity Railway Express along both sides of I-820 from Trinity Boulevard to near Pipeline Road/Glenview Drive. A sidewalk 6 feet in width is also proposed along the westbound SH 121 frontage road that would provide connectivity to Handley Ederville Road and extend further west to near Kingsbury Avenue. No sidewalk is proposed along the eastbound SH 121 frontage road from Handley Ederville Road to SH 10/SH 183 adjacent the Trinity Railway Express.

Sidewalks 6 feet in width are proposed along both sides of Handley Ederville Road crossing under SH 121 and along the SH 10/SH 183 bridge over I-820. Shared use paths 12 feet in width have been included along both sides of Trinity Boulevard at the I-820 interchange area in the proposed design.

Overall Comment #: 41

Commenter: (ID# 26) Martha Strain

Date Received: 10/10/2017

Comment Source: Letter

Comment Category: Access to Handley-Ederville Rd.

Comment:

Richland Hills will not have any exits to our city under this proposal. We have a lot of businesses on Highway 10 and Handley Ederville Road who located here to have access to 820 and 121. These businesses will be cut off from their customers and deliveries.

Also, the TRE Station will be cut off as well at Handley Ederville Road. That bridge is too small to accommodate the traffic now. It needs to be expanded in this process to make the railroad crossing safer and more maneuverable. It also floods and stands in water under the bridge for days making it even more dangerous.

Highway 10 is a major artery to the entire mid-Cities. There needs to be an exit there as well.

Cutting Richland Hills off from freeway exits is not good for the economy or our community.

TxDOT Response:

The proposed design presented at the October 5, 2017 Public Hearing would provide on-system access for general purpose (GP) travel with Handley Ederville Road and State Highway (SH) 121 to the west and to the east with Interstate Highway I-820 (I-820) through frontage roads extending to

SH 10/SH 183. Access would also be provided for managed lane (ML) travel with Handley Ederville and SH 121 to the east. Local street access to Handley Ederville Road would also continue to be provided from I-820 through travel along Trinity Boulevard or SH 183.

The specific on-system access provided with Handley Ederville Road and SH 10/SH 183 in the Ultimate Project include the following:

- Eastbound exit ramp from SH 121 GP to Handley-Ederville Road
- Westbound entrance ramp from Handley Ederville Road to westbound SH 121 GP near Scruggs Park Drive
- Eastbound entrance ramp from Handley Ederville Road to SH 121 ML
- Westbound exit ramp from SH 121 ML to Handley Ederville Road
- Northbound exit ramp to SH 10/SH 183 from I-820 GP
- Northbound entrance ramp from SH 10/SH 183 to I-820 GP
- Southbound exit ramp to SH 10/SH183 from I-820 GP
- Southbound entrance ramp from SH 10/SH 183 to I-820 GP
- Eastbound exit to SH 10/SH 183 from SH 121 GP
- Westbound entrance from SH 10/SH 183 to SH 121 GP

Currently access is provided to and from the Trinity Railway Express (TRE) Richland Hills Station from Handley-Ederville Road connecting through SH 121 or Trinity Boulevard. The proposed project does not change access to the TRE Richland Hills Station from Handley-Ederville Road. The proposed project includes reconstruction of the Trinity Boulevard interchange with I-820 and maintains access to Handley Ederville from I-820 along westbound Trinity Boulevard. The eastbound and westbound SH 121 overpasses at Handley-Ederville Road are proposed to be replaced and lengthened to allow for turnarounds on both sides of Handley-Ederville Road. The SH 121/Handley-Ederville Road intersection would be reconstructed with the same number of lanes in both directions along with upgraded storm sewer system which should reduce flooding and standing water within the intersection.

There are exits proposed to SH 10/SH 183 from eastbound SH 121, northbound I-820 and southbound I-820. The most significant change would include the extension of the southbound I-820 frontage road to SH 10/SH 183. This will remove the existing circuitous access from southbound I-820 to SH 10/SH 183 via Booth-Calloway Road. With the extension of the southbound frontage road, vehicles exiting I-820 will have direct access to SH 10/SH 183.

The proposed project provides as much local access as possible from the general purpose and managed lanes within the area the interchange would be reconstructed. Two existing ramps are proposed to be removed with the project. The first westbound entrance to SH 121 GP from Handley

Ederville is proposed to be removed to allow for construction of a direct connector to westbound SH 121 from northbound I-820 and westbound Trinity Boulevard. The westbound exit to Handley Ederville from SH 121 GP is proposed to be removed in the Ultimate project to allow for the proposed Handley Ederville exit from SH 121 ML and the SH 10/SH 183 entrance to SH 121 GP westbound to remain. This westbound exit to Handley Ederville from SH 121 GP is proposed to remain with the Interim project, also known as the first phase of construction.

Overall Comment #: 42

Commenter: (ID# 27) Pat Callan

Date Received: 10/13/2017

Comment Source: Letter

Comment Category: Access to Handley-Ederville Rd.

Comment:

I was at your TxDOT public hearing regarding 820/121. I have concerns. I am against closing Handley Ederville Road exit. This is a hugely important exit and it would cause extensive economic harm to Richland Hills. I use Handley Ederville Road to get to work every day. Why would you close it? This will not help traffic for our area at all.

TxDOT Response:

The current exit ramp to Handley Ederville from eastbound SH 121 is proposed to be reconstructed and lengthened to allow greater length of vehicle storage from the intersection with this project. The existing westbound exit to Handley Ederville from the SH 121 general purpose (GP) is proposed to be removed with the Ultimate project and travel from east of the intersection would be required through the SH 10/SH 183 or Trinity Boulevard intersections or the westbound exit from the SH 121 managed lanes (ML). This westbound exit is proposed to remain with the Interim project, also known as the first phase of construction.

Inclusion of the ramp in the Ultimate project, along with the SH 121 ML exit to Handley Ederville and the entrance ramp from SH 10/SH 183, was evaluated regarding roadway geometry design considerations and ROW constraints. Many options were investigated to include all three ramps in the Ultimate project design including "braiding" or bridging of ramps while not expanding the ROW footprint beyond what was environmentally cleared March 2004, but none were determined to be feasible.

The westbound SH 121 ML exit ramp to Handley Ederville is included to serve carpool commuters who use the Trinity Railway Express (TRE) TRE Richland Hills station and provide the only local access to the area from the ML. The entrance ramp from SH 10/SH 183 is included in the design as projected year 2035 traffic volumes for the ramp are significantly greater than the estimated volumes that would use an exit ramp to Handley Ederville. Including the entrance ramp would provide direct access for traffic from the SH 10/SH 183 intersection to enter the SH 121 GP lanes and not direct them through the Handley Ederville intersection and further along the westbound frontage road adjacent a residential neighborhood to the SH 121 entrance near Scruggs Park Drive.

Overall Comment #: 43

Commenter: (ID# 27) Pat Callan

Date Received: 10/13/2017

Comment Source: Letter

Comment Category: Pedestrian Bridge Location/Configuration

Comment:

Also, I don't understand the pedestrian bridge. Richland Hills is putting in a walking trail. This bridge would connect to that. Instead it appears to be a pedestrian bridge to nowhere. You should consult with Richland Hills to see how your bridge could connect with the walking trail. Thank you.

TxDOT Response:

The pedestrian bridge over the SH 121 westbound frontage road and 6 feet wide sidewalk would be provided along the west side of the I-820 southbound frontage road as a route of pedestrian travel over the Trinity Railway Express. The structure is proposed to separate pedestrian traffic from crossing vehicular traffic along the SH 121 westbound and I-820 southbound frontage roads at locations that are not controlled near a signalized crosswalk. The proposed pedestrian bridge is not intended to replace or eliminate pedestrian facilities along the SH 121 westbound frontage road or Handley-Ederville Road.

Pedestrian accommodations have been incorporated within the overall project to provide access and connectivity with features planned for the area. The pedestrian bridges are proposed to provide connectivity of sidewalks 6 feet in width over the Trinity Railway Express along both sides of I-820 from Trinity Boulevard to near Pipeline Road/Glenview Drive. A sidewalk 6 feet in width is also proposed along the westbound SH 121 frontage road that would provide connectivity to Handley Ederville Road and extend further west to near Kingsbury Avenue. No sidewalk is proposed along the eastbound SH 121 frontage road from Handley Ederville Road to SH 10/SH 183 adjacent the Trinity Railway Express.

The proposed sidewalks could connect with the walking trail proposed by Richland Hills. Also, pedestrian sidewalks 6 feet in width and on-street bicycle lanes 5 feet in width were included along both sides of Handley Ederville Road crossing under SH 121 in the preliminary design presented at the Public Hearing. TxDOT provided these features to provide for pedestrian and Veloweb crossings under the SH 121 general purpose lanes along Handley Ederville Road that would allow for joining the trail system. The design for the bridge layouts provides room for the 6 feet wide sidewalk between the face of curb along Handley Ederville Road and the bridge column. The alignment of the turnaround west of Handley Ederville Road will be adjusted to allow for a wider sidewalk that could help connect the trails be located between the proposed bridge columns and turnaround.

Overall Comment #: 44

Commenter: (ID# 28) Matthew Callan

Date Received: 10/17/2017

Comment Source: Letter

Comment Category: Access to Handley-Ederville Rd.

Comment:

You got 2 problems with your proposed plan for 820/121.

- 1) Closing the Handley Ederville Road is a bad idea. Do you want to hurt my city? This is the only exit on 121 we got. Don't be like this.

