Appendix H – PM Comment Response Matrix

Public Meeting
Comment and Response Matrix

Southeast Connector

Thursday, July 18, 2018
6:00 p.m. to 8:00 p.m.
Dunbar High School (Cafeteria)
5700 Ramey Avenue
Fort Worth, Texas 76112

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

#	Commenter Name	Commenter ID Num.	Comment Num.	Date Received	Comment Source	Comment	Comment Category	Response
1	Joyce Smith	1	1	6/30/2018	Email	Please do not make I–20, US 287, and I–820 an express or toll road when redone in 2020. We need more regular lanes. We pay for our roads through driver license renewal and utility bills and taxes. We don't need to pay again. North Fort Worth said they were adding lanes and didn't, only express. That doesn't help the ones that don't want to pay. No express.	Tolls	The recommended alternative would include general purpose, collector–distributor, and frontage road lanes. No toll, managed lanes, or High–Occupancy Vehicle lanes are included in the recommended alternative.
2	Danny Reed	2	1A	7/6/2018	Email	I understand that this project is to go from Sublett Road (south) to Meadowbrook Drive (north). I have two questions for now: Will there be any work at all immediately north of Meadowbrook Drive?	Project Impacts to Property–Meadowbrook Drive	TxDOT responded to the commenter via email. *There is proposed work along Meadowbrook Drive between Purselley Avenue and Forest Avenue, also north and south of Meadowbrook Drive along I–820. East of I–820 there are potential displacements along the westbound lanes of Meadowbrook Drive from Forest Avenue to the northbound I–820 frontage road.*
3	Danny Reed	2	1B	7/6/2018	Email	Are there any property acquisitions north of Meadowbrook Drive?	Project Impacts to Property–Meadowbrook Drive	TxDOT responded to the commenter by phone and email. *Address of Property* / *Property Appears on Roll* / *Effect of Project on Property* *1. 6308 Lambeth Lane Fort Worth, TX* / *Roll 4 of 6 Property #502–B* / *Currently not affected by the project* *2. 6313 Lambeth Lane Fort Worth, TX* / *Roll 4 of 6 Property #900* / *Currently not affected by the project* *3. 6316 Lambeth Lane Fort Worth, TX* / *Roll 4 of 6 No Property #* / *Not an Adjacent Property* *4. 6400 Lambeth Lane Fort Worth, TX* / *Roll 4 of 6 No Property #* / *Not an Adjacent Property* *5. 6413 Lambeth Lane Fort Worth, TX* / *Roll 4 of 6 No Property #* / *Not an Adjacent Property* *6. 6309 Meadowbrook Drive, Fort Worth, TX* / *Roll 4 of 6 Property #502–A* / *Potential Displacement* *7. 6317 Meadowbrook Drive, Fort Worth, TX* / *Roll 4 of 6 Property #502–D* / *Potential Displacement* *8. 6405 Meadowbrook Drive, Fort Worth, TX* / *Roll 4 of 6 Property #502–F* / *Potential Displacement* This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
4	Danny Reed	2	2	7/18/2018 (Follow–up to 7/6/2018 email)	Email	Thank you for getting back to me. I am a little bit confused, but I hope to have a better understanding of your plans after tomorrow night.	Public Involvement	According to the Public Sign–In Sheet at the July 19, 2018 Public Meeting, the commenter was present at the meeting.

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5	Danny Reed and Terry Wolfgang	2	3	7/18/2018 7/19/2018	Verbal (Phone) Verbal (at Public Meeting)	TxDOT spoke with Mr. Reed via phone on July 18, 2018. He was upset his properties were being affected. Mr. Reed also invited a neighbor to the Public Meeting who would also be affected by the project. Mr. Reed's neighbor is Terry Wolfgang that lives at 6401 Meadowbrook Drive. Mr. Wolfgang's wife and son also attended the Public Meeting. They were both concerned about their property values possibly being diminished because their properties were being shown as potential displacements. Mr. Reed, Mr. Wolfgang, and Mr. Wolfgang's family were wondering if the widening could take place on the south side of Meadowbrook Drive leaving their properties intact.	Project Impacts to Property–Meadowbrook Drive	TxDOT discussed with Mr. Wolfgang that the widening needed would be to add additional turn lanes across the bridge. Mr. Wolfgang stated there was already a turn lane in front of his house. Although a continuous left turn lane exists in front of Mr. Wolfgang's house, it does not cross the bridge. The proposed recommended alternative would have separate left turn lanes to serve the opposing traffic volumes. TxDOT informed Mr. Wolfgang and Mr. Reed that TxDOT would look at the option (of widening on the south side of Meadowbrook Drive in order to avoid property impacts). However, there are no assurances that impacts can be entirely avoided. If the recommended alternative's project limits are revised to end south of Meadowbrook Drive, as Mr. Reed and Mr. Wolfgang suggested, their properties would still likely be impacted by the planned reconstruction of the I–30/I–820 interchange. 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 contribute to a perceived loss in value.
6	Danny Reed	2	4	8/27/2018 (Follow–up to 7/18/2018 email)	Email	Because the Southeast Connector is going to affect me a lot more than I originally thought, I would like to participate in any planning or policy meetings that you will allow me to. Also, I would volunteer to serve on a Citizens Review Board if there is one, provided that my service is not deemed a conflict of interest. Of course, I am concerned with construction in the Meadowbrook area, but I travel this entire route several times per week. I know that this is a dangerous road in dire need of improvements.	Project Impacts to Property–Meadowbrook Drive	TxDOT responded to the commenter via email. *There is currently a meeting scheduled for Saturday September 15, 2018, 9:00 a.m. at Handley United Methodist Church, 2929 Forest Avenue. The meeting will be hosted by the City of Fort Worth and TxDOT to discuss the Southeast Connector* Project. There is no Citizens Review Board for the project; however, additional TxDOT public involvement meetings were held for the proposed project: • August 16, 2018: Nicole Collier State Representative District 95 Town Hall Meeting at Martin Luther King Community Center, 5565 Truman Drive, Fort Worth, Texas 76112 (sign–in sheets did show that Mr. Reed was in attendance). • September 15, 2018: TxDOT and City of Fort Worth's Transportation and Public Works Department, Handley United Methodist Church, 2929 Forest Avenue, Fort Worth, Texas 76112 • October 31, 2018: Lion's Club Meeting (sign–in sheets were not available). • November 8, 2018: Nicole Collier State Representative District 95 Town Hall Meeting at TCC Opportunity Center, Room 1440, 1901 Fitzhugh Avenue, Fort Worth, Texas 76119 (sign–in sheets were not made available to TxDOT). TxDOT would be holding additional community meetings and a Public Hearing for the project in the future.
7	Robert Hill	3	1A	7/16/2018	Email	I have lived on the east side of Fort Worth for 45 years and have watched the traffic become a nightmare on east Loop–820. When I travel on the west and south Loop–820 there are more lanes that allow the traffic to flow well. The just completed toll road system on the north side of Loop–820 just recently completed has not improved the flow of traffic when I am on it.	Traffic	TxDOT responded to the commenter via email. *There are no proposed tolls, toll lanes, managed lanes, or HOV lanes in the recommended alternative. I–820 will be designed to have a minimum of 8 lanes, 4 in each direction (northbound and southbound) from US 287 to I–30. We will be designing this project to accommodate 2045 traffic volumes. A traffic study will be prepared for this project.*

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						When I do drive on north Loop–820 it looks like the road could have been about 8 lanes wide going in both directions. With all the ramps and wasted space, this road will be outdated within a few years and will not be able to handle future traffic. I thought we were supposed to improve the traffic problems, but north loop–820 did not help at all.		*We are having a Public Meeting tomorrow July 19, 2018 at Dunbar High School from 6 p.m. to 8 p.m. If you have time, please attend to see the recommended alternative for the project as well as other alternatives that were considered.* Sign–in sheets from the July 19, 2018 Public Meeting indicated that Mr. Hill was not present.
8	Robert Hill	3	1B	7/16/2018	Email	Many people cannot afford to pay a toll fee every day going to work. If you have money you can afford to pay the toll, if not you get two choices. Sit in the traffic on the free lanes or take the side roads like I do. I really hope that you do not make east Loop–820 another toll road. I would rather pay a higher gas tax in Texas to pay for the roads and make them wider to handle the traffic now and in the future.	Tolls	TxDOT responded to the commenter via email. *No tolls, managed lanes, or HOV lanes are currently proposed by the recommended alternative.*
9	Robert Hill	3	2	7/18/18 (follow–up to original email sent on 7/16/2018)	Email	Thank you for your reply. It is great news to hear this improvement will not have toll lanes. I have worried that when they widen the east side, they would do the same thing. I would much rather pay a higher gas tax to pay for the roads than have these toll systems. There is so much wasted space in the design on the north loop compared to the south and west loops. Thank you, thank you, thank you. I will not be able to attend because I volunteer my Thursday evenings to work in a Family History Center (Genealogy library).	Project Support	Thank you for your support on the proposed project.
10	Judy Taylor, President Handley Neighborhood Association VP Neighborhoods of East Fort Worth Alliance Board Handley Development Corporation	4	1	7/17/2018	Email	I am president of Handley Neighborhood Association and am hoping to get people to attend. Some of the first reports mentioned entrance from Craig Street and Meadowbrook Drive being omitted. Living and serving in the area I understand issues but feel lines on paper serve less than reality. Can you help me with information so I can better inform my community in need for attendance and addressing concerns?	Ramp Removal–Craig Street and Meadowbrook Drive	TxDOT responded to the commenter via email. *The current design does show the removal of the northbound entrance ramp from Meadowbrook Drive to I–820 and the removal of the northbound entrance ramp from Craig Street to I–820. Currently there are no new entrance ramps planned to replace these ramps. The intent of this design was to reduce the weaving on the mainlanes. Traffic from Meadowbrook Drive and Craig Street will still be able to get access onto I–820 north, I–30 east and I–30 west.* • *Traffic from Meadowbrook Drive and Craig Street wanting to go to I–820 north; could go north through the Brentwood Stair intersection and use the existing on ramp, continue on the collector distributor road and get onto I–820 north.* • *Traffic from Meadowbrook Drive and Craig Street wanting to go to I–30 east could go north through the Brentwood Stair intersection and go to Handley Drive, take a left and use the existing entrance ramp on Handley Road near Works Street to go to I–30 east.* • *Traffic from Meadowbrook Drive and Craig Street wanting to go to I–30 west could take a left (go west) at Brentwood Stair Road, then take a right (go north) at Bridgewood Drive, take a left at the access road (between Bridgewood Drive and Bridge Street) and take a left onto the existing on ramp to I–30 west.* *This proposed recommended design is not final. If public input is that they want the northbound entrance ramp at Meadowbrook Drive to remain, it is possible that it can or TxDOT can try to develop a different design where it can be retained.* *TxDOT's main goal would be to provide the safest design and reduce weaving on the mainlanes.*

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								One potential design change could be too keep the existing northbound entrance ramp from Meadowbrook Drive near its current location and combine the northbound I–820 exit for Brentwood Stair with a new northbound exit to Meadowbrook Drive; that is proposed to be further south of the existing exit ramp today. If you plan to attend the Public Meeting tomorrow, I can try to explain this better with the layout. Northbound I–820 traffic wanting to go to Brentwood Stair would have to go through an additional signal. With any proposed new design, TxDOT would try to limit right–of–way impacts and potential displacements. *A traffic study will need to be performed for this project; it will help in determining the safest design for travelling public.* *Please try to attend the Public Meeting tomorrow. Please let others in your neighborhood know as well. Your input is needed on the recommended alternative.* Sign–in sheets from the July 19, 2018 Public Meeting indicated that Ms. Taylor attended.
11	Judy Taylor, President Handley Neighborhood Association VP Neighborhoods of East Fort Worth Alliance Board Handley Development Corporation	4	2	7/20/2018 (follow–up to the 7/18/2018 email)	Email	Is there a possibility of a meeting for those of us in East Fort Worth to have a meeting with an informed representative from TxDOT on issues of concern to the area between E. Lancaster Avenue and Brentwood Stair Road?	Public Involvement	TxDOT public involvement meetings were held for the proposed project: • August 16, 2018: Nicole Collier State Representative District 95 Town Hall Meeting at Martin Luther King Community Center, 5565 Truman Drive, Fort Worth, Texas 76112 (sign–in sheets did show that Ms. Taylor was in attendance). • September 15, 2018: TxDOT and City of Fort Worth's Transportation and Public Works Department, Handley United Methodist Church, 2929 Forest Avenue, Fort Worth, Texas 76112 • October 31, 2018: Lion's Club Meeting (sign–in sheets were not available). • November 8, 2018: Nicole Collier State Representative District 95 Town Hall Meeting at TCC Opportunity Center, Room 1440, 1901 Fitzhugh Avenue, Fort Worth, Texas 76119 (sign–in sheets were not available). TxDOT would be holding additional community meetings and a Public Hearing for the project in the future.
12	Judy Taylor, President Handley Neighborhood Association VP Neighborhoods of East Fort Worth Alliance Board Handley Development Corporation	4	3A	7/30/2018	Email	As a resident of Handley since 1958, I rode horses on the I–820 roadbed as it was being built, I know that growth of the area and traffic issues. I daily navigate the area from Rosedale to Randol Mill Road along I–820. I am aware of the difficulty all will have navigating the neighborhood, for business, community, family and friends. As president of Handley Neighborhood Association and Vice President of NEFWA, I often have contact with of leaders in the community and hear their needs. Station #24, Fire Station is in Handley that is bisected by I–820, they use the entrance and exit ramps 24x7x365 I have great concern as to how they will be able to keep up an acceptable response time. I live in the area and visit the station regularly, these men are dedicated to the safety of the community, their heaviest call log is from I–820, the trucks need to be able to safely and swiftly respond to calls for help. Please reconsider the closing of entrance and exit ramps in this area as unacceptable even if it means some redrawing of the planned I–820, with proper planning the Craig Street and Meadowbrook Drive ramps could be saved, I realize there is a	Ramp Removal–Brentwood Stair Road, Craig Street, Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. The recommended alternative would not remove access to I–820 for City of Fort Worth Fire Station #24 (located at 3101 Forest Avenue near Lancaster Avenue). Moreover, the Fire Station's access to Lancaster Avenue would remain unchanged. Reconfiguring the Lancaster Avenue/I–820 interchange as shown on the recommended alternative would actually provide more direct access to I–820 from Lancaster Avenue to all traffics (including emergency vehicles) than the existing loop ramp configuration currently allows. TxDOT would