TxDOT Response:

The current exit ramp to Handley Ederville from eastbound SH 121 is proposed to be reconstructed and lengthened to allow greater length of vehicle storage from the intersection with this project. The existing westbound exit to Handley Ederville from the SH 121 general purpose (GP) is proposed to be removed with the Ultimate project and travel from east of the intersection would be required through the SH 10/SH 183 or Trinity Boulevard intersections or the westbound exit from the SH 121 managed lanes (ML). This westbound exit is proposed to remain with the Interim project, also known as the first phase of construction.

Inclusion of the ramp in the Ultimate project, along with the SH 121 ML exit to Handley Ederville and the entrance ramp from SH 10/SH 183, was evaluated regarding roadway geometry design considerations and ROW constraints. Many options were investigated to include all three ramps in the Ultimate project design including "braiding" or bridging of ramps while not expanding the ROW footprint beyond what was environmentally cleared March 2004, but none were determined to be feasible.

The westbound SH 121 ML exit ramp to Handley Ederville is included to serve carpool commuters who use the Trinity Railway Express (TRE) TRE Richland Hills station and provide the only local access to the area from the ML. The entrance ramp from SH 10/SH 183 is included in the design as projected year 2035 traffic volumes for the ramp are significantly greater than the estimated volumes that would use an exit ramp to Handley Ederville. Including the entrance ramp would provide direct access for traffic from the SH 10/SH 183 intersection to enter the SH 121 GP lanes and not direct them through the Handley Ederville intersection and further along the westbound frontage road adjacent a residential neighborhood to the SH 121 entrance near Scruggs Park Drive.

Overall Comment #: 45

Commenter: (ID# 28) Matthew Callan

Date Received: 10/17/2017

Comment Source: Letter

Comment Category: Pedestrian Bridge Location/Configuration

Comment:

[You got 2 problems with your proposed plan for 820/121.]

- 2) The bridge that is for people walking doesn't make any sense. I heard my city is putting in a bike and walk trail. You should connect with that.

TxDOT Response:

The pedestrian bridge over the SH 121 westbound frontage road and 6 feet wide sidewalk would be provided along the west side of the I-820 southbound frontage road as a route of pedestrian travel over the Trinity Railway Express. The structure is proposed to separate pedestrian traffic from crossing vehicular traffic along the SH 121 westbound and I-820 southbound frontage roads at locations that are not controlled near a signalized crosswalk. The proposed pedestrian bridge is not intended to replace or eliminate pedestrian facilities along the SH 121 westbound frontage road or Handley-Ederville Road.

Pedestrian accommodations have been incorporated within the overall project to provide access and connectivity with features planned for the area. The pedestrian bridges are proposed to provide connectivity of sidewalks 6 feet in width over the Trinity Railway Express along both sides of I-820 from Trinity Boulevard to near Pipeline Road/Glenview Drive. A sidewalk 6 feet in width is also proposed along the westbound SH 121 frontage road that would provide connectivity to Handley Ederville Road and extend further west to near Kingsbury Avenue. No sidewalk is proposed along the eastbound SH 121 frontage road from Handley Ederville Road to SH 10/SH 183 adjacent the Trinity Railway Express.

The proposed sidewalks could connect with the walking trail proposed by Richland Hills. Also, pedestrian sidewalks 6 feet in width and on-street bicycle lanes 5 feet in width were included along both sides of Handley Ederville Road crossing under SH 121 in the preliminary design presented at the Public Hearing. TxDOT provided these features to provide for pedestrian and Veloweb crossings under the SH 121 general purpose lanes along Handley Ederville Road that would allow for joining the trail system. The design for the bridge layouts provides room for the 6 feet wide sidewalk between the face of curb along Handley Ederville Road and the bridge column. The alignment of the turnaround west of Handley Ederville Road will be adjusted to allow for a wider sidewalk that could help connect the trails be located between the proposed bridge columns and turnaround.

Overall Comment #: 46

Commenter: (ID# 29) Lindsey Ritchie

Date Received: 10/17/2017

Comment Source: Letter

Comment Category: Access to Handley-Ederville Rd.

Comment:

Please have exit for Handley-Ederville Road.

TxDOT Response:

The current exit ramp to Handley Ederville from eastbound SH 121 is proposed to be reconstructed and lengthened to allow greater length of vehicle storage from the intersection with this project. The existing westbound exit to Handley Ederville from the SH 121 general purpose (GP) is proposed to be removed with the Ultimate project and travel from east of the intersection would be required through the SH 10/SH 183 or Trinity Boulevard intersections or the westbound exit from the SH 121 managed lanes (ML). This westbound exit is proposed to remain with the Interim project, also known as the first phase of construction.

Inclusion of the ramp in the Ultimate project, along with the SH 121 ML exit to Handley Ederville and the entrance ramp from SH 10/SH 183, was evaluated regarding roadway geometry design considerations and ROW constraints. Many options were investigated to include all three ramps in the Ultimate project design including “braiding” or bridging of ramps while not expanding the ROW footprint beyond what was environmentally cleared March 2004, but none were determined to be feasible.

The westbound SH 121 ML exit ramp to Handley Ederville is included to serve carpool commuters who use the Trinity Railway Express (TRE) TRE Richland Hills station and provide the only local access to the area from the ML. The entrance ramp from SH 10/SH 183 is included in the design as projected year 2035 traffic volumes for the ramp are significantly greater than the estimated volumes that would use an exit ramp to Handley Ederville. Including the entrance ramp would provide direct access for traffic from the SH 10/SH 183 intersection to enter the SH 121 GP lanes and not direct them through the Handley Ederville intersection and further along the westbound frontage road adjacent a residential neighborhood to the SH 121 entrance near Scruggs Park Drive.

Overall Comment #: 47

Commenter: (ID# 29) Lindsey Ritchie

Date Received: 10/17/2017

Comment Source: Letter

Comment Category: Pedestrian Bridge Location/Configuration

Comment:

Change walking bridge.

TxDOT Response:

The pedestrian bridge over the SH 121 westbound frontage road and 6 feet wide sidewalk would be provided along the west side of the I-820 southbound frontage road as a route of pedestrian travel over the Trinity Railway Express. The structure is proposed to separate pedestrian traffic from crossing vehicular traffic along the SH 121 westbound and I-820 southbound frontage roads at locations that are not controlled near a signalized crosswalk. The proposed pedestrian bridge is not intended to replace or eliminate pedestrian facilities along the SH 121 westbound frontage road or Handley-Ederville Road.

The pedestrian landing and structure extending over the westbound SH 121 frontage road to the I-820 southbound frontage road is approximately 800 feet in length. The estimated construction cost is approximately \$500,800. The pedestrian structure as incorporated in the project provides for separation of pedestrian and vehicular traffic with no associated ROW impacts.

Overall Comment #: 48

Commenter: (ID# 30) John Skier

Date Received: 10/5/2017

Comment Source: Oral Statement Received at Public Hearing

Comment Category: Access to Handley-Ederville Rd.

Comment:

The plan shows that you're going to relocate the pedestrian walkway on Handley-Ederville to the west side, which is more in line with the residential area and the T. It currently is on the east side and it's not a (unclear) intersections. So this is a great improvement.

But definitely have a major concern with the change to the exit for Handley-Ederville. You've got an express lane exiting there, which doesn't necessarily make any sense, and the closure of that mainlane exit there is going to put all that traffic back at the State Highway 10/Baker Boulevard interchange. And so essentially, we're doubling the traffic that way. That already backs up and this is going to make it worse. And the way you're taking the curve out of it, you've also eliminated that area for cars to sit. So, you're going to back up more onto the highway. So, I would like to suggest that that express exit be looked at to be eliminated, or potentially, if it needs to be there, move it down into the neighborhood area. And keep the Handley-Ederville exit there so that all that traffic that's exiting from 820 south that comes into the TRE station and goes into the neighborhoods can continue to be there.

TxDOT Response:

The pedestrian structure provides access along the I-820 southbound frontage road over SH 121 and the Trinity Railway Express. The proposed pedestrian bridge is not intended to replace or eliminate pedestrian facilities along the SH 121 westbound frontage road or Handley-Ederville Road.

Pedestrian sidewalks 6 feet in width and on-street bicycle lanes 5 feet in width were included along both sides of Handley Ederville Road in the preliminary design presented at the Public Hearing. TxDOT provided these features to provide for pedestrian and Veloweb crossings under the SH 121

general purpose lanes along Handley Ederville Road that would allow for joining the trail system. The alignment of the turnaround west of Handley Ederville Road will be adjusted to allow for a wider sidewalk that could help connect the trails be located between the proposed bridge columns and turnaround.

The existing westbound exit to Handley Ederville from the SH 121 general purpose (GP) is proposed to be removed with the Ultimate project and travel from east of the intersection would be required through the SH 10/SH 183 or Trinity Boulevard intersections or the westbound exit from the SH 121 managed lanes (ML). This westbound exit is proposed to remain with the Interim project, also known as the first phase of construction.

Inclusion of the ramp in the Ultimate project, along with the SH 121 ML exit to Handley Ederville and the entrance ramp from SH 10/SH 183, was evaluated regarding roadway geometry design considerations and ROW constraints. Many options were investigated to include all three ramps in the Ultimate project design including “braiding” or bridging of ramps while not expanding the ROW footprint beyond what was environmentally cleared March 2004, but none were determined to be feasible.

The westbound SH 121 ML exit ramp to Handley Ederville is included to serve carpool commuters who use the Trinity Railway Express (TRE) TRE Richland Hills station and provide the only local access to the area from the ML. The entrance ramp from SH 10/SH 183 is included in the design as projected year 2035 traffic volumes for the ramp are significantly greater than the estimated volumes that would use an exit ramp to Handley Ederville. Including the entrance ramp would provide direct access for traffic from the SH 10/SH 183 intersection to enter the SH 121 GP lanes and not direct them through the Handley Ederville intersection and further along the westbound frontage road adjacent a residential neighborhood to the SH 121 entrance near Scruggs Park Drive.

The existing configuration of the SH 10/SH183SH 183 interchange area with I-820 was designed in the mid 1960’s as a rural type of intersection. Vehicles exiting southbound to SH 10/SH 183 travel along the 2-3 lane frontage road to an angled “T” intersection with N. Booth-Calloway Road with no traffic control devices, then make a “free” left to the signalized N. Booth Calloway Road intersection with SH 10/SH 183. In the design year 2035, projected total traffic volumes through the existing intersection are estimated to be 5,400 vehicles per hour (VPH) during the peak hour of the day and the intersection is estimated to operate at a Level of Service (LOS) F. The average approach delay time for the southbound N. Booth Calloway traffic movements to SH 10/SH 183 is estimated to be 561 seconds or approximately 9.5 minutes. With these high volumes and the lack of traffic control devices at N. Booth Calloway and the frontage road, exiting traffic from I-820 most likely would back down the existing frontage road and onto the mainlanes. This increases congestion, and reduces safety and mobility for the traveling public.

The proposed Interim I-820 project includes construction of the diamond intersection by extending the I-820 southbound frontage road to SH 10/SH 183. The projected year 2035 total traffic volumes through this intersection are estimated to be 7,100 VPH, which includes the projected westbound SH 121 to Handley-Ederville Road volume of 513 VPH. This intersection is expected to operate at a LOS F in the peak PM hour year 2035. However, the average approach delay time for the southbound I-820 frontage road traffic movements to SH 10/SH 183 is estimated to be 115 seconds or

approximately 2 minutes. An updated analysis was performed without the volume of 513 VPH desiring to travel to Handley Ederville Road included and the average approach delay for the southbound approach in the peak hour year 2035 was estimated to be approximately 93 seconds or 1.5 minutes. Southbound traffic is expected to queue back onto the proposed SH 10/SH 183 exit ramp, during the peak period year 2035 with or without the Handley Ederville traffic included, due to the heavy left turning volumes to SH 10. While the proposed intersection is anticipated to operate at a LOS F, the signalized diamond intersection will more efficiently move traffic, resulting in a significant reduction in vehicle delays throughout the life of the project. This interchange configuration would result in reduced congestion and improve the safety and mobility for the traveling public.

Overall Comment #: 49

Commenter: (ID# 30) John Skier

Date Received: 10/5/2017

Comment Source: Oral Statement Received at Public Hearing

Comment Category: Pedestrian Bridge Location/Configuration

Comment:

The other item is the pedestrian walkway that is required from Trinity Boulevard up through, across the TRE, that terminates in Richland Hills, that property, it appears that that property will have no access to any roadways. And that, I think that's just not, I don't think that's legal. So, there's one piece of property maybe – maybe TxDOT is planning to buy it, I don't know. That one property doesn't appear to have access. And so that concerns me. Other than that, it looks like an awesome plan. Thank you.

TxDOT Response:

The pedestrian structure provides access along the I-820 southbound frontage road over SH 121 and the Trinity Railway Express. The proposed pedestrian bridge is not intended to replace or eliminate pedestrian facilities along the SH 121 westbound frontage road or Handley-Ederville Road.

The proposed pedestrian landing is located adjacent the proposed SH 10/SH 183 to westbound SH 121 entrance ramp gore. Access would be denied for approximately 350 feet along the frontage road near the proposed ramp gore for safety. Access in the vicinity of entrance or exit ramps along frontage roads is typically controlled for safety and mobility purposes. Based on TxDOT's current Roadway Design Manual (October 2014) and Access Management Manual (July 2011) access is denied where practical between the physical and theoretical gores for entrance and exit ramps. As some of the property adjacent to the proposed SH 10/SH 183 entrance ramp is vacant, denial of access would prevent any full opening driveway to be located within the ramp gore area ensuring safety and mobility for traffic traveling along the westbound frontage road. Once development planning begins for this tract of vacant land, access would possible to the west of the proposed ramp and area of denial of access through TxDOT's Driveway Permit process. A driveway is proposed to be retained at the existing location leading to the property east of the ramp gore.

No proposed ROW is necessary from the adjacent properties for the proposed entrance ramp or pedestrian landing. A right of way parcel would be created in situations where no land is being acquired from an abutting property owner but denial of access is shown on the design schematic and right of way map. Acquisition of the access control, however, would only occur with the following process:

The denial of access would be appraised using the new compensation standard of material impairment of direct access. If the appraisal indicates the access denial reaches a level of a material impairment of direct access that affects the market value of the remaining property, normal acquisition procedures would be utilized to acquire a release and relinquishment of access rights. The offer would be based on the appraised value. If the appraisal indicates the access control line does not materially impair direct access and/or does not affect the market value of the tract, acquisition of the access control would not proceed. The access control for these instances would remain under the Department's police or permit power.

Overall Comment #: 50

Commenter: (ID# 31) David Barnett

Date Received: 10/15/2017

Comment Source: Email

Comment Category: Access to Handley-Ederville Rd.

Comment:

Thanks for spending time with me on Friday to discuss the proposed 820/121 project. Since our meeting, I've spent some time reviewing the ultimate plan project drawings. Beyond the concerns I raised in our meeting, I have some additional comments which I believe are of vital importance and offer them below.

Combining Southbound Handley Ederville Exit with highway 10/Baker Blvd. Exit

The plans for the southbound Handley Ederville (HE) exit call for the exit to be combined with the southbound Highway 10/Baker Blvd. (H10BB) exit between Glenview Drive and H10BB. However, there is no thru-lane for HE-destined traffic to bypass the intersection, which means that all HE traffic will have to pass through the controlled intersection with H10BB/820 to proceed south on the service road and around to HE/121. This is totally unacceptable. The main concern is for commercial traffic coming into the industrial zone bordered by H10BB on the North, HE on the west, Wesley Way on the east, and 121 on the south. All the inbound trucks coming from southbound 820 will be forced through the H10BB/820 service road intersection. Or in the alternate, they will turn west on H10BB to turn south on HE. This realignment will greatly increase heavy commercial traffic at this intersection, since currently a significant portion of said traffic utilizes the existing HE exit to enter from the south, making right turns instead of left turns into the industrial zone and avoiding multiple intersections with lights. The current route involves one light for a right turn at the HE/121 service road. The new route will include at least two lights – H10BB/820 service road and HE/121 service road. The traffic that chooses to divert westbound on H10BB will encounter lights at Booth Calloway, Labadie, and HE, and a left turn to go south on HE.

In addition, the cutoff of the southern HE exit will also have a significant impact on commercial/industrial traffic through the Trinity Blvd. (TB)/820 service road intersection. Currently, trucks entering the industrial areas to the south of 121 are divided between HE and TB, with many of the trucks destined for the businesses west of HE using the existing HE exit. With the proposed realignment, these trucks will either be forced to go through the H10BB/820 intersection to get to HE or they will choose instead to use the TB/820 exit, which will create significant traffic impact at the HE/TB intersection, with trucks trying to turn left from westbound TB to southbound HE. Some trucks destined for the southernmost businesses may instead opt to exit Randol Mill and take HE northbound to avoid the other bottlenecks, which will create more traffic at Randol Mill and on the HE bridge over the Trinity River.

Ironically, the plans call for a direct exit from the southbound 820 toll lanes to the HE/121 service road. It makes no sense to have a direct exit for the toll lanes and not have a direct exit for the nontoll lanes. It appears to me that, at the very least, an elevated direct HE exit could be taken off the southbound 121 lanes at approximately the self-storage area and connect with the exit for the toll lanes prior to merging into the 121 service road (see attached). Although this would not fully address the concerns of McDonalds regarding an exit within line-of-sight of the intersection, it is clearly a better alternative than the HE exit being combined with the H10BB exit.

TxDOT Response:

The current exit ramp to Handley Ederville from eastbound SH 121 is proposed to be reconstructed and lengthened to allow greater length of vehicle storage from the intersection with this project and will provide for commercial access from the west of Handley Ederville. The existing westbound exit to Handley Ederville from the SH 121 general purpose (GP) is proposed to be removed with the Ultimate project. Travel from east of the intersection for commercial traffic coming into the corridors from I-820 would travel through the Trinity Boulevard interchange to be reconstructed with this project, use the proposed westbound managed lanes exit ramp to Handley Ederville Road or exit to SH 10/SH 183 from the I-820 general purpose lanes and travel the westbound frontage road or along SH 183 to access the commercial developments. The existing westbound exit to Handley Ederville from the SH 121 general purpose (GP) is proposed to remain with the Interim project, also known as the first phase of construction.

Inclusion of the ramp in the Ultimate project, along with the SH 121 ML exit to Handley Ederville and the entrance ramp from SH 10/SH 183, was evaluated regarding roadway geometry design considerations and ROW constraints. Many options were investigated to include all three ramps in the Ultimate project design including “braiding” or bridging of ramps while not expanding the ROW footprint beyond what was environmentally cleared March 2004, but none were determined to be feasible.