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						concern for $$$ but lives and community safe travel are necessary, this will be the road of access for many years wise planning will save $$$ in the future. Anyone with a knowledge of the area of Brentwood Stair Road and I–820 realizes the traffic congestion that already exists is dangerous, adding all the traffic from Meadowbrook Drive and Craig Street will be a total nightmare. The magnitude of traffic congestion will only grow with the planned addition of homes to the community. Please respect life and people redraw the plans to have ramps on and off I–820 at Craig Street, Meadowbrook Drive, and Brentwood Stair Road. My access to I–30 will be extremely impacted, causing me to travel several miles through neighborhoods rather than just entering what I agree is a dangerous ramp but that can be addressed now on the drawing board. I understand mapping my husband supported our family in mapping with the government.		consult with the City of Fort Worth's Fire Department to review the recommended alternative and its impact to response times. Please note that although the recommended alternative alters ramping throughout the I–820 corridor, access to I–30 from I–820 (via Brentwood Stair Road, Meadowbrook Drive, and Craig Street) would still be available.
13	Judy Taylor, President Handley Neighborhood Association VP Neighborhoods of East Fort Worth Alliance Board Handley Development Corporation	4	3B	8/1/2018	Comment Form (Mailed)	Another issue that needs to be considered is the safety of children commuting to and from West Handley Elementary, and Jean McClung Middle School, I have no problem with the omission of the walking bridge since it is in an obscure location but please provide safe walk space for these school children.	Sidewalks	For public benefit, all frontage roads and cross streets to be reconstructed within the project limits would include safe pedestrian/bicycle facilities in the form of shared–use lanes for bicycles, and sidewalks located within the proposed right–of–way. The Craig Street bridge would have wider sidewalks than what currently exists on Craig Street to accommodate pedestrians.
14	Judy Taylor, President Handley Neighborhood Association VP Neighborhoods of East Fort Worth Alliance Board Handley Development Corporation	4	4A	8/1/2018	Comment Form (Mailed)	As a teenager in Handley since 1958 I rode horses on the newly places road bed for I–820. I understand growth issues with traffic. I navigate I–820 from Highway 121 to I–20 often. Closing ramps in the area from Brentwood Stair Road to Lancaster Avenue will be disastrous. Fire Station #24 is the busiest in Fort Worth. Their response time will be greatly impacted when they have to travel north a long distance navigate congested traffic signals to connect to I–820 increasing response time greatly. Please leave ramps available since with planned growth they are needed, to keep us from having to drive through neighborhoods to access I–30 especially with your plan our best option is to stay home always.	Ramp Removal–Brentwood Stair Road and Lancaster Avenue	The recommended alternative would not remove access to I–820 for City of Fort Worth Fire Station #24 (located at 3101 Forest Avenue near Lancaster Avenue). Moreover, the Fire Station's access to Lancaster Avenue would remain unchanged. Reconfiguring the Lancaster Avenue/I–820 interchange as shown on the recommended alternative would actually provide more direct access to I–820 from Lancaster Avenue to all users (including emergency vehicles) than the existing loop ramp configuration. TxDOT would consult with the City of Fort Worth's Fire Department to review the recommended alternative and its impact to response times. Please note that although the recommended alternative alters ramping throughout the I–820 corridor, access to I–30 from I–820 (via Brentwood Stair Road, Meadowbrook Drive, and Craig Street) would still be available. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. Local cross street traffic patterns would be considered during the evaluation of ramping alternatives.
15	Judy Taylor,	4	4B	8/1/2018	Comment Form	Please consider safe travel for our W. Handley Elementary and McClung Middle School children. Removing the walk bridge is	Sidewalks	For public benefit, all frontage roads and cross streets to be reconstructed within the project limits would include safe

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	President Handley Neighborhood Association VP Neighborhoods of East Fort Worth Alliance Board Handley Development Corporation				(Mailed)	acceptable since it is ill placed. Be sure there is ample walk space in the area.		pedestrian/bicycle facilities in the form of shared–use lanes for bicycles, and sidewalks located within the proposed right–of–way. The Craig Street bridge would have wider sidewalks to accommodate pedestrians. All signalized intersections would include crosswalks constructed to current design/safety standards.
16	Judy Taylor, President Handley Neighborhood Association VP Neighborhoods of East Fort Worth Alliance Board Handley Development Corporation	4	4C	8/1/2018	Comment Form (Mailed)	I have tried to email for days and it returns undeliverable.	Public Involvement	TxDOT received emails from Ms. Taylor on July 17, 20, and 30, 2018.
17	Daniel J. Haase	5	1	7/19/2018	Comment Form (at Public Meeting)	There is a very tall pine tree on the south side of Meadowbrook Drive (on the west side of I–820) that has managed to survive undisturbed for probably seventy years. It is in a triangle of land near a right turn to enter southbound I–820. You can clearly see it next to the Taco Bell. It would be nice if the construction and disturbance can be minimized to allow this tree to survive as a sentinel to progress. If the proper efforts to protect it are made, it will survive. If you only make a token effort, it won't.	Vegetation	Currently, the recommended alternative involves the widening of the Meadowbrook Drive bridge over I–820. Additional right–of–way would be needed at the intersection of Meadowbrook Drive and the southbound frontage road. This, along with grade changes on the new bridge and frontage road pavement, would require removal of the tree.
18	Clara Faulkner, Deputy Mayor Pro Tem City of Forest Hill	6	1A	7/19/2018	Comment Form (at Public Meeting)	First and foremost, I don't consider this a meeting nor a place to voice my concerns.	Public Involvement	The July 19, 2018 Public Meeting was conducted in accordance with TxDOT's March 2018 edition of the Public Involvement Environmental Handbook which outlines the public involvement process steps necessary to comply with state and federal requirements during the environmental analysis phase of project development. This open house public meeting format was intended to gather input from the public and to keep the public informed during this stage of the project. Because it is less formal, the meeting format allows participants to come and go at their convenience (2–hour advertised timeframe) and while doing so directly interact with the project exhibits and receive specific answers to individual attendee questions, as opposed to presentation meetings which limits what can be presented. A series of exhibits were staged at the venue and TxDOT and the project team/staff were located at various exhibits to answer individual questions. Project information, comment forms, and an email address to submit comments were also distributed at the registration table. The comment forms were also placed near a comment box for attendees to directly submit their written comments if lieu mailing their written comments to TxDOT. A Public Hearing for the proposed project is anticipated to be conducted. Toward the end of project development, Public Hearings are conducted for the public to provide additional public input and

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								comment on any further and ongoing identification of social, economic, and environmental impacts, as well impacts associated with the necessary, proposed acquisition of property needed for the project, and any involved relocation of property owners whose property may be acquired.
19	Clara Faulkner, City of Forest Hill Deputy Mayor Pro Tem	6	1B	7/19/18	Comment Form (at Public Meeting)	As for myself and many of the citizens that will be affected by this TxDOT project, our sentiments are aligned with (ALT 1) (No Build).	No Build Alternative	All alternatives would be evaluated including the No Build.
20	Loretta J. Muldrew	7	1A	7/19/2018	Comment Form (at Public Meeting)	I think this meeting is BS. This was not a meeting at all.	Public Involvement	The July 19, 2018 Public Meeting was conducted in accordance with TxDOT's March 2018 edition of the Public Involvement Environmental Handbook which outlines the public involvement process steps necessary to comply with state and federal requirements during the environmental analysis phase of project development. This open house public meeting format was intended to gather input from the public and to keep the public informed during this stage of the project. Because it is less formal, the meeting format allows participants to come and go at their convenience (2–hour advertised timeframe) and while doing so directly interact with the project exhibits and receive specific answers to individual attendee questions, as opposed to presentation meetings which limits what can be presented. A series of exhibits were staged at the venue and TxDOT and the project team/staff were located at various exhibits to answer individual questions. Project information, comment forms, and an email address to submit comments were also distributed at the registration table. The comment forms were also placed near a comment box for attendees to directly submit their written comments if lieu mailing their written comments to TxDOT. A Public Hearing for the proposed project is anticipated to be conducted. Toward the end of project development, Public Hearings are conducted for the public to provide additional public input and comment on any further and ongoing identification of social, economic, and environmental impacts, as well impacts associated with the necessary, proposed acquisition of property needed for the project any involved relocation of property owners whose property may be acquired.
21	Loretta J. Muldrew	7	1B	7/19/2018	Comment Form (at Public Meeting)	And if this is the way you are going to treat the people of Forest Hill and Fort Worth, you need to leave the freeway alone. TxDOT does not care about the people. No Build.	No Build Alternative	All alternatives would be evaluated including the No Build.
22	No Name Provided	8	1A	7/19/2018	Comment Form (at Public Meeting)	Alternative #6 only increase speed and create the same problem as now.	Alternatives	A traffic study would be performed for all project alternatives and would help to determine the best design for the travelling public. Therefore, the currently recommended alternative is subject to refinement to achieve an optimum, efficient design.
23	No Name Provided	8	1B	7/19/2018	Comment Form (at Public Meeting)	Alternatives #3 & 4 does help the US 287 & I– 820 merges.	Alternatives	Comment noted.
24	No Name Provided	8	1C	7/19/2018	Comment Form	Alternative #2 on I–20 lots of traffic going in both directions.	Alternatives	A traffic study would be performed for all project alternatives and would help to determine the best design for the travelling public.

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					(at Public Meeting)			Therefore, the currently recommended alternative is subject to refinement to achieve an optimum, efficient design.
25	No Name Provided	8	1D	7/19/2018	Comment Form (at Public Meeting)	Alternative #1 with clear separation of lanes is good.	Alternatives	Comment noted.
26	Phil Dupler	9	1	7/19/2019	Comment Form (at Public Meeting)	Removal of northbound entrance ramp from Meadowbrook Drive to Loop 820 will funnel all neighborhood traffic to Brentwood Stair Road and Bridgewood Drive. I–30 was built as turnpike and already has limited access. The City of Fort Worth has no plans to improve neighborhood streets to accommodate the increased traffic along alternative routes. Would be better to stop the project south of Meadowbrook Drive and wait for a future project to improve I–30 and the I–820 interchange.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
27	James Bennett, Jr., JDB Towing	10	1	7/19/2018	Comment Form (at Public Meeting)	Would like to know if they will raise the height of the bridge at Wilbarger Street. The sign that is there now is not the right one.	Bridge	The recommended alternative would increase vertical clearance over Wilbarger Street to a minimum of 16.5' at Wilbarger Street/I-820 and Wilbarger Street/US 287.
28	James Bennett, Jr., JDB Towing	10	2	7/19/2018	Comment Form (at Public Meeting)	East Loop 820 S and Wilbarger Street where the new service road definitely needs a "stop light" (not stop sign). I own a towing company at the intersection and we have a wrecker there one time a week. It is a fast–moving intersection, as of now it is not safe. I would like to see the stop light's survey done.	Project Design	A traffic study would be performed for all project alternatives and would help to determine the best design for the travelling public. Therefore, the currently recommended alternative is subject to refinement to achieve an optimum, efficient design. A traffic signal warrant study would be performed in accordance with the Texas Manual on Uniform Traffic Control Devices.
29	James Bennett, Jr., JDB Towing	10	3	7/19/2018	Comment Form (at Public Meeting)	I would like to know how the construction will affect my business. I am at the end of the service road where they plan on putting a new service road and part of my property is in the orange [referring to his property location–JDB Towing DBA at 4450 E. Loop 820 S., Fort Worth.	Project Impacts to Property–Commercial	The proposed new southbound frontage road in this location would provide a connection between Wilbarger Street and Carey Street, and would potentially improve access to both I–820 and US 287 for the subject property. One existing driveway to the property on Wilbarger Street would be restored or maintained. The driveway closest to the southbound intersection of the I–820 frontage road would be closed.
30	Fred Fernandez, NFFW Alliance	11	1	7/19/2018	Comment Form (at Public Meeting)	Will there be any monitoring of air quality throughout the construction phases to measure particulates in the air? New options of with the newest of low-cost monitors afford blanket overlay to pinpoint readings with affected areas.	Air Quality	Air quality analysis throughout the project limits would be evaluated in accordance with TxDOT's Air Quality Environmental Handbook. This handbook outlines the process steps necessary to comply with the Clean Air Act, the National Environmental Policy Act, and the Federal–Aid Highways code in regards to potential project effects on air quality. The air quality analysis would be documented in the project's Environmental Assessment document. It is not anticipated that emissions from construction of this project would have any significant impact on air quality in the area due to the use of fugitive dust control measures, the encouragement of the use of the Texas Emissions Reduction Plan, and compliance with applicable regulatory requirements.
31	Susan Sansalone	12	1	7/19/2018	Comment Form (at Public Meeting)	Need WB access ramp at I– 20 from Bowman Springs Road.	Access	Design coordination with the City of Arlington is ongoing. This movement does not currently exist on the existing facility because it is too close to the I–820 direct connector. A westbound I–20 entrance ramp is not shown in the recommended alternative because it would conflict with the at–grade collector/distributor roadway for US 287. Access from Bowman Springs to I–20 would remain the same.