The westbound SH 121 ML exit ramp to Handley Ederville is included to serve carpool commuters who use the Trinity Railway Express (TRE) TRE Richland Hills Station and provide the only local access to the area, including local street system of Handley Ederville Road and Trinity Boulevard, from the ML. The managed lanes and exit ramp would be available for use by commercial traffic. The entrance ramp from SH 10/SH 183 is included in the design as projected year 2035 traffic volumes for the ramp are significantly greater than the estimated volumes that would use an exit ramp to

Handley Ederville. Including the entrance ramp would provide direct access for traffic from the SH 10/SH 183 intersection to enter the SH 121 GP lanes and not direct them through the Handley Ederville intersection and further along the westbound frontage road adjacent a residential neighborhood to the SH 121 entrance near Scruggs Park Drive.

An exit ramp to Handley Ederville Road from the SH 121 GP was evaluated as requested and it was determined would have to be located a minimum of 1500 feet downstream from the southbound entrance from Pipeline Road/Glenview Drive. This would place the exit ramp gore from the SH 121 GP approximately 900 feet upstream of the location it would be expected to tie to the ML exit. Preliminary calculations show the grade of the exit ramp would be approximately 5.3% or greater, varying from an elevation of approximately 523 feet along the SH 121 GP to an elevation of approximately 556 feet along the ML exit, depending on the distance downstream of the entrance ramp. This grade exceeds the maximum design criteria for ramps utilized for this project.

Also, the requested exit would need to merge with the ML exit prior to merging onto the westbound SH 121 frontage road. This could require the westbound frontage road to be relocated to the north and west from a range of approximately 12 feet to 48 feet to allow for the width of the exit ramp gore and additional lane along the exit.

This option would significantly reduce the traffic operations along the SH 121 general purpose lanes immediately downstream of the Pipeline Road/Glenview Drive entrance, increase the proposed ROW amounts and overall cost for the project and potentially displace several businesses including TRUGREEN and buildings in the Midway Business park adjacent to the frontage road. As a result of businesses being displaced, local municipalities would be expected to lose tax revenue generated by the businesses, a reduction in property taxes would be expected to be paid to the local municipalities, and a potential loss of local jobs may occur for the local community.

Overall Comment #: 51

Commenter: (ID# 31) David Barnett

Date Received: 10/15/2017

Comment Source: Email

Comment Category: Roadway Design

Comment:

[Thanks for spending time with me on Friday to discuss the proposed 820/121 project. Since our meeting, I've spent some time reviewing the ultimate plan project drawings. Beyond the concerns I raised in our meeting, I have some additional comments which I believe are of vital importance and offer them below.]

Booth-Calloway alignment

I have also looked very closely at the Booth Calloway (BC) intersection with H10BB. Trying to maintain a full four-way intersection for BC that close to the major H10BB/820 service road interchange (about 300 feet or less) is highly problematic at best, and more than likely creating

serious gridlock at peak hours. We're not talking about a driveway to a business or a lightly-traveled residential street; BC is a major collector thoroughfare for the Richland Hills, North Richland Hills and Hurst residential sectors which border it, providing ingress and egress to hundreds of home and apartments. It is also a major thoroughfare for North Hills Hospital and carries a significant traffic flow of emergency vehicles from the southern parts of Richland Hills and Hurst to the hospital.

I have proposed three potential realignment routes for BC (see attached). V1 and V1a are very similar. Both would make the existing BC south of H10BB one-way going south. Both call for BC to be moved west which would allow for the road to run south from H10BB to the 121 service road through a single contiguous tract, TAD account #03754219. Both also propose an east-west connector street from the 121 service road to the relocated BC along the northern edge of the power line easement. V1 abandons the existing BC portion northbound from H10BB to roughly the current intersection with the 820 service road. V1a retains this stretch but makes it one-way going north and tees it into the realigned BC, which might be an important consideration for City of Hurst emergency vehicles needing access to Hurst properties from H10BB without having to drive into Richland Hills to do so.

In both versions, BC would be realigned westward through the existing property owned by the Ray Johnson Trust (Joe Johnson), TAD #04569830, and potentially part of my property to align with the north-south tract owned by Brumlow Properties LLC, TAD #03754219, which roughly aligns with the current furthest west exit for El Chico. The inclusion of the east-west connector enables the existing businesses and Calvary Lutheran (which are currently accessed from the existing southern part of BC) to connect to the relocated BC. In fact, it would give Calvary quite a bit of BC frontage on their westward property line. This proposed alignment would potentially require right-of-way acquisition from the Ray Johnson Trust, Brumlow Properties LLC, Calvary Lutheran, TAD #03754456, and WT and Dana Spears, TAD 06616860. In both plans, the H10BB median would block left turns either direction onto existing BC roads.

The plan represented by V2 is a bit more involved realignment of BC which would bring BC down the existing Bridges right-of-way and turn it through the existing duplexes at 7612 and 7608 Bridges. The connector for the closed-off service road cul de sac would extend west along existing alley right of way to connect with the realigned BC. While this version would require eminent domain acquisition of the two duplexes, it might require less overall right of way acquisition from The Johnson Trust and from me.

All of these maps would better suit the potential right of way abandonment and commercial development of the northwest corner of H10BB and the 820 service road than what is currently proposed. It certainly seems to me that the City of Hurst would be interested in how this corner is ultimately developed. Given the master development plan of the Baker Blvd TIF for the eastern end of the strip, it would also make sense to me to work with Hurst such that development of the hard corner (which will be created with the realignment) would be consistent with the TIF plans.

Having lived on this end of Richland Hills since 1994, and in my present home on the corner of Bridges and Booth Calloway since 2001, I am intimately familiar with the traffic patterns along the roadways I have referenced. I can tell you with great clarity and confidence that if the current proposal is built as-is, it might solve the existing problem where the current service road exit tees

into Booth Calloway, but it is going to create three or four new levels of problem if it keeps the BC/H10BB intersection in place as-is. These problems will only be compounded by the additional traffic forced upon the intersection due to the relocation of the HE exit forcing more traffic through H10BB/820.

Once again, thank you for your time and consideration. If you or anyone else involved in this discussion has questions or needs further information, I am happy to meet in person or chat by telephone. Please use the contact information below to connect with me.

TxDOT Response:

The proposed project includes a new design for the I-820 interchange with SH 10/SH 183 that provides for separation of the frontage roads and direct interchange traffic movements from N. Booth Calloway Road. The design also limits ROW impacts along the corridor. The interchange design incorporated within the proposed project would significantly lessen the traffic volumes that would travel southbound on N. Booth Calloway and intersect with SH 183 (Baker Boulevard). TxDOT has no plans to realign or continue to use N. Booth Calloway Road to directly connect movements along the Interstate facility after the SH 10/SH 183 interchange is reconstructed.

Your ideas for improving the mobility along N. Booth Calloway Road are appreciated, however, the plans outlined in the comment are outside the proposed ROW and limits for this project. Additionally, N. Booth Calloway Road is a local city street.

Overall Comment #: 52

Commenter: (ID# 32) Curtis Bergthold, Council Member, City of Richland Hills

Date Received: 10/19/2017

Comment Source: Email

Comment Category: Access to Handley-Ederville

Comment:

On behalf of the citizens, business owners and City Council I would like to express discussion items related to the subject project.

- 1) The proposed plan shows General Purpose Main Lanes (GPML) that bypass the Handley-Ederville Road exit. The only southbound GPML access to reach this destination is to use the SH 10 exit that will be located approximately one mile prior to Handley-Ederville Road. Currently, both are high volume exits and will be bypassed by many motorists that will be forced to travel several miles to and from Carson Street to return to Handley-Ederville Road or SH 10. With traffic patterns, this could result in up to a ten-minute delay to reach a destination.
- 2) It is my understanding that a Managed Lane will be constructed to access Handley-Ederville Road. With the cost to use managed lanes most vehicles will opt for the GPML or be forced to pay to exit the highway. If they are indecisive of which route to take they are likely to bypass both and use the Carson Street exit per Item 1.

- 3) It is also my understanding that if the TRE station is moved from its current location, TxDOT will consider constructing a GPML exit directly to Handley-Ederville Road. Handley-Ederville Road is an integral route to industrial and commercial businesses as well as residential properties in Richland Hills. TxDOT needs to review traffic counts that are available from the City of Richland Hills to help understand the potential detrimental impact to business and residential property. Richland Hills spent \$170,000 developing a Comprehensive Plan and Zoning Ordinance update in 2014 that shows development and redevelopment of industrial and commercial sites along Handley-Ederville Road as well as future residential and multi-family housing.

Please consider changes to the plan to construct GPML access to Handley- Ederville Road without the forced expense of using a Managed Lane exit. I have 37 years experience working in the Public Works Engineering Departments with the City of Fort Worth and the City of Grapevine, I have never found a problem where there is not an alternative solution. I understand logistically it may take more time or money, but the slow disintegration of the tax base could cause decisions that could change the future of the City of Richland Hills.

I would like to continue this dialogue with TxDOT, city staff and elected officials to make sure all options are considered before the release of construction of this section of the project. I appreciate TxDOT's desire to receive opinions, facts and suggestions.

TxDOT Response:

Based on the level of service analysis for the proposed SH 10/SH 183 signalized intersection at I-820, the average approach delay time for the southbound frontage road traffic movements for the PM peak hour in year 2035 is estimated to be 115 seconds or approximately 2 minutes, which includes traffic going to Handley-Ederville Road. The estimated delay time for the AM peak hour in year 2035 is 56 seconds or approximately 1 minute. It is unlikely motorist desiring to exit southbound I-820 to SH 10/SH 183 to travel to Handley Ederville Road would bypass this exit and travel along SH 121 to Carson Street to return back to Handley Ederville Road or SH 10. This circuitous travel pattern would add several minutes to a motorists travel time if used.