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32	Steve Dossin	13	1	7/19/2018	Comment Form (at Public Meeting)	I–20 frontage road west bound should continue through the I-820/US 287 interchange. It looks like it could go under various connectors to I–820/US 287. It could join with the exit from WB I–20 to Business 287.	Project Design	The recommended alternative does not show a westbound I–20 frontage road continuing through the I–20/I–820 interchange because it would conflict with the at–grade collector/distributor roadway for US 287. A U–turn would be provided at Sun Valley Drive.
33	Steve Dossin	13	2	7/19/2018	Comment Form (at Public Meeting)	Before the disruption of construction starts, please work with local authorities to encourage a local traffic reliever route south of I–20. This could be a thoroughfare type road connecting Sublett Road to, say, Altamesa Boulevard. Thanks.	Project Design	A new location road between Altamesa Boulevard and Sublett Road would be up to the local planning officials who have jurisdiction.
34	Kenneth Meisner, Chairman, Meadowbrook Drive Bridge Committee	14	1	7/19/2018	Comment Form (at Public Meeting)	Principal concern is loss of northbound on ramps from Meadowbrook Drive onto I–820. Also, from Craig Street directly onto I–820 going north. Best proposition: Bring northern boundary of project back from Brentwood Stair Road to Meadowbrook Drive. This was the original project boundary. This would leave existing roadway as is north of Meadowbrook Drive. Let the section north of Meadowbrook Drive be part of a future design study for the I–820/I–30 interchange. Most protests from the neighborhood would simply disappear if this were brought about. Second proposition: Allow access road weaving between Meadowbrook Drive and Brentwood Stair Road. Keeping the Meadowbrook Drive on–ramp.	Ramp Removal–Craig Street and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
35	Kenneth Meisner, Chairman, Meadowbrook Drive Bridge Committee	14	2A	08/01/2018	Email	In order to maintain the existing logical traffic patterns for ready access and provide for future traffic loads, the Texas Department of Transportation (TxDOT) must retain the northbound on–ramp from Meadowbrook Drive onto I–820. As can easily be seen on any map of the area, Meadowbrook Drive is the natural collector pathway and gateway for neighborhood traffic going westbound or eastbound toward the Meadowbrook Drive bridge to gain access to I–820. The logic of this was plainly recognized in the original I–820 design years ago. These existing traffic patterns are time–tested and very functional, and well–known to everyone in the area.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
36	Kenneth Meisner, Chairman, Meadowbrook Drive Bridge Committee	14	2B	08/01/2018	Email	The alternatives I am proposing to achieve this goal, in order of preference, are as follows: (1) Bring the northern boundary of the Southeast Connector project back from Brentwood Stair Road to Meadowbrook Drive (as in the project's original design, circa 2003), leaving the freeway road scape north of Meadowbrook Drive as it is. This would cause the great majority of the current neighborhood protests simply to go away. In the original 2003 final project review, our Craig Street on–ramp northbound was taken away, and we were assured that the Craig Street traffic could go north through the Meadowbrook Drive light and then gain immediate access to IH–820 northbound on the Meadowbrook Drive on–ramp. Now that Meadowbrook Drive on–ramp itself is threatened to be taken away, in the new project design. (2) Change the northbound "weaving" between Meadowbrook Drive and Brentwood Stair from the mainlanes of the freeway onto the northbound access road instead. This would still permit independent northbound off–ramp access to Brentwood Stair Road from the freeway. (3) Channel both the Meadowbrook Drive and Brentwood Stair Road northbound off–ramp traffic through the Meadowbrook Drive	Alternatives	(1) If the recommended alternative's project limits are revised to end south of Meadowbrook Drive, a northbound traffic bottleneck would occur between Meadowbrook Drive and I–30. This recommended alternative is preliminary and subject to change. Further options are being evaluated concerning the ramping near Meadowbrook Drive. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. (2) An alternative with this configuration was evaluated. Changing the vehicular "weaving" between Meadowbrook and Brentwood Stair Road, (i.e., reversing the northbound entrance and northbound exit ramps in this location) would cause a more serious traffic problem by introducing another weave on I–820 at the northbound I–30 direct connector. TxDOT design criteria requires minimum separation distances between ramps which could not be achieved with reversing the ramps. This alternative was dismissed from further evaluation. (3) The option of relocating the Brentwood Stair Road northbound exit ramp is being evaluated. A traffic analysis of the

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						signal light at the bridge, as you have already mentioned, thus enabling the Meadowbrook Drive northbound on–ramp to I–820 to remain as it is. The traffic on both these northbound off–ramps is relatively light, even at peak traffic hours, and thus would be conducive to a combination. Please consider these alternatives in your ongoing effort to find the best solution to our neighborhood concerns. I appreciated the opportunity to talk to both you and Naser Abusaad at the TxDOT meeting on July 19th at the Dunbar High School. Please send me a courtesy confirmation of your receipt of this email.		Meadowbrook Drive/northbound I–820 frontage road intersection would be completed. If the intersection can accommodate the additional traffic from the northbound Brentwood Stair Road exit, this may be a feasible option. TxDOT responded to commenter acknowledging receipt of email.
37	Daniel Burnham	15	1	7/19/2018	Comment Form (at Public Meeting)	Continue the eastbound Collector–Distributor road to Bowen Road.	Project Design	Comment noted. The collector–distributors extend from near the US 287 North/I–820 interchange to near the US 287 South/I–20 interchange. The purpose of these collector–distributor roads is to connect the two legs of US 287; therefore, they cannot be extended eastward along I–20 to Bowen Road. The recommended alternative's project limits along I–20 end at Park Springs Boulevard; however, Bowen Road is included in the limits of a separate planned project to widen I–20 (from Park Springs Boulevard to SH 161/President George Bush Turnpike).
38	Claire Harvey	16	1	7/19/2018	Comment Form (at Public Meeting)	I love the Forest Hill section of I–20. In particular the removal of the Anglin Drive on–ramp, and the removal of the odd jog that Anglin Drive takes over I–20 on the north side. The separation of the I–20 and US 287 corridors is the safest option. The vehicles merging currently on to I–20 will routinely cut across at least 3 lanes of traffic to get on to SH 287 NB. The Anglin Drive merging is exceedingly dangerous and has caused many wrecks and my household to move away from the corridor. We still drive through but take care to avoid the 20/287/820 section if possible. Please keep the Forest Hill section as it is shown in the recommended plans. The WB I–20 frontage road is dangerous with all of the I–20 speeding through the blended exit and entrance ramps.	Access	Comment noted.
39	Dr. Sandra De Los Santos	17	1A	7/19/2018	Comment Form (at Public Meeting)	No concerns. Dallas FTW Arlington has a realistic surge growth. The population growth is a positive not a negative.	Project Support	Thank you. Comment noted.
40	Dr. Sandra De Los Santos	17	1B	7/19/2018	Comment Form (at Public Meeting)	Create more tolls that circles a whole DFW, not small carved out areas.	Tolls	The recommended alternative would include general purpose, collector–distributor, and frontage road lanes. No toll, managed lanes, or high–occupancy vehicle lanes are included in the recommended alternative.
41	Dr. Sandra De Los Santos	17	1C	7/19/2018	Comment Form (at Public Meeting)	Develop in FTW off I–820 at the "Team Ranch" at West Loop 820 S and I–820 near US 377. There is a lot of space/land along this location that has room for more road space tollway. Keep making DFW grow with good road development. Aledo, TX is booming.	Project Design	Comment noted. Additional lanes along I–20 from I–820 to SH 183 are recommended in the Metropolitan Transportation Plan *Mobility 2045* and would be evaluated in a future study by TxDOT.
42	Derek Whisenand, Whiz–Q Stone	18	1A	7/19/2018	Comment Form (at Public Meeting)	Property #s 424 & 425–Whiz–Q Stone. From a business standpoint, while we are concerned about a portion of our visibility decreasing, we feel that this plan is well thought out and will increase traffic flow efficiently and safely.	Project Support	Thank you. Comment noted.
43	Derek Whisenand, Whiz–Q Stone	18	1B	7/19/2018	Comment Form	Our only main concern is with the deletion of some entrance and exit ramps. Currently we have an off ramp north bound I–820 at Martin Street that allows our large commercial, medium industrial,	Access–Martin Street and Wilbarger Street	Comment noted. Based on the public input and feedback received, the ramping system would continue to be evaluated alongside the project's traffic analysis. This would help TxDOT achieve a best fit

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					(at Public Meeting)	and consumer vehicles to access our location. We also currently have a southbound I–820 exit ramp to Wilbarger Street. In speaking of entrance ramps, we have an entrance ramp to northbound I–820 from Wilbarger Street. My concerns of the deletion of some of these exit & entrance ramps are the hinderance it will cause on our business. With large commercial trucks transporting material from every direction, as well as novice vehicle operators picking up heavy materials, I feel that having to navigate through Berry Street to get to northbound freeway creates undesired congestion and questions the safety of the route. I would like to see some consideration in adding back some entrance and possibly exit ramps.		solution within the limited right–of–way available to adjust and install ramps to serve the increasing travel demand and traffic volumes. The ramping would be designed to provide the best traffic operations possible and reduce main lane vehicular weaving, while still complying with current TxDOT design standards.
44	Mike Whisenand, Whiz–Q Stone	19	1A	7/13/2018	Verbal (Meeting)	On Friday July 13, 2018 at 11:00 a.m. TxDOT met with Mr. Mike Whisenand and his son at the Fort Worth District Office. Mr. Whisenand is the owner of Whiz–Q Stone, located at 4501 E Loop 820 S, Fort Worth, TX 76119. The Whisenand wanted to know how their property was going to be affected and how delivery trucks would get to his property with the recommended alternative.	Access–Martin Street and Wilbarger Street	TxDOT presented the recommended alternative layouts and stated the owner would still have the same current driveway access that currently exists. Regarding delivery truck traffic, TxDOT explained that vehicles coming from I–20 and US 287 south (Mansfield) would have to go through an additional signal at Sun Valley Drive to arrive at his business. TxDOT explained the existing exits and entrance ramps to Sun Valley Drive would need to be removed because they create unsafe vehicular weaving. Also, weaving is a major safety concern TxDOT is aiming to correct within the existing outdated and heavily congested interchange. Mr. Whisenand agreed that safety was important and that eliminating the left entrance ramp from southbound US 287 to northbound I–820 would be a good improvement. He and his son stated they observe accidents regularly due to the left–hand entrance ramp. Traffic from US 287 north (going south) would have to go through two signals to access his business. TxDOT explained the existing southbound US 287 exit to Martin Street would have to be removed so traffic would not back up onto the highway, primarily due to the exit ramp to Martin Street being too close to the signalized intersection. Traffic from southbound I–820 would remain the same except the exit ramp would be moved further north and away from the intersection at Wilbarger Street.
45	Mike Whisenand, Whiz–Q Stone	19	1B	7/13/2018	Verbal (Meeting)	Mr. Whisenand and his son expressed that they wanted TxDOT to try to provide a better direct access to their business.	Access	The ramping would be designed to provide the best traffic operations possible and reduce main lane vehicular weaving, while still complying with current TxDOT design standards.
46	Mike Whisenand, Whiz–Q Stone	19	2A	7/19/2018	Comment Form (at Public Meeting)	Property #s 424 & 425 –Location 370+00 1.) I–820 Northbound access road needs to add additional entrance ramp on northbound I–820 at Wilbarger Street due to amount of truck traffic. The concern is overloading Berry Street intersection north bound.	Access	The ramping would be designed to provide the best traffic operations possible and reduce main lane vehicular weaving, while still complying with current TxDOT design standards.
47	Mike Whisenand, Whiz–Q Stone	19	2B	7/19/2018	Comment Form (at Public Meeting)	2.) Add off ramp for northbound I–820 at Martin Street because of the truck traffic and also adding additional access to businesses in the northbound industrial businesses.	Access	The ramping would be designed to provide the best traffic operations possible and reduce main lane vehicular weaving, while still complying with current TxDOT design standards.
48	James Lawrence, Handley Neighborhood Association	20	1A	7/19/2018	Comment Form (at Public Meeting)	In addition to adding the median on E. Lancaster Avenue east of I–820…	Project Design	Comment noted.
49	James Lawrence, Handley Neighborhood Association	20	1B	7/19/2018	Comment Form (at Public Meeting)	…reducing the speed limit to 35 or 30 mph would be beneficial to the pedestrians in this area.	Project Design	Speed limits are set according to State law and functional classification of roadway; however, all frontage roads and intersecting streets to be reconstructed within the project limits would include pedestrian/bicycle facilities in the form of shared–use lanes for bicycles, and sidewalks located within the proposed right–of–way.

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50	James Lawrence, Handley Neighborhood Association	20	1C	7/19/2018	Comment Form (at Public Meeting)	Consider alternate access to Craig Street from southbound I-820 access road. Proposed design impacts several homes.	Access	This recommended alternative was developed for local street circulation connecting neighborhoods on both sides of I–820. Crossing the frontage roads require jug handle–type connections from Craig Street to the frontage roads. If the jug handle–type connections are not utilized then other local streets would have to be used to access Craig Street. Please note that additional right–of–way (property acquisition) would be necessary along the I–820 frontage roads and would include owner displacements. TxDOT would make every effort to avoid/minimize impacts.
51	Rita M. Vinson	21	1	7/19/2018	Comment Form (at Public Meeting)	I am concerned about the lack of an on–ramp to I–820 northbound from Meadowbrook Drive. That makes it difficult for many to get to westbound I–30.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT would make every effort to avoid/minimize impacts.
52	Stephen Webb	22	1A	7/19/2018	Comment Form (at Public Meeting)	1.) On the recommended layout–if you miss the entrance from Forest Hill to I–20 East, it is about 2 miles before another chance.	Access	Although the recommended alternative alters ramping throughout the I–20 corridor, access to and from Forest Hill Drive would still be available. The ramping would be designed to provide the best traffic operations possible, while still complying with current TxDOT design standards.
53	Stephen Webb	22	1B	7/19/2018	Comment Form (at Public Meeting)	2.) Toll lanes are a bad idea. Unless it reduces the timeline by 5 years or more.	Tolls	The recommended alternative would include general purpose, collector–distributor, and frontage road lanes. No toll, managed lanes, or HOV lanes are included in the recommended alternative.
54	Stephen Webb	22	1C	7/19/2018	Comment Form (at Public Meeting)	3.) Alternative 6 looks quick and easy, but you will just need to redo in 10 years.	Alternatives	Comment noted.
55	Stephen Webb	22	1D	7/19/2018	Comment Form (at Public Meeting)	4.) Do the numbers support toll or express lanes?	Tolls	The recommended alternative would include general purpose, collector–distributor, and frontage road lanes. No toll, managed lanes, or high–occupancy vehicle lanes are included in the recommended alternative.
56	Glenn R. Gibson	23	1	7/19/2018	Comment Form (at Public Meeting)	I support recommended concept Alternative. Thank you for the excellent poster boards of your ideas. Looks Great!	Project Support	Thank you. Comment noted.
57	Susan Au	24	1A	7/19/2018	Comment Form (at Public Meeting)	I like the recommended alternative & the clear division of lanes and limiting crossover and exchanges.	Project Support	Thank you. Comment noted.
58	Susan Au	24	1B	7/19/2018	Comment Form (at Public Meeting)	I would like to see more accommodations for bike ridership. I wouldn't ride on service road due to speed safety but would like to ride on sidewalks, but only 5 feet wide. 1.) Will cities give me a ticket for riding on the sidewalk?	Bicycling	All frontage roads and cross streets to be reconstructed within the project limits would include pedestrian/bicycle facilities in the form of shared–use lanes for bicycles, and sidewalks located within the proposed right–of–way. The proposed sidewalk widths would vary between 5–foot to 10–foot.

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								Please contact your local government for bicycle regulation.
59	Susan Au	24	1C	7/19/2018	Comment Form (at Public Meeting)	2.) Would there be some paint or signage to allow bikers to ride on the service road safely?	Bicycling	All frontage roads and cross streets to be reconstructed within the project limits would include pedestrian/bicycle facilities in the form of shared–use lanes for bicycles, and sidewalks located within the proposed right–of–way. The shared–use lanes would be 14 feet wide to allow extra space for bicycles.
60	Susan Au	24	1D	7/19/2018	Comment Form (at Public Meeting)	3.) Safely cross streets?	Bicycling	All signalized intersections would include crosswalks constructed to current design/safety standards.
61	Susan Au	24	1E	7/19/2018	Comment Form (at Public Meeting)	Only concern is confusion during construction.	Project Construction	Construction would only occur within the proposed right–of–way limits. Traffic control plans would be prepared and implemented in coordination with the cities and the county. Construction that may require temporary street closures would be scheduled so only one crossing in an area is affected at one time and adjacent property access is maintained. Where detours are required, clear and visible signage for an alternative route would be displayed. In residential areas, major activity would be limited to normal work hours whenever practicable to avoid noise and related impacts to the local population. Motorists may be inconvenienced during construction of the project due to lane closures; however, these closures would be planned to be the shortest duration as possible with alternate routes provided. Residents and businesses in the immediate construction zone would be notified in advance of proposed construction activity using a variety of techniques, including signage, electronic media, community newspapers, and other information outreach. The proposed project would not restrict access to any existing public or community services, businesses, commercial areas, or employment centers.
62	Stephen A. Myers	25	1A	7/19/2018	Comment Form (at Public Meeting)	The west I–20 exit to Sun Valley Drive should be moved west of the entrance to property #402 as proposed in Alternatives 2, 3, or 4.	Project Design	This ramp would be moved as far eastward as TxDOT design criteria allows to provide the maximum access to properties on the westbound/northbound frontage road.
63	Stephen A. Myers	25	1B	7/19/2018	Comment Form (at Public Meeting)	If the west I–20 exit is not moved to west of property #402, it will severely affect our ingress and egress. It will hurt property #402 exiting the property with too much traffic. Potentially dangerous.	Access	This ramp would be moved as far eastward as TxDOT design criteria allows to provide the maximum access to properties on the westbound/northbound frontage road.
64	Judith K. Gaylord	26	1	7/19/2018	Comment Form (at Public Meeting)	Property #402. Exit from I–20 going west would severely impact our only entrance/exit, as it would merge with the frontage road just east of where we are trying to get out. Some Alternatives show that exit west of #402. That would be better for us. Or move the exit back farther to the east.	Access	This ramp would be moved as far eastward as TxDOT design criteria allows to provide the maximum access to properties on the westbound/northbound frontage road.
65	No Name Provided	27	1	7/19/2018	Comment Form (at Public Meeting)	Please put sound barriers from Forest Hill Drive. The south side of I–20 where you plan to put frontage lanes.	Traffic Noise Analysis	Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
66	No Name Provided	28	1A	7/19/2018	Comment Form (at Public Meeting)	Sound barriers in Forest Hill Drive should be replaced and more noise barriers should be built along I–820/Forest Hill Drive and Anglin Drive.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties).

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								Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
67	No Name Provided	28	1B	7/19/2018	Comment Form (at Public Meeting)	Freeways should have as much shoulders as possible. There should be room to move between lines without hitting freeway wall if it becomes necessary.	Project Design	Please note that roadway shoulders are intended to: serve as emergency parking areas; provide maneuvering areas to avoid obstacles in the roadway increase sight distance through horizontal curves; and lend support to travel lane pavement structure. Per TxDOT design standards, shoulder widths for multi–lane freeways are 10–foot minimum. Wider shoulders would significantly increase construction and right–of–way costs.
68	No Name Provided	29	1A	7/19/2018	Comment Form (at Public Meeting)	I live right in the service road. And I notice that you are going to expand the road more but not too long to buy my house.	Project Design	No address was provided to determine if the recommended alternative would impact the property.
69	No Name Provided	29	1B	7/19/2018	Comment Form (at Public Meeting)	What I don't like is that my taxes are going to increase a lot.	Project Impacts to Property–Taxes	Property values are based on a variety of site–specific factors as well as economic and real estate market conditions. TxDOT cannot reasonably foresee how the value of the property may change in a negative or positive way because of various factors (i.e., property location, size, access, zoning, and improvements) and changing market conditions. The property values are assessed by the Tarrant Appraisal District every three years.
70	No Name Provided	29	1C	7/19/2018	Comment Form (at Public Meeting)	Plus, I have 2 daughters and being right in the access road of the freeway is not and ideal option.	Access	Comment noted. Features along the proposed frontage road in the recommended alternative include sidewalks, curbs, curb offsets, striping, signage, and wider outside lanes for bicycle accommodation.
71	Bob Bryan	30	1	7/19/2018	Comment Form (at Public Meeting)	Properties# 800 & # 801 Bob Bryan "820 JEEP". Please send any info to 6628 Oak Crest Drive West Fort Worth, TX 76140. Not to T.A.D. address of 5201 S.E. Loop 820 76119.	Public Involvement	Comment noted. The TxDOT mailing list for the proposed project would be revised accordingly.
72	Alicia Winkelblech City of Arlington's Assistant Director of Planning	31	1	7/19/2018	Comment Form (at Public Meeting)	The City of Arlington strongly supports this project. It is a necessity for the health and continued growth of Arlington and its surrounding communities. This project should be a top priority for TxDOT in terms of design, engineering, funding strategy, and construction. The City encourages innovative approaches to advance the project as quickly as possible.	Project Support	Comment noted.
73	Monica L. Kuykendall	32	1	7/19/2018	Comment Form (at Public Meeting)	The meeting was in a cafeteria with very little circulation cool air, no water available and the walk from the parking lot to the meeting place was too far for the elderly. Please make sure when planning another meeting there is better accommodations for the elderly.	Public Involvement	Comment noted.
74	I. Sham	33	1	7/19/2018	Comment Forms (at Public Meeting)	[Two comment forms were received from I. Sham with similar comment.] We need to save the Meadowbrook Drive on–ramp northbound onto I–820.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.

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75	I. Sham	33	2	7/19/2018	Comment Form (at Public Meeting)	We need to save the Meadowbrook Drive on–ramp northbound onto I–820.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
76	Concerns voiced during the meeting	34	1	7/19/2018	Verbal (at Public Meeting)	The Meadowbrook Association and Save the Craig Street Group have entrance to Meadowbrook Drive southbound and northbound concerns.	Access	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
77	Concerns voiced during the meeting	34	2	7/19/2018	Verbal (at Public Meeting)	There is access concern at US 287 from Sun Valley.	Access	In order to provide a more effective connection between US 287 North and US 287 South on I–820, (a major area of congestion in the corridor), collector–distributor roads have been proposed in the recommended alternative to help channel and separate US 287 traffic from through–traffic on I–20 and I–820 and minimize vehicular weaving movements. Although this alters some of the ramp configuration, direct access to Sun Valley Drive would still be available from eastbound I–20, westbound I–20 and southbound I–820. Access to northbound I–820 from Sun Valley Drive would be moved to combine with the northbound entrance ramp from Martin Street. This would prevent conflicts with the northbound US 287 collector–distributor.
78	Concerns voiced during the meeting	34	3	7/19/2018	Verbal (at Public Meeting)	Questions from the Whiz Q property representatives –they are concerned about truck traffic on the frontage roads. They stated that slower traffic is good on frontage road. [Refer to Commenter ID Numbers 20 and 21 for further information.]	Traffic	Comment noted.
79	Concerns voiced during the meeting	34	4	7/19/2018	Verbal (at Public Meeting)	There is concern about displacements at Royal Oaks Drive in Forest Hill.	Displacements	The recommended alternative shows continuous frontage roads on I–20 bridging over the Union Pacific Railroad, east of Royal Oaks Drive (currently, the frontage roads do not cross the railroad). The proposed frontage road bridges over the railroad are needed to provide local access and restore the ramping to/from Mansfield Highway, which would be removed due to the redesign of the I–20/I–820 interchange. The additional right–of–way and displacements are due to the frontage road bridge. TxDOT will make every effort to avoid/minimize impacts.
80	Concerns voiced during the meeting	34	5	7/19/2018	Verbal (at Public Meeting)	There are general right–of–way questions on the proposed project.	Project Design	Comment noted. More information is needed to respond.
81	Concerns voiced during the meeting	34	6	7/19/2018	Verbal (at Public Meeting)	There is question on the I–20 frontage road southside and northside access.	Access	Comment noted. More information is needed to respond.
82	Concerns voiced during the meeting	34	7	7/19/2018	Verbal (at Public Meeting)	A resident at Shady Hill Drive presented an Anglin Drive access inquiry.	Access	The recommended alternative calls for realigning Anglin Drive north of I–20 to provide a direct route over I–20. This would require a section

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								of new location roadway north of I–20, connecting back to existing Anglin Drive north of Packard Court.
83	Concerns voiced during the meeting	34	8	7/19/2018	Verbal (at Public Meeting)	The property by U–turn at the railroad has a corner clip.	Project Impacts to Property	The recommended alternative shows continuous frontage roads on I–20 bridging over the Union Pacific Railroad, east of Royal Oaks Drive (currently, the frontage roads do not cross the railroad). The proposed frontage road bridges over the railroad are needed to provide local access and restore the ramping to/from Mansfield Highway, which would be removed due to the redesign of the I–20/I–820 interchange. The additional right–of–way and displacements are due to the frontage road bridge. TxDOT will make every effort to avoid/minimize impacts.
84	Concerns voiced during the meeting	34	9	7/19/2018	Verbal (at Public Meeting)	The City Manager of Mansfield is happy with the connector–distributor roadway design.	Project Support	Comment noted.
85	Concerns voiced during the meeting	34	10	7/19/2018	Verbal (at Public Meeting)	The City of Mansfield would like large guide signs to denote the destination of Mansfield not Waxahachie.	Project Design	Large guide signs denote destinations of county seats.
86	Concerns voiced during the meeting	34	11	7/19/2018	Verbal (at Public Meeting)	An attendee on Gateway Drive is concerned about access from the proposed project.	Access	The only access change for Gateway Drive (intersecting the I–20 westbound frontage road) would be the proposed addition of a westbound I–20 exit ramp to Sun Valley Drive. This ramp would merge with the westbound I–20 frontage prior to Gateway Drive, improving access to Gateway Drive from I–20.
87	Concerns voiced during the meeting	34	12	7/19/2018	Verbal (at Public Meeting)	An attendee from Anglin Drive is concerned about access from the proposed project.	Access	The recommended alternative calls for realigning Anglin Drive north of I–20 to provide a direct route over I–20. This would require a section of new location roadway north of I–20, connecting back to existing Anglin Drive north of Packard Court.
88	Concerns voiced during the meeting	34	13	7/19/2018	Verbal (at Public Meeting)	A meeting attendee was concerned about accidents at Craig Street.	Accidents	The recommended alternative was developed for local street circulation connecting neighborhoods on both sides of I–820. Bridging over the frontage roads would eliminate Craig Street through traffic intersecting with frontage roads. The recommended alternative also provides greater separation between the ramps and cross street for access between Craig Street and I–820.
89	Concerns voiced during the meeting	34	14	7/19/2018	Verbal (at Public Meeting)	Councilwoman wanted to know about project displacements to contact affected property owners along I–820 and US 287.	Displacements	The project representative assisted the councilmember in determining and recording potential displacements.
90	Concerns voiced during the meeting	34	15	7/19/2018	Verbal (at Public Meeting)	An attendee has concern on Meadowbrook Drive ramps.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
91	Concerns voiced during the meeting	34	16	7/19/2018	Verbal (at Public Meeting)	Will there be neighborhood displacements at Carver Heights?	Displacements	The recommended alternative shows one potential displacement along the southbound I–820 frontage road near Maceo Lane.
92	Concerns voiced during the meeting	34	17	7/19/2018	Verbal (at Public Meeting)	An attendee voiced concern to the proposed off ramp to the Gateway neighborhood.	Access	The only access change for Gateway Drive (intersecting the I–20 westbound frontage road) would be the proposed addition of a westbound I–20 exit ramp to Sun Valley Drive. This ramp would merge with the westbound I–20 frontage prior to Gateway Drive, improving access to Gateway Drive from westbound I–20.

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								The location of the ramp in relation to Gateway Drive is currently being refined.
93	Concerns voiced during the meeting	34	18	7/19/2018	Verbal (at Public Meeting)	An attendee is concerned over a potential increase in truck traffic building up at Berry Street.	Traffic	The recommended alternative included removing the northbound entrance ramp to I–820 from Wilbarger Street (south of Berry Street). Based on the public input and feedback received, the ramping system would continue to be evaluated alongside the project's traffic analysis. This would help TxDOT achieve a best fit solution within the limited right–of–way available to adjust and install ramps to serve the increasing travel demand and traffic volumes. The ramping would be designed to provide the best traffic operations possible and reduce main lane vehicular weaving, while still complying with current TxDOT design standards. In addition, frontage road intersections with cross streets are being evaluated to optimize traffic flow (addition of turning and through lanes).
94	Concerns voiced during the meeting	34	19	7/19/2018	Verbal (at Public Meeting)	An attendee requested braided ramps at Brentwood Stair Road.	Project Design	TxDOT evaluated this alternative and recommended it not be included in the recommended alternative because of potential right–of–way impacts and displacements.
95	Concerns voiced during the meeting	34	20	7/19/2018	Verbal (at Public Meeting)	An attendee asked why US 287, west of I–820, is shown as 3–lanes in the proposed schematic (The existing US 287 is a 3–lane roadway).	Project Design	The currently projected (future) US 287 west of I–820 traffic volumes do not support additional capacity (travel lanes) on US 287. Traffic operations are proposed to be improved via the addition of auxiliary lanes and reversing the ramping system, as well as replacing the eastbound US 287 to I–820 North left exit direct connector with a right exit direct connector.
96	Concerns voiced during the meeting	34	21	7/19/2018	Verbal (at Public Meeting)	There was a noise wall concern along I–820. Property owner is requesting for noise walls between Craig Street and Rosedale Avenue as part of the proposed project.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
97	Concerns voiced during the meeting	34	22	7/19/2018	Verbal (at Public Meeting)	An attendee referenced US 287 access at the end of the road.	Access	Access to frontage roads would be allowed in accordance with TxDOT *Access Management Guidelines.*
98	Concerns voiced during the meeting	34	23	7/19/2018	Verbal (at Public Meeting)	There is a comment on the managed lanes shown in the 500 scale exhibits. Commenter voiced concern against managed lanes.	Access	All alternatives were displayed at the public meeting. TxDOT evaluated the managed lane alternative and recommended it not be included in the recommended alternative because it does not accommodate future traffic patterns or operations. The recommended alternative would include general purpose, collector–distributor, and frontage road lanes. No managed lanes are included in the recommended alternative.
99	Concerns voiced during the meeting	34	24	7/19/2018	Verbal (at Public Meeting)	An attendee inquired if bicycle lane would be made available in the proposed project.	Bicycling	All frontage roads and cross streets to be reconstructed within the project limits would include pedestrian/bicycle facilities in the form of shared–use lanes for bicycles, and sidewalks located within the proposed right–of–way.
100	Concerns voiced during the meeting	34	25	7/19/2018	Verbal (at Public Meeting)	An attendee requested that a 75–year pine tree at Meadowbrook Drive be preserved. Refer to Commenter ID number 4 for additional information.	Vegetation	Currently, the project involves the widening of the Meadowbrook Drive bridge over I–820. Additional right–of–way would be needed at the intersection of Meadowbrook Drive and the southbound frontage