The barrier separated managed lanes included in the proposed project are connections into and out of the NTE TExpress managed lane system along North Loop I-820 and SH 121/SH 183 Airport Freeway. Within the project limits, there is no access into the southbound I-820 or westbound SH 121 managed lane system. The only local exit from the system in the interchange area would be to Handley-Ederville Road. Highway guide signs for both the managed lanes exit to Handley Ederville Road and general purpose lanes exit to SH 10/SH 183 would be provided for clear guidance. Motorist indecision should be minimized through the use of the guide signs and through daily travel patterns.

TxDOT was made aware of possibility of the Trinity Railway Express (TRE) Richland Hills Station moving to a nearby location during ROW acquisition for the project in mid-2017. The westbound SH 121 managed lane exit to Handley-Ederville Road was included to provide access to the TRE Richland Hills station for motorists who use the rail or choose to carpool and use the station as a

meeting location. The proposed location of the exit to Handley Ederville Road was also the only location local access to the interchange area could be provided.

From the evaluation required for the response to Mr. David Barnett's request above for a SH 121 general purpose (GP) exit combined with the Handley Ederville exit from the SH 121 managed lanes (ML), it does not appear an exit ramp from the SH 121 GP could be bridged over the entrance ramp from SH 10/SH 183 and still achieve acceptable operations along the SH 121 GP downstream of the entrance from Pipeline Road/Glenview Drive, achieve acceptable grades on the exit ramp that meet current design criteria used for the project, or limit ROW impacts to businesses, even if the exit from the SH 121 ML to Handley Ederville is not included with the proposed project. It appears the only method to realistically achieve inclusion of the exit ramp from the SH 121 GP would be to remove the entrance ramp to SH 121 GP from SH 10/SH 183.

After the improvements proposed with this project are environmentally cleared, future changes including local or managed lane access locations would need further approvals of a revised preliminary design, Interstate Access Justification Report and reevaluation of the environmental documentation. Further public involvement activities including an additional public hearing may also be required, depending upon the extent of the revisions.

Overall Comment #: 54

Commenter: (ID# 33) Bill Agan, Mayor, City of Richland Hills

Date Received: 10/19/2017

Comment Source: Email

Comment Category: Roadway Design

Comment:

On behalf of the Richland Hills City Council, I wanted to formally submit comments based on the October 5, 2017 Public Hearing for the abovementioned project.

Comments in Favor:

- We support the proposed reconfiguration of the Baker Blvd/I-820 intersection & bridge improvements;

TxDOT Response:

Comment regarding support of the reconfigured Baker Boulevard/I-820 intersection noted. Thank you.

Overall Comment #: 55

Commenter: (ID# 33) Bill Agan, Mayor, City of Richland Hills

Date Received: 10/19/2017

Comment Source: Email

Comment Category: Access to Handley-Ederville

Comment:

Comments in Favor:

- We support the direct connectors from Handley Ederville to I-820
- We support managed lane access from Handley Ederville if we could also keep general lane access ramps too

Comments Against:

- We are against the general purpose “free” lane entrance & exit ramps at Handley Ederville going away
- We are against the westbound Handley Ederville exit being moved north of Baker Blvd to adjoin the exit at Baker Blvd because our existing Retail zoning along the Handley Ederville frontage will lose visibility

TxDOT Response:

No direct connectors from Handley-Ederville Road to I-820 are included in the proposed project. Connectivity between Handley Ederville Road and SH 10/SH 183 is proposed to be provided through frontage roads. However, there are proposed direct connections to/from I-820 to SH 121.

The proposed project includes an eastbound entrance to the managed lane from Handley Ederville and a westbound exit to Handley Ederville from the managed lanes. There is no existing eastbound entrance to the SH 121 general purpose lanes from Handley Ederville as travel to I-820 is required along the frontage road system. There is an existing westbound exit to Handley Ederville from the SH 121 general purpose proposed to remain during the first phase of construction termed the Interim project, however, this ramp is planned to be removed due to previous public comments desiring the more heavily traveled entrance ramp from the I-820 intersection with SH 10/SH 183 be located in this location. The westbound exit from the SH 121 managed lanes to the local area and Trinity Railway Express Richland Hills Station is also proposed with the project. Due to roadway geometry design issues and right of way constraints, inclusion of all three ramps was not considered reasonable or feasible.

The existing roadway includes two westbound entrance ramps from Handley Ederville Road to the SH 121 general purpose lanes. The closest westbound entrance ramp from Handley Ederville Road to westbound SH 121 is proposed to be removed to allow for the new northbound I-820 and westbound Trinity Boulevard to westbound SH 121 direct connection. Approximately 11,500 vehicles per day from I-820 and Trinity Boulevard are forecast to use this proposed connection in year 2035.

Providing the connection between northbound I-820 and westbound Trinity Boulevard with westbound SH 121 would reduce overall traffic on the local street network and improve safety and mobility for the corridors.

The preliminary design displayed at the April 2013 public meeting included a westbound exit from the managed lanes and a westbound exit from the general purpose lanes. The location of the exit from the general purpose lanes was in the curve leading from the I-820 general purpose lanes to SH 121 where very limited visibility of the downstream area and development along the westbound frontage road was available. It is not expected that a westbound exit to Handley Ederville downstream of the SH 10/SH 183 intersection would have desirable visibility of the surrounding area before the exit. An exit at this location would be known as one that the drivers have to know their destination of travel to desire to use the exit.

Overall Comment #: 55

Commenter: (ID# 33) Bill Agan, Mayor, City of Richland Hills

Date Received: 10/19/2017

Comment Source: Email

Comment Category: Pedestrian Bridge Location/Configuration

Comment:

Comments Against:

- We are against the pedestrian bridge landing on the north side of SH 121. We feel this is only linking Riverbend Industrial Park (of Fort Worth) to Midway Industrial Park (of Richland Hills). The Trinity Lakes subdivision on the east side of I-820 will have to traverse to the west side of the Interstate, then go north of the SH 121/H 820 interchange, then back down the frontage road and back south under Handley Ederville overpass to arrive at the train station. They could more simply take Trinity Blvd all the way to Handley Ederville and arrive at the station. We have Fort Worth Trinity Trail network and the Richland Hills Trail that will be tying-in near the TRE station in the next few years. Both trails have approved funding through the TA Set-Aside program.

TxDOT Response:

The pedestrian bridge over the SH 121 westbound frontage road and 6 feet wide sidewalk would be provided along the west side of the I-820 southbound frontage road as a route of pedestrian travel over the Trinity Railway Express. The structure is proposed to separate pedestrian traffic from crossing vehicular traffic along the SH 121 westbound and I-820 southbound frontage roads at locations that are not controlled near a signalized crosswalk. The proposed pedestrian bridge is not intended to replace or eliminate pedestrian facilities along the SH 121 westbound frontage road or Handley-Ederville Road.

Pedestrian accommodations have been incorporated within the overall project to provide access and connectivity with features planned for the area. The pedestrian bridges are proposed to provide connectivity of sidewalks 6 feet in width over the Trinity Railway Express along both sides of I-820 from Trinity Boulevard to near Pipeline Road/Glenview Drive. A sidewalk 6 feet in width is also

proposed along the westbound SH 121 frontage road that would provide connectivity to Handley Ederville Road and extend further west to near Kingsbury Avenue. No sidewalk is proposed along the eastbound SH 121 frontage road from Handley Ederville Road to SH 10/SH 183 adjacent the Trinity Railway Express.

The proposed sidewalks could connect with the walking trail proposed by Richland Hills. Also, pedestrian sidewalks 6 feet in width and on-street bicycle lanes 5 feet in width were included along both sides of Handley Ederville Road crossing under SH 121 in the preliminary design presented at the Public Hearing. TxDOT provided these features to provide for pedestrian and Veloweb crossings under the SH 121 general purpose lanes along Handley Ederville Road that would allow for joining the trail system. The design for the bridge layouts provides room for the 6 feet wide sidewalk between the face of curb along Handley Ederville Road and the bridge column. The alignment of the turnaround west of Handley Ederville Road will be adjusted to allow for a wider sidewalk that could help connect the trails be located between the proposed bridge columns and turnaround.

Sidewalks 6 feet in width are also proposed along both sides of the SH 10/SH 183 bridge over I-820 and shared use paths 12 feet in width have been included along both sides of Trinity Boulevard at the I-820 interchange area in the proposed design.

Overall Comment #: 56

Commenter: (ID# 34) Gerrit K. Spieker

Date Received: 10/19/2017

Comment Source: Email

Comment Category: Access to Handley-Ederville

Comment:

The following comments are submitted for consideration after examining the current design and attending the Public Hearing conducted in Richland Hills on 5 October.

- 1) SH10/SH820 service road intersection, West end of new SH10 bridge over IH820. This new intersection will handle the evening Westbound traffic from Bell Helicopter's Hurst facility on SH10. With the proposed closing of the Westbound SH 121 exit serving Handley Ederville Rd and the TRE station Southbound IH820 traffic exiting north of the intersection will aggravate the congestion at this intersection. Backups will likely extend onto IH820 lanes and SH10 Eastward, fouling the intersection at the East end of the new bridge over IH820.
- 2) Elimination of the Westbound SH 121 exit serving Handley Ederville Rd and the TRE station invokes a hardship on commuter's head to the Richland Hills station. TXDOT personnel at the hearing freely indicated that they decided the exit would be closed based on the information the TRE station would close and be moved. The TRE station location is protected by both state law and Federal grant conditions which can be verified by NCTCOG. The source of such rumors is traceable to a known local developer's desire for gain. Unless TXDOT has valid

documents approved by some agency with appropriate authority, and therefore Public Record, this assumption is unsupported and should be discarded.