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								road. This, along with grade changes on the new bridge and frontage road pavement, would require removal of the tree.
101	Concerns voiced during the meeting	34	26	7/19/2018	Verbal (at Public Meeting)	An attendee had a question on access eastbound from Anglin Drive.	Access	The recommended alternative shows continuous frontage roads on I–20 bridging over the Union Pacific Railroad, east of Royal Oaks Drive (the existing frontage roads do not cross the railroad). The frontage road bridges over the railroad are needed to restore the ramping to/from Mansfield Highway, which would be removed due to the redesign of the I–20/I–820 interchange. However, there is insufficient room to replace the eastbound entrance ramp from Anglin at this location. The nearest opportunity for this ramp would be east of Bowman Springs Road.
102	Concerns voiced during the meeting	34	27	7/19/2018	Verbal (at Public Meeting)	An attendee inquired about the proposed schedule.	Public Involvement	The proposed project's anticipated timeline is currently as follows: • Spring 2020–Clearance/approval of the preferred alternative and Environmental Assessment pursuant to the National Environmental Policy Act • 2022–Begin phased construction of the project • 2027–Complete the construction
103	Concerns voiced during the meeting	34	28	7/19/2018	Verbal (at Public Meeting)	An attendee asked about the pedestrian bridge near Meadowbrook Drive that was labeled to be removed in the exhibits. The attendee asked to consider replacing the bridge.	Pedestrian Bridge	An alternative to replace the pedestrian bridge was evaluated and presented at a Town Hall Meeting. This alternative would be posted at txdot.gov, search keyword: Southeast Connector. This alternative was not recommended for implementation due to the need for additional right–of–way, proximity to major overhead utility, cost, and public input. Although the pedestrian bridge is shown as being displaced by the currently recommended alternative, bicycle and pedestrian access over I–820 would be provided through widening the nearby Craig Street bridge to accommodate a dedicated bicycle/pedestrian pathway that is safely separated from the Craig Street vehicular traffic.
104	Concerns voiced during the meeting	34	29	7/19/2018	Verbal (at Public Meeting)	An attendee is advocating the widening of Craig Street.	Project Support	Comment noted.
105	Concerns voiced during the meeting	34	30	7/19/2018	Verbal (at Public Meeting)	An attendee handed out a postcard of the 2018 9th Annual Tarrant County Harambee Festival to be held on October 6th at 1050 Evan Avenue at Rosedale in Fort Worth. The attendee would like TxDOT to set up a project outreach booth at the festival to inform the neighborhood of the proposed project.	Public Involvement	TxDOT did not attend the festival.
106	Concerns voiced during the meeting	34	31	7/19/2018	Verbal (at Public Meeting)	An attendee at the meeting inquired about the enforcement of sidewalk rules (Americans with Disability Act requirements).	Sidewalks	Any reconstructed intersection and sidewalk portion of the I–20, I–820 or US 287 corridor would include pedestrian design elements that adhere to Americans with Disability Act standards and requirements. All frontage roads and cross streets to be reconstructed within the project limits would include pedestrian facilities in the form of sidewalks located within the proposed right–of–way.
107	Concerns voiced during the meeting	34	32	7/19/2018	Verbal (at Public Meeting)	An attendee requested a reduction in the number of lanes along Bowman Springs bridge.	Project Design	TxDOT met with the City of Arlington to review the proposed number of lanes for Bowman Springs Road. TxDOT would accommodate the City of Arlington's Bowman Springs Road project.
108	Concerns voiced during the meeting	34	33	7/19/2018	Verbal (at Public Meeting)	An attendee has cross–street concerns at Little Road due to congestion in the adjacent city.	Project Design	The recommended alternative proposes the reconstruction of Little Road from US 287 to I–820. The local jurisdiction will be responsible for Little Road southwest of US 287 outside the project limit.
109	Concerns voiced during the meeting	34	34	7/19/2018	Verbal	The City of Arlington wants to extend the frontage road from Parks Springs Boulevard to Bowen Road.	Project Design	Additional frontage roads along I–20 from Parks Springs Boulevard to Bowen Road are recommended in the Metropolitan Transportation

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					(at Public Meeting)			Plan *Mobility 2045* and would be evaluated in a future I–20 corridor study by TxDOT.
110	Concerns voiced during the meeting	34	35	7/19/2018	Verbal (at Public Meeting)	An attendee has concern over the potential for high volumes of accidents on the proposed braided ramps at Meadowbrook Drive and Craig Street.	Accidents	Braided ramps generally enhance safety by reducing conflicting weave movements along the mainlanes. Ramp design for the recommended alternative is still in progress. All ramps to be reconstructed must comply with current design standards. Every effort would be made to increase safety along the entire project.
111	Monica Regina Hawkins	35	1	7/20/2018	Email	I am just now receiving information about this project on I–20 in my water bill. I miss the meeting on July 19, 2018. Really!! Why are you all messing with the community? You can't even get a Sex Offender out from over here. Now I know it is Environmental Science over here and there are some areas you cannot mess with Forest Hill TX. [Ms. Hawkins also provided an attachment of the sex offender flyer she received in her water bill].	Public Involvement	TxDOT responded to the commenter via email. *I work with the Texas Department of Transportation (TxDOT). Information concerning the July 19, 2018 Public Meeting for the Southeast Connector Project can be found online at the following link below:* *Here is a link to the posted materials. https://www.txdot.gov/inside–txdot/get–involved/about/hearings–meetings/fort–worth/071918.html* *Please see the Recommended Conceptual Alternative to see if your property is being affected by this project.* *If you have any comment concerning this project please send a comment by email or mail in your comment using the attached comment form.*
112	Mark Matson	36	1	7/19/2018	Verbal (Phone)	On July 19, 2018, TxDOT received a call from Mr. Matson: *I received a call from Mr. Mark Matson this morning in regards to his property at 5960 E Loop 820 S, property number 790, on the SE Connector project. In addition to some general questions about the meeting tonight that I was able to answer for him, he wanted to speak with you in regard to how his specific property was going to be impacted. He can be reached at 817–478–1800 or on his cell 817–319–5798. Please give him a call at your earliest convenience.*	Project Impacts to Property–Commercial	TxDOT responded with the commenter via phone. *I did tell him we were showing some proposed right–of–way being taken in the in the front of his property. He asked how much it would be and I said I would have to research it further. After scaling it off of the* *1" =200' roll it looks like the right–of–way take is approximately 25' on the northern part of his property and it tapers down to approximately 5' on the southern portion. I believe he has some additional questions for you but that is the answer I calculated to the specific question that he asked me this morning.*
113	Mark Matson	36	2A	7/19/2018	Verbal (Meeting)	TxDOT met with Mark Matson at the TxDOT District Office. He is the owner of ACF Tarp and Awning located at 5960 E Loop 820 S, Fort Worth, TX 76119. Mr. Matson would not be able to attend the Public Meeting due to a prior commitment. TxDOT would email him a comment form so he could make a comment.	Public Involvement	TxDOT provided the comment response form to the commenter via email.
114	Mark Matson	36	2B	7/19/2018	Verbal (Meeting)	Mr. Matson was concerned that if half of his parking would be taken, it may force him to shut down his business. He stated that when he platted this property with the City of Fort Worth that he was required to have a minimum number of parking spaces for his business.	Project Impacts to Property–Commercial	TxDOT informed Mr. Matson it may be possible to shift the ramp to the north to minimize or eliminate the need to acquire/purchase the property in order to install the proposed improvement.
115	Mark Matson	36	3	7/19/2018	Email	On July 19, 2018, Mark Matson sent an email: *Thank you for spending time with me this afternoon reviewing the Southeast Connector Project. It appears that a minor change in the curve of the feeder ramp #1 on the preliminary plans could eliminate the need to take any of my parking lot at 5960 East Loop 820 South. Also, an overpass at the intersection of 820 and the Mansfield Road (near the QT) could eliminate a traffic light, and prevent east bound vehicles from backing up the exit ramp for north bound traffic.*	Project Impacts to Property–Commercial	Revising the ramp (southbound I–820 entrance from Sun Valley Drive) to follow the proposed collector–distributor road alignment may avoid impacts to the property. The possible revisions would be determined as the design progresses. Since the property is located just north of the interchange, avoiding the property may create less flexibility to the overall design and create mobility and/or safety concerns. A final traffic operations analysis, main lane shoulder widths (10'–12'), roadway profiles, bridge span lengths and structure depths, traffic control, border width, etc. would also need to be considered in determining the ultimate impacts.

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116	Mark Matson	36	4	7/23/2018 (received via email)	Comment Form (Email)	[The following comments were received via email and mail. Mr. Matson also provided a marked–up copy of the project schematics in relation to his property.] As a property owner (ACF Tarp and Awning) at 5960 E. Loop 820 South for over 20 years I understand the need to improve traffic flow at the southeast connector. When my property was developed in 1997, we were required to maintain certain "setbacks", number of parking spaces, etc. in order to be in compliance with zoning ordinances. The current construction plan appears to "take" a row of parking spaces at the front of my property along the existing service road. Please consider changing the arc (curve) of the proposed feeder, labeled #1, going south to southeast in front of my property at 5960 E. Loop 820 South. By moving this feeder (labeled #1) closer to, and parallel to, the main road (labeled #4) you would eliminate the need to take any of my property. I assume the main road #4 was designed at the optimum arc for safe traffic flow. This slight (to road 1 change) would therefore optimize safe traffic flow on road #1. Taking any of my parking spaces would have a very negative effect on my business and could be avoided.	Project Impacts to Property–Commercial	Revising the ramp (southbound I–820 entrance from Sun Valley Drive) to follow the proposed collector–distributor road alignment may avoid impacts to the property. The possible revision would be determined as the design progresses and other options are considered. Since the property is located just north of the interchange, avoiding the property may create less flexibility to the overall design and could create mobility and/or safety concerns. Final traffic operations analysis, main lane shoulder widths (10'–12'), roadway profiles, bridge span lengths and structure depths, traffic control, border width, etc. would need to be considered in determined the ultimate impacts. TxDOT will make every effort to avoid/minimize impacts.
117	Roy Hopkins	37	1	7/23/2018	Email	My home will be affected by the proposed I–20 construction planned and request a noise study be completed and noise wall constructed. The current dB levels in my backyard are 70–75 and this will only get worse with the future traffic. I have some thoughts on where to build the wall when I see you in person.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
118	Roy Hopkins	37	2	7/27/2018	Letter (Mailed)	I request a noise study be accomplished. My house backs up to I–20 near Kelly Elliott Road and I have measured dB levels of 70–75. Its already noisy! The wall needs to be built near the freeway so as not to provide an air dam.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
119	Don Mocek	38	1	7/23/2018	Letter (Mailed)	I fully agree TxDOT needs to do a full field study to identify the increased noise pollution and background noise levels that have increased 95% from I–20.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public

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								involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
120	Paul Kerpoe	39	1	7/20/2018	Email	I attended the public meeting last evening and am preparing a comment sheet. Would you please send me the detailed map of the northernmost section of I– 820 (E. Lancaster Avenue to Brentwood Stair Road) and the traffic projections used in preparing this plan?	Public Involvement	No traffic projections were provided; TxDOT used the Draft *Mobility 2045* traffic projections developed by North Central Texas Council of Governments for preparing the Public Meeting layouts.
121	Paul Kerpoe	39	2	7/23/2018 7/24/2018	Verbal (Phone)	Requesting hard copy of a layout at the meeting, roll 4 of 6.	Public Involvement	TxDOT responded to the commenter by phone. An email providing the link to the requested information was provided to the commenter. *https://www.txdot.gov/inside–txdot/get–involved/about/hearings–meetings/fort–worth/071918.html* A hard copy maybe requested via open records request by contacting Donna Fowler at (817) 370–6537 or Donna.Fowler@txdot.gov.
122	Paul Kerpoe	39	3A	7/25/2018	Email	Would you please send me a copy of the proposed map for the section of I–820 from Brentwood Stair Road to E. Lancaster Avenue?	Public Involvement	TxDOT responded to the commenter via email with the link to the requested information. *https://www.txdot.gov/inside–txdot/get–involved/about/hearings–meetings/fort–worth/071918.html*
123	Paul Kerpoe	39	3B	7/25/2018	Email	Would you please send me…the traffic projections figures used in developing this plan?	Traffic	TxDOT used the Draft *Mobility 2045* traffic projections developed by North Central Texas Council of Governments for preparing the Public Meeting layouts. Projected traffic volumes are still being produced by TxDOT, and are not currently available. Once these figures have been generated, they would be shown on the project schematics as part of the recommended alternative.
124	Paul Kerpoe	39	4	8/1/2018	Letter (Mailed)	I am pleased to see the improvements being made at the E. Lancaster Avenue/I–820 interchange. This intersection has always been cumbersome. However, removal of the Meadowbrook Drive entrances and exits will significantly impact the community. Meadowbrook Drive is a major connector road in east Fort Worth with a significant amount of traffic feeding and being fed by I–820, particularly at the southbound exit. There are a large number of destination businesses immediately adjacent to the freeway which will be significantly impacted if this freeway access is taken away. The Brentwood Stair Road interchange is a poor alternative for it too is very busy, particularly in the northbound direction. Additionally, Brentwood Stair Road does not have access to I–30 in either direction and the nearest entrances or exits to that freeway require circuitous routing through numerous traffic signals. The removal of the entrances and exit ramps at Craig Street may not have a negative impact on the accessibility for the neighborhood (subject to comments above on Meadowbrook Drive) although it is disheartening to see more of the old Handley homes being removed to accommodate the service roads entrances. Years ago, hundreds of Handley homes were bulldozed to make way for I–820 and the community was split in two. We would like to retain as much of our heritage as possible so I would suggest that the two frontage road access routes off of Craig Street be omitted. The proposal as presented will deprive the neighborhoods of Handley, Ryanwood, East Meadowbrook and Central Meadowbrook	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. This recommended alternative was developed for local street circulation connecting neighborhoods on both sides of I–820. Crossing the frontage roads require jug handle–type connections from Craig Street to the frontage roads. If the jug handle–type connections are not utilized then other local streets would have to be used to access to Craig Street. Please note that additional right–of–way (property acquisition) would be necessary along the I–820 frontage roads and would include owner displacements. TxDOT will make every effort to avoid/minimize impacts.

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						Drive be maintained to provide suitable access for these communities.		
125	John and Carolyn Alexander	40	1	7/25/2018	Letter (Mailed)	My family would appreciate a noise study as our home at 4321 Willow Bend Drive near I–20 and Kelly Elliott Road backs up to the freeway. I–20 is just behind our back yard.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
126	Denise Lunski	41	1A	7/25/2018	Comment Form (Visited District)	Please consider holding another Public Meeting at Martin High School in Arlington (4501 W. Pleasant Ridge, Arlington, TX 76012). I drive this area quite frequently and I'm sure there are many other Arlington residents that would be interested to look at these proposed improvements.	Public Involvement	Dunbar High School was selected as the venue for the July 19, 2019 because its location is centrally located within the proposed project's limits. TxDOT would consider proximity to the project area, close proximity to public transportation, adequate capacity, ample parking, ample room/space to display information, and venue availability for any future Public Involvement activities.
127	Denise Lunski	41	1B	7/25/2018	Comment Form (Visited District)	Please consider removing the eastbound I–20 exit ramp to Green Oaks Boulevard. The distance between the exit ramps and its intersection to Green Oaks Boulevard is too short. I believe it is very dangerous and is not safe. There are safer alternate routes to get to southbound Green Oaks Boulevard from I–20 east.	Project Design	The eastbound I–20 exit ramp to Green Oaks Boulevard is needed for local access and connectivity to the thoroughfare system. TxDOT presented an additional alternative at the Public Meeting moving the ramp further west. TxDOT met with the City of Arlington to provide feedback on the options. TxDOT is still evaluating which option to include in the preferred alternative. The final design of this ramp, and all ramping within the project limits, would comply with TxDOT design standards. This would include proper separation distances between ramps on freeway mainlanes, safe stopping sight distances on ramps, and desirable spacing between exit ramps and cross–street intersections. Ramp design for the Southeast Connector is still in progress. While all ramps to be reconstructed must comply with current design standards, every effort will be made to maintain access to adjacent businesses and homes.
128	Denise Lunski	41	1C	7/25/2018	Comment Form (Visited District)	Southbound US 287 frontage road at Sublett Road: How many through lanes will there be on the frontage road after this intersection? This info is not indicated on the current schematics?	Project Design	On July 25, 2018, TxDOT presented the currently recommended alternative to Ms. Lunski. Two lanes would go through the southbound frontage road at Sublett Road intersection.
129	Jeffrey Shelton	42	1	7/26/2018	Verbal (Phone)	On July 26, 2018 at 10:12 a.m. Jeffrey Shelton with Lamar Advertising Company called TxDOT and requested a comment form.	Public Involvement	TxDOT requested that the commenter email SoutheastConnector@txdot.gov and he would send him a comment form. Mr. Shelton sent an email that day and TxDOT sent him a form and link to the Public Meeting website.
130	Jeffrey Shelton	42	2	7/26/2018	Email	Is there an official comment form in order to submit written comments prior to Friday August 3, 2018 per the notice or can I submit comments via a letter?	Public Involvement	TxDOT responded to commenter via email and provided a link to the Public Meeting for the Southeast Connector Project website. https://www.txdot.gov/inside–txdot/get–involved/about/hearings–meetings/fort–worth/071918.html
131	Jeff Shelton	42	3	7/30/2018	Comment Form	Based on project maps I viewed of this project at the public meeting it appears LAMAR ADVERTISING has two (2) billboards that could be	Project Impacts to Property–Commercial	The recommended alternative calls for approximately 12 feet of additional right–of–way at the billboard near Mosson Road and the

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					(Mailed)	affected. The billboards are located at Lat: 32.6620444 Long: –97.2491888 and Lat: 32.6758056 Long: –97.24135. If there are any alternative routes in these areas that could limit the impact on our billboard business, we hope that TxDOT would take those alternatives into consideration. By limiting the amount of right of way being taken it could limit or remove possible exposure TxDOT may have if having to condemn these billboards. Consideration for notching out of the right–of–way near the billboards could be an option. [Mr. Shelton also provided aerial photographs of the billboards' locations].		southbound I–820 frontage road. This right–of–way is needed due to the additional mainlanes and collector–distributors for I–820, and is required on both the northbound and southbound sides of the existing freeway. It does not appear that this proposed right–of–way would encroach on the column supporting the billboard; therefore, the structure would not necessarily be displaced. The recommended alternative also calls for approximately 14 feet of additional right–of–way at the billboard near Scotsdale Drive and the westbound I–20 frontage road. This right–of–way is needed due to the extension of the eastbound and westbound frontage roads over the Union Pacific railroad. Again, it does not appear that the proposed right–of–way would encroach on the column supporting the billboard; therefore, the structure would not necessarily be displaced. More coordination would be required as the project design progresses.
132	Cindy and Mark Boling	43	1A	7/26/2018	Email	Please take notice that my husband and I (Mark and Cindy Boling) are completely opposed to the removal of the access roads/bridges to I–820 from Meadowbrook Drive and to the Craig Street bridge. These access ramps are essential to ease of travel and are major connectors in our neighborhood. I believe that only someone that does not use these access ramps/bridge would consider removing them.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. This recommended alternative was developed for local street circulation connecting neighborhoods on both sides of I–820. Crossing the frontage roads require jug handle–type connections from Craig Street to the frontage roads. If the jug handle–type connections are not utilized then other local streets would have to be used to access to Craig Street. Please note that additional right–of–way (property acquisition) would be necessary along the I–820 frontage roads and would include owner displacements. TxDOT will make every effort to avoid/minimize impacts.
133	Cindy and Mark Boling	43	1B	7/26/2018	Email	Please confirm that you have received my opposition comment and that my comment will be made part of the package on this project.	Project Opposition	On July 26, 2018, TxDOT responded to Mrs. Boling via email that the comment was received.
134	Cindy Boling	43	2	7/27/2018	Email	When is a final decision being made on this project? Thank you.	Public Involvement	The preferred alternative would be presented at the Public Hearing in 2020 for further public comment. The proposed project's anticipated timeline is currently as follows: • Spring 2020–Clearance/approval of the preferred alternative and Environmental Assessment pursuant to the National Environmental Policy Act • 2022–Begin phased construction of the project • 2027–Complete the construction
135	Craig Peak	44	1	7/26/2018	Verbal (Phone)	On July 26, 2018 TxDOT received a telephone call from Craig Peak who lives in the central Meadowbrook neighborhood. He was concerned about the ramp changes at the north end of the project on I–820. He requested an electronic copy of the comment form.	Public Involvement	TxDOT requested that the commenter email SoutheastConnector@txdot.gov. TxDOT subsequently emailed him a comment form and the link to the recommended alternative.
136	Craig Peak	44	2A	7/26/2018	Email	Thank you for taking my call earlier regarding the construction at E Loop 820. Please send me the comment form that maybe given to TxDOT. If there are multiple ways to comment that would also be great to know.	Public Involvement	On July 26, 2018, TxDOT responded to Mr. Peak's email that he can email them back or use the comment form provided.
137	Craig Peak	44	2B	7/26/2018	Email	I live in Central Meadowbrook and use I–820 off Meadowbrook Drive almost every day and am concerned how this will affect the east side and our neighborhood.	Project Impacts to Property–Meadowbrook Drive	TxDOT responded to commenter via email and provided a link to the Public Meeting for the Southeast Connector Project website.

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								https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/071918.html This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right-of-way (property acquisition) may be necessary along the I-820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
138	L. Clifford Davis	45	1	7/26/2018 7/30/2018	Letters (Mailed)	Let me first comment that the traffic pattern in Fort Worth is more convenient than it appears to be in Dallas, Austin, Houston, and San Antonio. I want to comment on the improvements you are considering in the above project and make the following statement: I am a resident of Carver Heights area of Fort Worth and concerned about how this will impact Cravens Road from Rosedale South. I have lived in this area before I-820 was constructed and have travelled along Cravens Road for sixty (60) years. It is my belief that the construction proposed should do everything possible to avoid changes in the traffic pattern along Cravens Road. I recognize that I-820 gets congested and probably needs more lanes. Please try to engineer the improvements to avoid any changes in the existing traffic patterns on Cravens Road or interfering with the houses constructed on Cravens Road.	Project Design	Cravens Road (southbound I-820 frontage road) would be reconstructed. The recommended alternative would alter traffic patterns to the cross streets of Prothrow Street and Truman Drive intersecting Cravens Road due to control of access being required for safety near proposed ramps. Truman Drive would be a right out onto southbound frontage road and Prothrow Street would be a right in from southbound frontage road. Please note that the recommended alternative shows one residential displacement along Cravens Road at Maceo Lane and another commercial displacement at the corner of E. Rosedale Street and Cravens Road in the Carver Heights Neighborhood.
139	Loren and Mary Beechner	46	1	7/27/2018	Letter (Mailed)	Thank you for the opportunity to provide comments on the Southeast Connector Project. We will be affected by the section of I-20 for Forest Hill to Park Springs Boulevard. Our house backs up to the I-20 service road on the southern side (eastbound) of I-20 at Green Oaks Boulevard. We certainly have road noise, which we anticipated when we both our house, but increased noise would be more difficult to tolerate. A noise study would be welcome and appreciated. If this project does bring increased noise levels, a noise-reducing barrier wall installed along the frontage road behind us would be helpful and very much appreciated.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
140	Julie Ponder	47	1	7/27/2018	Letter (Mailed)	Please regard this as my written request for a noise study to be conducted re: I-20/Green Oaks Boulevard to Park Springs Boulevard exit expansion. I live a few blocks south of I-20 and am already impacted by the freeway noise; therefore, a sound barrier of some kind would be a blessing if these were in fact widened or connected in some way. I live between them.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
141	Russell Hanson	48	1A	7/30/2018	Letter (Mailed)	Please install a noise-reducing barrier wall between the highway and our homes along to street of highway along the service road from east of Green Oaks Boulevard to Kelly Elliot Road. The noise has grown louder each year since 1988 that we have lived here.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties).

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								Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
142	Russell Hanson	48	1B	7/30/2018	Letter (Mailed)	Also, the water runoff from the culvert under the service road and highway has caused erosion problems for homeowners along this area.	Project Design	TxDOT is proposing a frontage road in the area. A drainage analysis would be conducted to determine if the runoff from the culvert under the existing ramp should be redirected to Kee Branch.
143	James T. and Margret E. Hughes	49	1	8/1/2018	Letter (Mailed)	With reference to the above Southeast Connector reconstruction. I am hereby requesting a noise study of my neighborhood be initiated and a noise reduction barrier wall constructed between the highway and affected homes.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
144	Paula Gore	50	1	07/29/2018	Email	This is a request for DECIBEL STUDY. We currently have a NATURAL BARRIER from plant material. The plan is to remove this barrier...What is your plan to reduce the noise from the freeway and a service road. It would be helpful if the freeway was below grade. Unfortunately, NOT THE CASE. SO, WHAT'S THE PLAN? I'm really concerned. Thanx.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise. The mainlanes cannot be considerably lowered below grade due to drainage to Kee Branch.
145	Robert and Paula Gore	50	2A	8/2/2018	Letter (Mailed)	We currently live at Green Oaks Boulevard I–20. It is already loud. I've wanted to do a decibel study to help make people aware how loud it is. The current proposed will take the natural barrier and clear it for more road. This will cause the noise levels to be worse. Also, with the natural barrier removed. What would be your plan to replace it? We already live on a heat island and with the removal of a substantial natural barrier. I find it hard to visualize a plan to reduce vehicle noise. Either way its loud and only will get even louder. I know when the winds come from the north you can't even be outside in the front yard. It's not pleasant due to the noise levels. Thank you. Please, the study does need to be performed. Noise levels are already too high. I don't even have to set an alarm based on noise increases. I can hear the increase in traffic.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise. Vegetative impacts would be evaluated and considered during the project development.
146	Robert and Paula Gore	50	2B	8/2/2018	Letter (Mailed)	I know there should be an easier solution but widening roads is NOT working. Look around drive to Dallas. Look at California–driving is NOT efficient. More companies need to look into flex hours, work from home projects, etc., rail...	Project Design	As part of *Mobility 2045* and TxDOT's Congestion Mitigation Strategies, travel demand management strategies are evaluated prior to widening of roads. However, additional capacity and operational improvements would be required for this project.
147	Robert and Paula Gore	50	2C	8/2/2018	Letter (Mailed)	Also, I can also feel the vibrations of the big rigs if the traffic is sitting.	Vibration	Comment noted.