- 3) Closing the Westbound SH 121 exit serving Handley Ederville Rd and the TRE station removes access to not only the TRE station but the large industrial area south of that point. There is heavy truck traffic from the DFW Cargo and distribution complex and long distant trucks which are vital to this center of commerce. Forcing this day-long commercial traffic flow to exit north of and pass through the intersection cited in 1. above creates a circuitous route fraught with delays and congestion. A design that continues the current access is vital to many companies served by the current exit.
- 4) The closing of the Southbound entrance to SH121 immediately West of Handley Ederville Rd forces traffic, including the heavy trucks from the industrial area cited in 3. above to down the service road to the entrance near Scruggs Park Drive. This will increase noise and pollution in the adjacent residential areas.
- 5) The above items and comments can be verified by traffic counts and extrapolations applied to the new designs. Please contact me for any clarifications.

TxDOT Response:

The proposed Interim I-820 project includes construction of the diamond intersection by extending the I-820 southbound frontage road to SH 10/SH 183. The projected year 2035 total traffic volumes through this intersection are estimated to be up to 7,100 vehicles per hour (VPH) in the PM peak, which includes the projected westbound SH 121 to Handley-Ederville Road volume of 513 VPH. This intersection is expected to operate at a LOS F in the peak PM hour year 2035. The average approach delay time for the southbound I-820 frontage road traffic movements to SH 10/SH 183 is estimated to be 115 seconds or approximately 2 minutes. An analysis was performed without the volume of 513 VPH desiring to travel to Handley Ederville Road included and the average approach delay for the southbound approach in the peak period year 2035 was estimated to be approximately 93 seconds or 1.5 minutes. Southbound traffic is expected to queue back onto the proposed SH 10/SH 183 exit ramp, during the peak period year 2035, with or without the Handley Ederville traffic included, due to the heavy left and right turning volumes to SH 10/SH 183 that are expected to queue further from the cross street than the through traffic. Eastbound SH 10 approach delays at the northbound I-820 frontage road are estimated to be approximately 290 seconds or 4 minutes during the peak period year 2035. The queue lengths are expected to be approximately 950 feet from the intersection for the approach movements due to no additional capacity being proposed or provided along the SH 10/SH 183 corridor.

The project includes the westbound SH 121 managed lanes (ML) exit ramp to Handley-Ederville Road specifically to serve the Trinity Railway Express (TRE) Richland Hills Station for motorists who choose to carpool and use the station as a meeting location and for local access from the managed lanes to the surrounding interchange area. TxDOT was made aware of possibility of the TRE Richland Hills Station moving to a nearby location during ROW acquisition for the project in mid-2017. Access locations proposed with this project are determined based on the current location of the TRE Richland Hills Station.

The existing westbound exit to Handley Ederville from the SH 121 general purpose (GP) is proposed to be removed with the Ultimate project and travel from east of the intersection would be required through the SH 10/SH 183 or Trinity Boulevard intersections or the westbound exit from the SH 121 ML. This westbound exit is proposed to remain with the Interim project, also known as the first phase of construction.

Inclusion of the ramp in the Ultimate project, along with the SH 121 ML exit to Handley Ederville and the entrance ramp from SH 10/SH 183, was evaluated regarding roadway geometry design considerations and ROW constraints. Many options were investigated to include all three ramps in the Ultimate project design including “braiding” or bridging of ramps while not expanding the ROW footprint beyond what was environmentally cleared March 2004, but none were determined to be feasible.

The entrance ramp from SH 10/SH 183 is included in the design as projected year 2035 traffic volumes for the ramp are significantly greater than the estimated volumes that would use an exit ramp to Handley Ederville. Including the entrance ramp would provide direct access for traffic from the SH 10/SH 183 intersection to enter the SH 121 GP lanes and not direct them through the Handley Ederville intersection and further along the westbound frontage road adjacent a residential neighborhood to the SH 121 entrance near Scruggs Park Drive.

Combining the westbound Handley-Ederville Road exit with the southbound I-820 exit to SH 10/SH 183 would not create a circuitous route as vehicles exiting southbound I-820 would travel through the SH 10/SH 183 intersection and then along the westbound SH 121 frontage Road to Handley Ederville Road. This route closely follows the existing traffic pattern and is not considered circuitous. The large industrial area to the south of the TRE Richland Hills Station is currently also accessible from I-820 through travel along westbound Trinity Boulevard. The proposed project includes reconstruction of the Trinity Boulevard interchange and maintains access to Handley Ederville from I-820 along westbound Trinity Boulevard.

The existing frontage road west of Handley Ederville Road includes two westbound entrance ramps to the SH 121 general purpose lanes. The closest westbound entrance ramp from Handley Ederville Road to westbound SH 121 is proposed to be removed to allow for the northbound I-820 and westbound Trinity Boulevard to westbound SH 121 direct connection. The projected traffic volumes forecast approximately 10,700 vehicles per day in year 2035 would utilize the westbound entrance ramp to remain near Scruggs Park. This volume includes local truck traffic traveling north on Handley Ederville to access westbound SH 121.

A noise barrier is proposed between the general purpose lanes and the frontage roads along this section of SH 121 near Handley Ederville Road. This barrier would help reduce noise from the general purpose traffic; however, it would not reduce noise from the truck traffic along the frontage road. The barrier is not proposed to be constructed between the frontage road and ROW as a continuous noise barrier along the ROW would restrict access to these residences. Gaps in a noise barrier would satisfy access requirements but the resulting non-continuous barrier segments would not be sufficient to achieve the minimum, feasible reduction of 5 dB(A).

Prior to construction of the recommended noise barriers, a noise workshop would be held for this project. Adjacent property owners would be notified of this noise workshop by mail with the location and time. The noise workshop will provide an overview of the Traffic Noise Analysis and will present the potential noise barrier location, dimensions, and aesthetic elements to the owners of property adjacent to a proposed noise barrier(s). This workshop would also allow the owner's to make an informed vote for or against the proposed noise barrier(s).

Please note that the recommended noise barriers would not be constructed as part of the Interim project. They would be constructed sometime between the Interim project and the end of the Ultimate project (currently unfunded).

Overall Comment #: 57

Commenter: (ID# 35) Bill Riley, P.E.

Date Received: 10/20/2017

Comment Source: Email

Comment Category: Roadway Design

Comment:

The following are Tarrant County Transportation Services' comments related to the I-820 / SH 121 interchange improvement project:

We recommend that TxDOT strongly consider the addition of a southbound to northbound turnaround structure at SH 10 / SH 183. A turnaround structure at this location would eliminate an enormous amount of vehicle movements through the adjacent I-820 / SH 10 / SH 183 signalized intersections. The turnaround structure would provide much improved access to all of the commercial and residential development, along with the Texas Department of Public Safety's Licensing facility, which abut I-820 between SH 10 /SH 183 and Glenview / Pipeline. This turnaround would serve essentially the same users that currently use the existing northbound to southbound turnaround at Glenview / Pipeline, which continues to provide great traffic circulation benefits. We understand

TxDOT's concerns of having the I-820 southbound exit ramp in close proximity to the SH 10 / SH 183 intersection, but feel a turnaround structure would be very beneficial and function well at this location, if traffic movements are signed accordingly.

Consideration should be given to the inclusion of a managed lane direct connector from the planned I-820 northbound managed lanes and general purpose lanes to the existing westbound I-820 managed lanes. Currently, traffic bottlenecks on the general purpose lanes of I-820 westbound and traffic tends to back up onto the ramp from the northbound I-820 general purpose lanes. A direct connector as described will provide an alternative for commuters on northbound I-820 who wish to avoid this routine bottleneck.

According to comments shared at the recent public hearing, the proposed outside lanes along the frontage roads may be wide enough to accommodate bicycles. We have some concerns regarding

the safety of this design. The frontage roads will experience higher speeds (35 mph+) and will likely carry significant levels of vehicular traffic. Bicycle/pedestrian accommodations in these areas should be offset from the roadway and separated by a safety barrier. We recommend TxDOT work closely with the impacted communities to ensure the safe inclusion of bike/ped facilities.

Thank you for allowing us the opportunity to provide input / comments for this very important interchange project. If you have any questions, or would like to discuss any of our comments, please contact me.

TxDOT Response:

A southbound to northbound dedicated turnaround structure was evaluated and recommended for implementation through the project 2013 Value Engineering Study. However, after further design work was performed, it was determined not feasible to include the turnaround due to traffic operations and safety concerns.

It was determined there is insufficient distance between the I-820 southbound exit ramp to SH 10/SH 183 and the proposed location of the recommended turnaround to provide a safe weaving length for vehicles. Vehicles traveling the southbound frontage road approaching the recommended turnaround would need to shift over two to three traffic lanes in a very short distance, crossing the SH 10/SH 183 exit ramp traffic, reducing traffic operations and safety. Further design analysis was performed to see if the SH 10/SH 183 exit ramp could be shifted to the north to allow a longer weave distance to improve traffic operations and safety. However, no acceptable vertical alignment could be developed that would meet minimum TxDOT roadway design criteria. Shifting the exit ramp north would also require additional ROW impacts to adjacent properties. Based on safety concerns, the need to limit additional ROW impacts and the inability to develop an acceptable vertical profile, the recommended southbound to northbound turnaround was not included in the proposed project.