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148	Rachel Piotrzkowski, On behalf of Texas House of Representatives Nicole Johnson Collier (House District 95, Fort Worth, Texas)	51	1A	07/05/2018	Email	I am reaching out on behalf of State Representative Nicole Collier to find out more information about the July 19th Public Hearing about the Southeast Connector and Proposed improvements for the interchange at I–820, I–20 and US 287. The representative would like to know more about the history/development of this project. Can you please share background information on this project with the office?	Public Involvement	On July 19, 2018, TxDOT responded to the commenter via email. *Below is a brief history of the project:* • *Began May 2000* • *April 19, 2001 Public Meeting #1 was held* • *May 2001 Value Engineering Report/Draft Preliminary Design* • *December 11, 2003 Public Meeting #2 was held* • *March 2005 Draft Environmental Assessment was developed* • *December 2005 Design included Reversible Managed Lanes* • *TxDOT had some funding issues, ran into some environmental constraints, and had some contract issues which caused the project to be delayed.* • *In April 2016 a new contract was awarded for the project* *Under the new contract the previous design and Environmental Assessment is being updated to match the North Central Texas Council of Government Mobility 2045 Plan and traffic for 2045; new alternatives were evaluated. The new recommended alternative would not have any tolls, toll lanes, managed lanes, reversible lanes or HOV lanes. The new recommended alternative has collector distributors that run along I–20 between US 287 and I–820. These collector distributor lanes would be free. The purpose of these lanes is to remove weaving from I–20 mainlanes. The current weaving on I–20 causes a lot of congestion today, the proposed plan would alleviate this problem.* *The recommended alternative does show the removal of the northbound entrance ramp from Meadowbrook Drive to Loop 820 and the removal of the northbound entrance ramp from Craig Street to Loop 820. Currently there are no new entrance ramps planned to replace these ramps.*
149	Rachel Piotrzkowski, On behalf of Texas House of Representatives Nicole Johnson Collier (House District 95, Fort Worth, Texas)	51	1B	07/05/2018	Email	Also, it has been brought to our attention that the plans show the removal of the northbound entrance ramp from Meadowbrook Drive to Loop 820 & remove the northbound entrance ramp from Craig Street. Will there be any new entrance opportunities for those losing their ramps? Thank you for your help!	Ramp Removal–Meadowbrook Drive	The intent of the recommended alternative is reducing the unsafe traffic vehicular weaving on the I–820 main travel lanes. Traffic from Meadowbrook Drive and Craig Street would still be able to access I–820 north, I–30 east and I–30 west. • Traffic from Meadowbrook Drive and Craig Street accessing I–820 north can go north through the Brentwood Stair intersection and use the existing entrance ramp continue on the proposed collector distributor road and access I–820 north. • Traffic from Meadowbrook Drive and Craig Street accessing I–30 east can go north through the Brentwood Stair intersection and to Handley Drive, take a left and use the existing entrance ramp on Handley Road near Works Street to access I–30 east. • Traffic from Meadowbrook Drive and Craig Street accessing I–30 west can take a left (go west) at Brentwood Stair Road, take a right (go north) at Bridgewood Drive, and take a left at the access road (between Bridgewood Drive and Bridge Street) and left onto the existing entrance ramp to I–30 west. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and

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								may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
150	Josselynn Thomas, On behalf of Texas House of Representatives Nicole Johnson Collier (House District 95, Fort Worth, Texas)	51	2	08/02/2018 08/06/2018	Email Mail	[The letter below was emailed on 08/02/2018 and sent to mail on 08/06/2018]. Please see attached hearing request letter from Representative Nicole Collier regarding the Southeast Connector Project. There is a hard copy on the way as well. Do not hesitate to let me know if you have any questions and or concerns. I want to thank you and your team's continued efforts to bring awareness about the progress of the Southwest Connector Project (hereinafter referred to as the "Project"), to the community. We in House District 95 are delighted to see expanded and improved infrastructure in the community as we know with that comes jobs and economic development. However, since the July 19, 2018, public meeting about the project I have been contacted by my constituents with concerns in the plans that indicate elimination of the northbound entrance ramp of Meadowbrook off Loop 820, and the removal of the north bound entrance ramp of Craig Street. It also is my understanding the next Phase of the project is the "Prepare Preliminary Design & Environmental Assessment" study for proposed improvements to the Project. Therefore, I am requesting a public hearing to provide my constituents with an opportunity to ask questions, receive additional information and express concerns about the Project, for the official public record and before any final decisions are made. My office and I are willing to assist in locating an appropriate venue if this will help facilitate the hearing process. If you have any questions, please call me at 817–332–1180.	Public Involvement	Since the July Public Meeting, Rep. Collier has hosted two Town Hall meetings with TxDOT and her constituents. TxDOT presented additional ramping options that are being evaluated. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. In 2020, a Public Hearing for the proposed project is anticipated to be conducted. This recommended alternative is preliminary and subject to change. Further options would be evaluated concerning the ramping near Craig Street. Additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include owner displacements.
151	Carson Krook	52	1	07/23/2018	Email	I live in the area that will be impacted by the Southeast Connector project. I am requesting that TxDOT conduct a noise study to assess the impact on residents.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise. .
152	Mark Reynolds	53	1	07/25/2018	Email	I would like to request a noise study for the Southeast Connector Reconstruct I–20/I–820/US 287 Interchanges.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public

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								involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
153	Pete Jensen, Jr.	54	1	07/25/2018	Email	The Southeast Connector project will significantly increase traffic noise with regards to the location of the back of my house. We already experience an enormous amount of noise from the center barrier installation a while back and even with the new replacement windows I installed, we hear constant traffic noise.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
154	Darlene E. Watkins	55	1	07/26/2018	Email	Please consider my credentials to represent TxDOT for current and future public involvement work, including the Southeast Connector. I strongly feel that my background as a public and community outreach specialist in Austin and Atlanta is a solid platform to partner with TxDOT on a range of projects. Reaching out to citizens about issues that concern their quality of life has been my calling for over 15 years. I now make Fort Worth my home and continue to be very interested in public and community involvement projects. I have previously worked for TxDOT at stakeholder meeting events in Austin. Currently I am a sub–subcontractor for a TxDOT statewide disparity study. I am HUB, MBE and WBE (Austin and Fort Worth) certified. Please find attached a matrix of my project work.	Solicitation	Comment noted. TxDOT career or business opportunities are available through TxDOT.gov.
155	Katie Morrissey	56	1	07/26/2018	Email	I'm requesting an evaluation of a noise barrier along the Southeast Connector and there be a sound barrier be built between my home and the freeway. I live about one block south of I–20 and can already hear a lot of road noise and the development of the Southeast Connector will make the problem immensely worse.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
156	Tim Shelfer	57	1	07/21/2018	Email	I live just south of I–20, off of Green Oaks Boulevard. Even 400 yards (as the crow flies) from I–20, I can hear freeway traffic noise at night. As this study is conducted, I would like to request a noise study be done, with consideration for installing noise barriers. Thanks in advance.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
157	Dee Warner	58	1	07/21/2018	Email	Requesting noise study on Southeast Connector project.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of*

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								Roadway Traffic Noise. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
158	Patrick Adams	59	1	07/22/2018	Email	I request that a sound study be completed for The Southeast Connector Project. Freeway noise is already too high for our neighborhood. This project will make it worse.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
159	Rick Higgins	60	1	07/23/2018	Email	I believe the homes in our area will be greatly affected by the additional noise levels with the planned southeast connector project. Please include a Noise study and a noise–reducing barrier in your project plans. My home backs up to I–20, and I know how extremely unpleasant the noise levels are today!	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
160	Kathryn Kroll, Resident & President of Brentwood Oak Hills Neighborhood Association	61	1	07/27/2018	Email	Please make the large map sections you had printed out on the tables for the "flyover" view available on your website for residents to more closely study.	Public Involvement	All handouts and exhibits presented at the July 19, 2018 Public Meeting are posted on TxDOT's website: *https://www.txdot.gov/inside–txdot/get–involved/about/hearings–meetings/fort–worth/071918.html*
161	Kathryn Kroll, Resident & President of Brentwood Oak Hills Neighborhood Association	61	2A	08/03/2018 08/06/2018	Email Mail	[Ms. Kroll submitted the following statements via Email (08/03/2018) and via mail (08/06/2018)] I attended the Public meeting for the expansion project. The best display you provided was the table "flyover" map. However, that map with all the new ramps and closing of existing ramps was NOT available on the website for further study. A flyover video for south of I– 30 was also not available on the website. I am glad I took as many photos as I did. I have multiple concerns about the proposed construction in my immediate neighborhood. 1. I STRONGLY OBJECT to the closing of the south bound I–820 entrance ramp at Brentwood Stair Road. • That access point is heavily used morning and evenings, and throughout the day. I have sat and counted: out of 25 cars coming from the eastside of Brentwood Stair Road, and turning left at the service road, 24 enter the freeway at that ramp. • This ramp is also a key access point for emergency vehicles responding to accidents in the hot spots on I–820. • Forcing the Ambulances, Police and Fire vehicles to drive a mile down the service road, barge thru the stopped traffic at	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	Individual layouts are available on our website. A flyover video of the total project would be provided at a future Public Hearing. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. Ramp design for the recommended alternative is still in progress. While all ramps to be reconstructed must comply with current design standards, every effort will be made to maintain access to adjacent businesses and homes. TxDOT would consult with the City of Fort Worth's emergency services to review the recommended alternative and its impact to response times.

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						Meadowbrook, to drive another half mile before entering the freeway will surely result in a fatality. • Delayed response time due to road flow and traffic congestion is unacceptable. • There are no indications of planned road improvements for Brentwood Stair between Bridgewood Drive and Handley Drive. 2. I STRONGLY OBJECT to the closing of the north bound 820 entrance ramps at Meadowbrook Drive. • That access point is crucial to accessing east or west bound Interstate 30 via the flyover ramps built in the 1990s. Your proposed plan to force traffic to Brentwood Stair and the access ramps on Bridgewood Drive is going to be a nightmare every morning and evening. • Residents of BOHN will not be able to easily enter or leave the neighborhood at Brentwood Stair Road, as the amount of traffic blocking the street at the intersections will become treacherous. • The 2 blocks of road between the light at Bridgewood Drive (at the Whataburger) and the light at the I–820 intersection is already crumbling, patched up and suffering from the increased traffic from I–30 and Loop 820. It is insufficient and not built for additional cars and heavy–duty construction trucks. • Residents of the Eastside have PAID for the construction that created the 1–30 access ramps, and it is wrong to deny residents access to a road they requested and paid for. • Forcing West bound I–30 traffic to use Brentwood Stair, Bridgewood Drive the "street with no name" to access the west I–30 entrance ramp will add almost 20 minutes to everyone's boring commute downtown due to the increased traffic and badly timed light. It will increase congestion in the BOHN area, block access to the businesses there and create further road degradation.		
162	Kathryn Kroll, Resident & President of Brentwood Oak Hills Neighborhood Association	61	2B	08/03/2018 08/06/2018	Email Mail	3. I STRONGLY OBJECT to the proposed design of the Craig Street bridge. It needs bicycle lanes and sidewalks. • Craig Street is the main access point to several community meeting places, including the Handley–Meadowbrook Lions Club on Craig Street which serves children with physical handicaps, and the soon to be upgraded Handley–Meadowbrook Recreation Center, and the football field owned by the FWISD. • Current design does NOT include any bicycle or pedestrian space on the bridge. This bad design will prevent school aged children residing on the west side of I–820 from accessing the Rec Center or football field, because most parents will not allow their children to walk or ride a bicycle across an interstate on cars–only roadway. • Residents of the Eastside have PAID for the construction that upgraded the Handley Recreation Center, and it is wrong to deny residents access to a public facility they requested and paid for.	Sidewalks/Bicycle Lanes	The Public Meeting layouts did not show sidewalks along the Craig St. bridge. Bicycle and pedestrian access over I–820 would be provided through widening the Craig Street bridge to accommodate a dedicated bicycle/pedestrian pathway that is safely separated from the Craig Street vehicular traffic. This alternative was presented at Town Hall community meetings and would be posted at txdot.gov, search keyword: Southeast Connector.
163	Kathryn Kroll, Resident & President of Brentwood Oak Hills Neighborhood Association	61	2C	08/03/2018 08/06/2018	Email Mail	4. I STRONGLY OBJECT to the removal of the Pedestrian Bridge for many of the same reasons. • The pedestrian bridge connects both sides of our neighborhoods, and is an access point to several community meeting places, including the Handley–Meadowbrook Lions Club, the Handley–Meadowbrook Recreation Center, and the FWISD football field. • Preventing children from accessing services or school activities designed for them is just wrong. Eastside residents requested and paid for the pedestrian bridge.	Pedestrian Bridge	An alternative to replace the pedestrian bridge was evaluated and presented at a Town Hall Meeting. This alternative would be posted at txdot.gov, search keyword: Southeast Connector. This alternative was not recommended for implementation due to the need for additional right–of–way, proximity to major overhead utility, cost, and public input.

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164	Mr. and Mrs. Kyle Kimball	62	1	07/28/2018	Email	As a resident of Handley, I know the traffic issues in this area. All residents will have great difficulty navigating the neighborhood if your proposed ramp closures happen. I do not see how the police and fireman will have adequate response times if area traffic is even more thoroughly congested. The ramps at Meadowbrook Drive–Brentwood Stair Road and I–820 is highly congested at certain times of the day, and if all of the traffic must go elsewhere, it will be even worse. Please reconsider the closing of these entrance and exit ramps in this area. The traffic congestion will only grow exponentially as the city grows. Please respect the lives and people of this area and redraw the plans to close ramps on and off I–820 at Craig Street, Meadowbrook Drive, and Brentwood Stair Road. Thank you for your consideration.	Ramp Removal – Brentwood Stair Road, Craig Street, Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. Ramp design for the recommended alternative is still in progress. While all ramps to be reconstructed must comply with current design standards, every effort will be made to maintain access to adjacent businesses and homes. Local cross street traffic patterns would be considered during the evaluation of ramping alternatives.
165	Craig Smesny	63	1	07/23/2018	Email	The noise is already bad so I have no doubt the planned southeast connector project it will make it worse. Please include a noise study and a noise–reducing barrier in your project plans.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
166	Ruby Westbrook	64	1	07/25/2018	Email	I am concerned about the plans for I–820 from I–20 to Brentwood Stair Road. I use the Craig St. access ramps on both side multiple times daily. I commute all over Fort Worth daily & the easy access to the highway was one of the determining factors when I purchased my home on Forest Avenue. Please reconsider eliminating Craig St. highway access.	Ramp Removal–Brentwood Stair Road and Craig Street	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. Ramp design for the recommended alternative is still in progress. While all ramps to be reconstructed must comply with current design standards, every effort will be made to maintain access to adjacent businesses and homes.
167	Ann Davenport	65	1	07/22/2018	Email	We deal with excessive noise since Green Oaks Boulevard runs right behind our home. Now with the Southeast Connector Reconstruct I–20/I–820/Hwy 287 Project we feel these changes will increase the noise we already hear from I–20. We understand the need for this project but would like to request a traffic noise study for possible sound barrier. Thank you.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
168	Lisa Bruce	66	1	07/21/2018	Email	I'd like to request that a sound study be conducted to evaluate the impact of the proposed Southeast Connector Project on my neighborhood. I understand that a new service road will run from	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to

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						Green Oaks Boulevard to Park Springs Boulevard and am concerned the traffic noise level will adversely affect my home in Overland Stage Estates.		potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
169	Deb Brown	67	1	07/21/2019	Email	I would like to request a that a noise study be completed and a noise–reducing barrier wall be installed between the highway and our homes near Green Oaks Boulevard and I–20.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
170	Carol Kudlaty	68	1	07/22/2018	Email	My home at 5003 Overridge Drive will be affected by the increased noise of an expanded I–20, I would request that a noise study be completed and a noise–reducing barrier wall be installed between the highway and the homes of my neighborhood.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
171	Stan Beal	69	1	07/27/2018	Email	I currently use the Meadowbrook Drive entrance ramp to 820 N, then I take the westbound I–30 flyover. This my daily commute. I understand there is a proposal to close the Meadowbrook ramp. I would then have to go to Brentwood Stair Road, then Bridgewood Drive, then to I–30 west. Brentwood Stair Road is already congested at I–820 because of neighborhood traffic heading to I–820 and I–30. In addition, there are numerous restaurants and a QuikTrip gas station there. To add traffic from Meadowbrook Drive trying to get to I–30 will create an even bigger mess. Thank you for your consideration.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
172	Randy Madden	70	1	07/28/2018	Email	I use the N & S Meadowbrook Drive entrance & exit ramps to I–820 often. I DO NOT want to see any of these entrances/exits eliminated in the new I–820. Also, the S entrance ramp at Bridgewood Drive to I–820 elimination would cause way too much traffic to then have to go through the Meadowbrook Drive intersection.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
173	Michael Jeter	71	1	07/29/2018	Email	Requesting sound barrier study, very concerned about noise level and traffic.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties).