The managed lane system along I-820 North Loop from I-35W to SH 121 was developed as two lanes each direction. The managed lanes along the I-820 East Loop, with this project, were developed to extend northward and eastward along SH 121/SH 183 and ultimately help provide traffic demand for three managed lanes each direction along SH 121/SH 183. The I-820 North Loop project constructed a slip ramp into the westbound managed lanes near Rufe Snow Drive to provide access for travelers from the SH 121 westbound or I-820 northbound general purpose lanes. The I-820 North Loop project also ultimately includes three general purpose lanes each direction, that when widened from the existing two lanes each direction, would help provide additional capacity to ease access from the general purpose lanes to the managed lanes entrance slip ramp.

The limits the requested direct connector to the westbound I-820 North Loop managed lanes would need to extend are beyond these project limits. NTE Mobility Partners has no planned improvements to provide direct connectors from the I-820 northbound managed or general purpose lanes to the existing westbound managed lanes along the I-820 North Loop and the requested direct connector is also not included in the Region's Metropolitan Transportation Plan (MTP) Mobility 2040. The direct connector would need to be added to the Region's MTP before it could be developed, receive environmental clearance or be implemented as a separate project.

Guidance in the TxDOT Roadway Design Manual and American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities was utilized to develop the overall system of bicycle and pedestrian elements incorporated into the proposed project. These guidelines recommend on-road facilities be provided for bicycle travel. The frontage road design speed is 40 mph which is considered low speed for streets and arterials. The on-street accommodations for bicycles typically include a shared outside lane that would be widened to 14 feet in width along the frontage road with an additional 2 feet wide offset from the lane to the face of curb. The typical accommodations for pedestrians typically includes a 6 feet wide sidewalk adjacent the frontage road curb.

Shared wider outside lanes to accommodate bicycles was typically utilized for this project due to space and ROW constraints. The AASHTO Guide describes the use of shared use paths adjacent to the roadway is not intended to replace the on-road accommodations for bicyclists unless bicycle use is prohibited. The border width from the face of curb to the right of way is typically 20 feet for this project. The clear zone is a minimum 4 feet wide which would only allow 16 feet in width for the barrier, shared use path and slope from the path to the existing ROW. Typical widths of shared use paths generally range from 10 to 14 feet and a 2 foot wide clear or flat zone is typically used on each side of the shared use path. Providing barrier separated bicycle/pedestrian shared use paths adjacent to the frontage roads would typically require a minimum of 20 feet from the face of curb. This would not allow room for the slope to the existing ROW and would require additional right of way acquisitions and costs to the project, making their use prohibitive along the frontage roads for any great lengths.

Shared use paths have been incorporated into the project where reasonable. Shared use paths 12 feet in width and a wider outside shared lane of 14 feet in width for on-street bicyclists have been included along both sides of Trinity Boulevard in the I-820 interchange area with the proposed design at the previous request of the City of Fort Worth. As a result of the comments received at the public hearing, the alignment of the turnaround along the west side of Handley Ederville Road will also be adjusted to allow for a wider sidewalk that could help connect the trails and be located between the proposed bridge columns and turnaround.

Overall Comment #: 58

Commenter: (ID# 36) David Barnett

Date Received: 10/9/2017

Comment Source: Email

Comment Category: Roadway Design

Comment:

I received this notice today via e-mail. Will there be another public hearing conducted other than the one held last Thursday October 5, either in Richland Hills or in any of the other cities comprising the project footprint? If not, is the October 5 meeting available for viewing via video recording?

I own tracts of land which front Booth Calloway Road and are directly impacted by the proposed reconstruction. I would like to submit comments, but I have questions which are not addressed by the exhibits and written materials attached to this announcement.

TxDOT Response:

Thank you for your interest in the I-820/SH 121 project. The public hearing held on Thursday October 5 will be the only public hearing held for the project. If there are schematic changes made as a result of feasible comments received from the hearing, TxDOT will conduct meetings with the affected property owners. TxDOT does have a video recording of the formal presentation at TxDOT Fort Worth District office. Comments can be sent to John.Tilinghast@txdot.gov.

Overall Comment #: 59

Commenter: (ID# 37) John Skier

Date Received: 10/20/2017

Comment Source: Email

Comment Category: Access to Handley-Ederville

Comment:

I'm writing to express both my delight and concerns with the I-820 and SH-121 Interchange project.

I'm delighted the project will replace the aging TX-10 bridge and I support having only 1 u-turn lane on the south side of the bridge given the limited right of way (row) on the north side of Tx-10.

I am concerned that Tx-Dot does not have plans to improve Tx-10, Baker Blvd between TX-820 and Handley-Ederville Rd, given the significant increase in traffic that will be generated by the elimination of the main lane exit to Handley-Ederville Rd. Eliminating the west bound main-lane Handley-Ederville Rd will force all that traffic onto the baker blvd exit, which already backs up onto Tx-820. The backup will be increased by the removal of the long exit that connects with Booth Calloway Rd.

Another concern with the south bound 820 to baker blvd exit is it adds a stoplight on the west side of 820. This light is a few 100 feet from the exiting light at Booth-Calloway Rd. This intersection is already backs up west bound on I-10 if the lights are not interconnected or well synchronized the traffic snarl will be incredible during peak commute hours.

I'm concerned the current express entrance - exit at south of pipeline road is being remove, keeping this entrance / exit enables all the traffic that enters at TX-10 and Handley Ederville Rd to use the express lanes. I strongly support keeping this entrance/exit as it would enable the removal of the west express exit at Handley Ederville Rd which in-turn enables the west bound main lane exit to continue at this location. This approach would prevent express traffic from exiting Handley Ederville Rd to go North to baker. The express traffic currently uses the SB main lane exits at baker or the WB exit at Handley Ederville.

I'm also very happy to see the plans show a pedestrian walk way on the west side of Handley Ederville under ST-121. The bulk of the pedestrian traffic comes from the neighborhood west of Handley Ederville Rd and today all those people have to cross Handley Ederville Rd twice and the

access roads once. A west side walkway would eliminate crossing Handley Ederville Rd completely and puts the pedestrians on existing sidewalks.

The phase 2 elimination of the west bound main lane exit from SH-121 onto Handley Ederville is a cause of significant concern as it will put all Richland Hills southern traffic on to the Baker blvd exit which already backs up. It forces traffic that now exist for the commercial district and TRE station to exit baker blvd or Trinity BLVD making the TRE station harder to reach and adding congestion to already busy streets. I asked the P.E. who was addressing this intersection about this and he responded people could use the Express lanes, unfortunately there are no entrances to the express lanes which would support the local traffic using the express lanes. He also stated a planning assumption was the TRE station was moving, while this is a desire of the developer involved with the development East of 820, but the Fort Worth Transportation Authority has denied having any plan to move the station. If you have documentation that supports the TRE station being closed please provide it. In light of the incorrect assumption regarding the TRE station and the traffic impact I believe keeping the West bound SH-121 to Handley Ederville Rd is a requirement having an express exit is not a requirement.

I'd like to commend TxDOT on keeping the west bound SH-121 entrance at Skruggs park rather than moving it west to Kingsbury Ave. I'll go a step further and recommend it be relocated closer to Handley Ederville Rd to enable Traffic to enter SH0-121 Westbound as near Handley Ederville Rd as possible. Keeping the traffic away from the Neighborhood reduces noise and improves safety.

Finally, Both the proposed sidewalks and noise wall are needed and welcomed changes which improve safety and the environment of the neighborhood.

TxDOT Response:

Comment regarding the replacement of the SH 10/SH 183 bridge and adding a turnaround on the south side noted. Thank you.

Adding capacity to SH 183 from I-820 to Handley Ederville Road is not included in the Region's Metropolitan Transportation Plan (MTP) Mobility 2040. The proposed capacity improvements would need to be added to the Region's MTP before a separate project of this type could receive environmental clearance or be implemented.

The existing configuration of the SH 10/SH183 interchange area with I-820 was designed in the mid 1960's as a rural type of intersection. Vehicles exiting southbound to SH 10/SH 183 travel along the 2-3 lane frontage road to an angled "T" intersection with N. Booth-Calloway Road with no traffic control devices, then make a "free" left to the signalized N. Booth Calloway Road intersection with SH 10/SH 183. In the design year 2035, projected total traffic volumes through the existing intersection are estimated to be 5,400 vehicles per hour (VPH) during the peak hour of the day and operate at a LOS F. The average approach delay time for the southbound N. Booth Calloway traffic movements to SH 10/SH 183 is estimated to be 561 seconds or approximately 9.5 minutes. With these high volumes, and the lack of traffic control devices at N. Booth Calloway and the frontage road, exiting traffic from I-820 most likely would back down the existing frontage road and onto the mainlanes. This increases congestion, and reduces safety and mobility for the traveling public.

The proposed Interim I-820 project includes construction of the diamond intersection by extending the I-820 southbound frontage road to SH 10/SH 183. The projected year 2035 total traffic volumes through this intersection are estimated to be 7,100 VPH, which includes the projected westbound SH 121 to Handley-Ederville Road volume of 513 VPH vehicles. This intersection is expected to operate at a LOS F in the peak PM hour year 2035. However, the average approach delay time for the southbound I-820 frontage road traffic movements to SH 10/SH 183 is estimated to be 115 seconds or approximately 2 minutes. An updated analysis was performed without the volume of 513 VPH desiring to travel to Handley Ederville Road included and the average approach delay for the southbound approach in the peak period year 2035 was estimated to be approximately 93 seconds or 1.5 minutes. Southbound traffic is expected to queue back onto the proposed SH 10/SH 183 exit ramp, during the peak period year 2035 with or without the Handley Ederville traffic included, due to the heavy left turning volume to SH 10. While the proposed intersection is anticipated to operate at a LOS F, the signalized diamond intersection will more efficiently move traffic, resulting in a significant reduction in vehicle delays throughout the life of the project. This interchange configuration would result in reduced congestion and improve the safety and mobility for the traveling public.

As part of the detailed plan development for the I-820 intersection with SH 10/SH 183, the signals will be designed to be synchronized with the adjacent signal at SH 183/N. Booth Calloway to provide improved traffic operations, reduce traffic delays and congestion, and increase safety and mobility during the peak period.

With the Interim project, the current I-820 managed lane entrance and exit located just south of Pipeline Road/Glenview Drive will remain open and operational as they currently exist. The current entrance and exit located just south of Pipeline Road/Glenview Drive were designed by the developer and operator of the NTE TEXpress managed lane system, North Tarrant Express Infrastructure (NTE) as temporary access points for the managed lane system until the I-820 Ultimate project is constructed. After the I-820 Ultimate project is operational, access into the eastbound SH 121/SH 183 managed lanes from the area surrounding SH 10/SH 183 can be obtained through traveling to the eastbound SH 121 entrance from Handley Ederville or the SH 121/SH 183 eastbound entrance from Bedford Euless Road. In the westbound direction, access out of the SH 121/SH 183 managed lanes is provided by a direct wishbone ramp to Bedford Euless Road and would also be available through the same type of exit to Handley Ederville Road.

Comment regarding sidewalks along west side of Handley Ederville Road noted. Thank you.

The existing westbound exit to Handley Ederville Road from the SH 121 general purpose (GP) is proposed to be removed with the Ultimate Project. Trinity Railway Express (TRE) riders would be able to access the Richland Hills Station from the east by utilizing the westbound SH 121 managed lanes exit to Handley Ederville Road or from I-820 through the SH 10/SH 183 or Trinity Boulevard intersections. Direct access currently exists to Handley Ederville Road from westbound Trinity Boulevard. The proposed project includes reconstruction of the Trinity Boulevard interchange and maintains access to Handley Ederville from I-820 along westbound Trinity Boulevard. Currently no direct access exists from southbound I-820 to Handley-Ederville Road. Access from southbound I-820 to Handley Ederville Road is proposed through the southbound I-820 exit ramp to SH 10/SH

183, travel through the SH 10/SH 183 intersection, then along the westbound SH 121 frontage road or along SH 183.

During project development efforts, it was determined the westbound SH 121 GP exit ramp to Handley Ederville Road should be removed to retain the more heavily traveled westbound entrance from SH 10/SH 183 to SH 121 and the westbound exit from the SH 121 Managed Lanes to the local area and TRE Richland Hills Station. Due to roadway geometry design issues and right of way constraints, inclusion of all three ramps was not considered reasonable or feasible.

TxDOT was made aware of possibility of the TRE Richland Hills Station moving to a nearby location during ROW acquisition for the project in mid-2017. Retaining local ramps in Interstate reconstruction projects are not a requirement. Proposed ramp locations are determined through evaluation of items such as geometric design criteria, traffic analysis, associated costs of implementation and ROW impacts and through public involvement.

The existing westbound entrance ramp to SH 121 to remain near Scruggs Park Drive was left in its current location to allow for the northbound I-820 to westbound SH 121 direct connector lane to safely merge with the westbound SH 121 general purpose and for an outside lane drop to go from a four lane section to a three lane section to match the existing number of lanes west of Big Fossil Creek. Relocating the entrance ramp to the east to be closer to Handley Ederville Road is not recommended since it would be in the area of a lane merge or lane drop, and reduce the longitudinal distance to safely allow vehicles to enter and merge.

Comment regarding sidewalks and noise wall for the neighborhood west of Handley Ederville Road noted. Thank you.

Overall Comment #: 60

Commenter: (ID# 37) John Skier

Date Received: 10/20/2017

Comment Source: Email

Comment Category: Pedestrian Bridge Location/Configuration

Comment:

I've been told the elevated pedestrian walk way between RH and Trinity Blvd is require, but there is no sidewalk or access lanes south of Trinity Blvd how is it the North business district needs this, but the southern part of doesn't? This walkway appears to land lock a much-needed business parcel RH. I believe a more cost-effective approach would be to complete sidewalks along Handley Ederville to Trinity Blvd and Trinity Blvd to I-820. As proposed the sidewalk provides little benefit to anyone.

Speaking of the Sidewalk along I-820 will there be an elevator in the North end of the walkway to enable use by those who are mobility impaired. Isn't this an ADA requirement?

TxDOT Response:

No sidewalks are provided south of Trinity Boulevard to Randol Mill Road due to safety concerns as no frontage roads are provided within this segment. The proposed pedestrian landing near the SH

121 westbound frontage road is located adjacent the proposed SH 10/SH 183 to westbound SH 121 entrance ramp gore. Access would be denied for approximately 350 feet along the frontage road near the proposed ramp gore as access in the vicinity of entrance or exit ramps along frontage roads is typically controlled for safety and mobility purposes.

Pedestrian accommodations have been incorporated within the overall project to provide access and connectivity with features planned for the area. The proposed pedestrian bridge is not intended to replace or eliminate pedestrian facilities along the SH 121 westbound frontage road or Handley-Ederville Road.

The pedestrian bridges are proposed to provide connectivity of sidewalks 6 feet in width over the Trinity Railway Express along both sides of I-820 from Trinity Boulevard to near Pipeline Road/Glenview Drive. A sidewalk 6 feet in width is also proposed along the westbound SH 121 frontage road that would provide connectivity to Handley Ederville Road and extend further west to near Kingsbury Avenue. Sidewalks 6 feet in width are proposed along both sides of Handley Ederville Road crossing under SH 121 and along the SH 10/SH 183 bridge over I-820. Shared use paths 12 feet in width have been included along both sides of Trinity Boulevard crossing over I-820 in the proposed design. These improvements allow for connectivity to any future sidewalks along Handley Ederville or Trinity Boulevard where the city streets cross SH 121 or I-820, but do not provide the sidewalks along the city streets outside of the project limits. An elevator would not be required and is not recommended to meet ADA requirements for the proposed pedestrian structures.

Overall Comment #: 61

Commenter: (ID# 39) Ryan Collins

Date Received: 10/17/2017

Comment Source: Email

Comment Category: Noise Barriers

Comment:

Could the Noise Barrier be extended approximately 150' North closer to the entrance to the Texas Department of Public Safety. The current recommendation has the Noise Barrier ending right at the North end of my property line. A slight extension north would give better noise and safety protection to my property. I appreciate your concern, feedback and recommendations.

TxDOT Response:

Extending the proposed noise barrier 150 feet would eliminate any future frontage road access to the undeveloped parcel which does not have any other bounding roads to provide alternative access. TxDOT does not propose extending the wall and eliminating any future access to this specific parcel.

Overall Comment #: 62

Commenter: (ID# 40) Bo Cung, PE, FWTA

Date Received: 10/12/2017

Comment Source: Letter

Comment Category: Roadway Design

Comment:

As TxDOT is preparing for the hearing on the referenced project, we would like to state our concerns again about how the referenced project would affect our existing Trinity Railway Express (TRE) grade crossing at Handley Ederville Road (the crossing).

On January 10, 2013, I sent TxDOT a letter stating safety issues associated with the crossing and requesting TxDOT to consider grade separating this crossing. I attached backup documents to that letter (see attached).

On April 24, 2014, TxDOT presented a schematic for the project at a public meeting and the proposed schematic did not address our concerns. The schematic proposes to keep the crossing at-grade and move the stop bar and the signal on the northbound side of Handley Ederville Road from the north side of the tracks to the south side of the tracks to prevent traffic from queuing across the tracks.

On April 30 2014, I sent TxDOT a letter stating reasons why we do not believe TxDOT's proposal would solve the problems and that a grade separation should be the permanent solution for this crossing.

On June 10, 2014, TxDOT responded to my letter stating a grade separation at this location would not be constructed due mainly to cost, right-of-way, and schedule concerns.

We believe a new interchange, if constructed, would last 50-75 years and a permanent solution should be implemented for the crossing to eliminate all future car/train incidents at this location. We realize the project cost would increase, but the increase would be a small fraction of the total cost. Since TxDOT has constructed a number of railroad grade separations in the Dallas-Fort Worth Area at locations very similar to this one, it should consider making a permanent safety improvement at the TRE / Handley Ederville Road crossing as well.

Please let me know if you have questions or need additional information concerning this request and thank you in advance for your consideration.

TxDOT Response:

As part of the Value Engineering (VE) Study performed for I-820 in February 2013, grade separating Handley Ederville Road and the Trinity Railway Express (TRE) railroad and re-locating the traffic signals on Handley Ederville Road south of the TRE crossing was studied. Grade separating Handley Ederville Road and the TRE railroad was rejected as elevating or depressing Handley Ederville Road and the frontage roads would eliminate access to adjacent properties as well as create ROW impacts

including additional displacements along Handley Ederville Road and the westbound SH 121 frontage road.

Relocation of the traffic signal on Handley Ederville Road south of the TRE crossing was a VE recommendation that the TxDOT Fort Worth District accepted. To address the “T’s” safety concern for the at-grade crossing at Handley Ederville Road, the TxDOT Fort Worth District’s Traffic Operations section prepared a Rail Safety project proposed for implementation.