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								Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
174	Michael and Lareta Jeter	71	2	07/29/2018	Email	Please do not connect it to our neighborhood as crime would increase.	Project Opposition	TxDOT is proposing a frontage road between Green Oaks Boulevard and Kelly Elliott St. Any future street connections to or from the frontage road would need to be approved through the City of Arlington and TxDOT.
175	Susan Batdorf	72	1	07/29/2018	Email	How can I obtain more detailed information on the Southeast Connector? From what I have read, I do not see how it will help. – Thank you.	Public Involvement	TxDOT responded to the commenter by email providing the link to the requested information: *https://www.txdot.gov/inside–txdot/get–involved/about/hearings–meetings/fort–worth/071918.html* The recommended alternative would provide additional capacity and operational improvements that would help reduce congestion.
176	Linda Estoll	73	1	07/29/2018	Email	We are requesting a sound study for the neighborhood bordered by HWY 287 service road and I–20 at Green Oaks Boulevard. With the additional lanes, this is going to adversely affect the noise level of our neighborhood. Thank You.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
177	Angela Linman	74	1	07/29/2018	Email	We live very near I–20. We would like to request that a noise study be completed and a noise–reducing barrier wall be installed between the highway and our homes.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
178	Sharon Warren	75	1	07/29/2018	Email	Requesting sound study as it relates to my home in relation to the southeast corridor project.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
179	Edward Casas	76	1	07/30/2018	Email	Southeast Connector Reconstruct I–20/I–820/US 287 Interchanges Noise Study needed.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties).

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								Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
180	Tracey Norris	77	1	07/30/2018	Email	We would like to request a noise study for Overland Stage and our home. Thank you!	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
181	Susan McDuff	78	1	07/30/2018	Email	Please conduct the noise survey to determine the noise factor for expansion if I–20 near the east bound Green Oaks Boulevard service road. My home backs up to the woods of I–20 at the end of the service road. Thank you very much. I have resided in my home for 35 years, original owner.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
182	Don Hay	79	1	07/30/2018	Email	For the Southeast Connector Reconstruct I–20/I–820/US 287 Interchanges Project, I request that a noise study be completed and a noise–reducing barrier wall be installed between the highway and our homes in the Overland Stage section of Arlington, TX. Thank you.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
183	Stephen Pimlott	80	1	07/30/2018	Email	RE: Southeast Connector Project; noise abatement request. Would you please perform a sound level analysis of existing noise levels along I–20 that will be affected by this project? I am confident the results will give credence to the need for some type of noise abatement construction between our homes and the I–20 traffic lanes.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
184	Ms. Elizabeth Sicks	81	1	07/30/2018	Email	Our home is between US 287 and I–20. We request a noise study in relation to the impact of the highway projects. We value that our house is in a quiet location. Thank you.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties).

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								Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
185	Betsy Parchem	82	1	07/30/2018	Comment Form (Emailed)	Please see my attached comments and concerns about the proposed construction of the Southeast Connector and the elimination of the on/off ramps for Meadowbrook Drive. If you could please reply and let me know that this was received, that would be much appreciated. Thank you. Dear TxDOT, If the ramp to and from I–820 from Meadowbrook Drive must be eliminated, the very least TxDOT can do is provide a direct ramp to/from I–30 east–and westbound in the same Meadowbrook Drive area from the I–820 service road. The very most TxDOT can do is not remove the ramps. My family uses these ramps daily to access I–820 and I–30. That being said, please do not remove the ramps, as removing those ramps and forcing traffic that goes to I–30 will cause unavoidable burden to the side streets along I–820. Thank you for taking time to read my comment.	Ramp Removal–Meadowbrook Drive	TxDOT responded to the commenter by email informing them that comment was received. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. Ramp design for the recommended alternative is still in progress. While all ramps to be reconstructed must comply with current design standards, every effort will be made to maintain access to adjacent businesses and homes.
186	Linda Coyle	83	1	07/30/2018	Email	I back up to I–20 just as your using the Green Oaks Boulevard feeder road about 150 feet before you hit I–20. The noise is getting to be horrible. I have lived there since 1989. How do I put my name on the list as a person interested in having the noise study done?	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
187	Linda Coyle	83	2	08/02/2018 (follow–up email to the 07/30/2018 email)	Email	"I sent in another Email but received nothing back that you received. I am very concerned about this new southeast corridor project and the impact on traffic and increased noise level. I have lived right by the highway since 1989 and the noise level continues to rise. Please, please, please put up a noise barrier so we don't have to listen to the noise. Please reply to my Email just letting me know you received. Thanks"	Traffic Noise Analysis	TxDOT responded to the commenter by email informing them that comment was received. A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
188	Heather Wilhoite	84	1	07/30/2018	Email	I'll get straight to it. Without permanently removing any ramps, I support adding general use (i.e. free) lanes to I–820 from Meadowbrook Drive to Brentwood Stair Road to alleviate commuter congestion. Does one of the proposed alternatives include this solution?	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	No, all the proposed alternatives include removing ramps to comply with current design standards and minimum required distances between entrance and exit ramps. The No Build and recommended alternatives are still being considered.

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						I'd like to make the existing ramps safer, sure. I'd be open to hear about what could improve or even replace the existing ramps. But eliminating these ramps without offering a permanent solution is a disservice to the people who reside, conduct business, or have relatives in Eastside communities, myself included. It will create an increased barrier to safety by impeding emergency services to local residents in favor of those passing through. Forgive me if I've misunderstood anything here. I am open to any clarifying information you may have.		This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
189	Elizabeth Bowers	85	1	07/30/2018	Email	I would like to request that a noise study be completed and a noise–reducing barrier wall be installed between the highway and our homes regarding the Southeast Connector Project. I live in Overland Stage Neighborhood in SW Arlington.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
190	Melissa Cunningham	86	1	07/30/2018	Email	I would like to request that a noise study be completed and a noise–reducing barrier wall be installed between the US 287. Please do not add to our noise level. Thank you.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
191	Jann Jackson	87	1	07/30/2018	Email	I am requesting a noise study concerning construction on I –20 and US 287. Thank you	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
192	Jerry Jackson	88	1	07/30/2018	Email	Requesting a noise study for the I–20/US 287 interchange projects.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.

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193	Tom and Cynthia Scott	89	1	07/30/2018	Email	Regarding the Southeast Connector project, we would like to request that a noise study be completed and a noise–reducing barrier wall be installed between the highway and our homes.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
194	Susi Babb	90	1	07/31/2018	Email	Our lives will be greatly impacted if TxDOT closes ramps along I–820. Please reconsider the closing of the entrance and exit ramps at Meadowbrook Drive and Craig St. These ramps are vital to our side of town. Meadowbrook Drive is a major thorough fare and the ramps should not be taken away. You will be cutting us off from I–820 and causing unbelievable congestion to our side of town. If you don't believe me, just take a drive down Meadowbrook Drive or Brentwood Stair Road and experience all of the traffic that currently use these intersections. I cannot fathom how or why you think that this is a good idea. The magnitude of traffic congestion will only grow with the planned addition of homes to the eastside. Please, Please, Please do not do this to our neighborhoods!!!	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
195	Richard North	91	1	07/31/2018	Email	In your expansion plans for I–20 re the above project, please include a noise abatement study and install a noise–reducing barrier between our Overland Stage homes and I–20.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
196	Heather Boggs	92	1	08/01/2018	Email	Regarding the Southeast Connector Project, I would like to request that a noise study be completed and a noise–reducing barrier wall be installed between the highway and our homes in the Overland Stage Subdivision. Thank you in advance.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
197	Mary Moss	93	1A	08/01/2018	Email	I would like to voice my opinion on the Southeast Connector project and the closure of certain on/off ramps here in the Handley area. I have been driving our Handley neighborhood for a long, long time and the proposed closures would be disastrous for us Handley Residents. We have very high traffic volume on our side roads as it is but your proposed closures would cause even a larger backlog of traffic. TxDOT spent millions of dollars building easy access to I–30 off of I–820 and now that will be taken away from.	Ramp Removal	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.

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								Local cross street traffic patterns would be considered during the evaluation of ramping alternatives.
198	Mary Moss	93	1B	08/01/2018	Email	Commute times to work school as well as response times for emergency vehicles could easily double or triple due to the traffic that will now have to be on the side streets.	Traffic	A traffic study would be performed to determine the number of through and turning lanes for an acceptable level of service along the cross streets. The recommended alternative would be updated to include the required number of lanes, contingent upon available right–of–way limitations.
199	Mary Moss	93	1C	08/01/2018	Email	Our Station 24 is the busiest in the city and I would hate for people to lose their lives because of decisions that TxDOT made without carefully reviewing the severity this project has the potential to cause. A cookie–cutter approach does not always work. I am strongly opposed to the current plans and feel that TxDOT needs to perform more research before finalizing this project. Thank you.	Project Opposition	The recommended alternative would not remove access to I–820 for City of Fort Worth Fire Station #24 (located at 3101 Forest Avenue near Lancaster Avenue). Moreover, the Fire Station's access to Lancaster Avenue would remain unchanged. Reconfiguring the Lancaster Avenue/I–820 interchange as shown on the recommended alternative would actually provide more direct access to I–820 from Lancaster Avenue to all users (including emergency vehicles) than the existing loop ramp configuration. TxDOT would consult with the City of Fort Worth's Fire Department to review the recommended alternative and its impact to response times.
200	David Oliver	94	1	08/01/2018	Email	Requesting a noise study on the proposed work on I–20 and Green Oaks Boulevard area.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
201	Richard Pullen	95	1	08/01/2018	Email	We need to keep the Meadowbrook Drive on Ramp going northbound on the Loop 820....This is needed to preserve sensible traffic patterns in our neighborhood and avoid future congestion.... Your attention in this matter will certainly be appreciated.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. Local cross street traffic patterns would be considered during the evaluation of ramping alternatives.
202	Patrick Garner	96	1	08/01/2018	Email	As I lifelong Eastside I stand in opposition to any plans that include doing away with northbound entrance ramps to Loop 820 from Craig Street & Meadowbrook Drive. Losing the Meadowbrook Drive ramp would surely have a crippling effect on our neighborhood.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
203	Douglas Garner	97	1	08/01/2018	Email	We need to keep the Meadowbrook Drive onramp to Loop 820 going northbound. We do not need the congestion and confusion in our neighborhood that would be caused by its removal. This ramp is essential for people wanting to get access to I–30 both east and west.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector.

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								Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
204	Lauren and Ross McCoy	98	1A	08/01/2018	Email	As a long time east Fort Worth residents, we implore you not to allow the closure of the I–820 and Brentwood Stair Road exit. The current area is mostly sustained by the presence of Quick Trip and the easy access to I–820 from this area. Should you close off freeway access, we fear the unlawful elements will have a great safe haven in which to expand. By having QT there and easy access on/off of I–820, we allow many citizens to cross through the area, thus keeping the static elements from persisting.	Ramp Removal–Brentwood Stair Road	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
205	Lauren and Ross McCoy	98	1B	08/01/2018	Email	Consider also the impact on our fire department, EMS and police department –they will likely all have to change their deployment plans, thus delaying vital emergency response time to our very deserving citizens.	Project Impacts to Emergency Services	TxDOT would consult with the City of Fort Worth's emergency services to review the recommended alternative and its impact to response times. Please note that although the recommended alternative alters ramping throughout the I–820 corridor, access to I–30 from I–820 (via Brentwood Stair Road, Meadowbrook Drive, and Craig Street) would still be available.
206	Barney Odom	99	1	08/01/2018	Email	Please include noise barriers when completing this Southeast Corridor project. I live at Green Oaks Boulevard and I–20. My house backs up to the Green Oaks Boulevard entrance to I–20. The noise is getting ridiculous. Please contact me by phone as I have no Email address but had to use my neighbors since it would let the form go thru. thanks	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
207	Pastor Jim and Peggy Borchert	100	1	08/01/2018	Email	My husband Jim and I have heard about TxDOT's proposed elimination of the on–ramp to IH–820 going northbound from the light at the Meadowbrook Drive bridge. This is causing us great concern. It is very convenient for us to use the on–ramp going North from Meadowbrook Drive to IH 820 and to IH 30 many times each week. We have used this route for years. It gives us easy access to businesses we frequent on Bridge Street as well as restaurants and businesses in Richland Hills and Hurst including the Mall. My husband is a pastor of 2 churches, one in Fort Worth and one in Dallas. We use this ramp to go to both churches throughout the week. We do not want this ramp eliminated because it would prove to be a great hardship and inconvenience to us. My husband and I have been active in the Republican Party since 1988. We both have been precinct chairs and he is currently the Republican precinct chair of our precinct 1012. We have helped many Republican office holders with their campaigns including Betsy Price. Please let me know if you have received my Email concerning this matter.	Ramp Removal–Meadowbrook Drive	TxDOT responded by email to commenter acknowledging receipt of email. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.

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208	Fred Bishop	101	1	08/02/2018	Email	Reference the southwest connector reconstruction. I–20/I–820/US 287 noise study to be completed & noise reducing barrier. We are for the project and concerned about the current noise issue and congestion on I–20 exit 447 where we live. You must post signs for the 18 wheelers that continue using J–Brakes going east bound NOW.	Project Support/Traffic Noise Analysis	Thank you for your comment and support of the project. A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise. The City of Arlington would be responsible for all ordinances regarding use of air brakes. TxDOT contacted the city to inquire if they currently have an ordinance restricting the use of air brakes--they currently do not.
209	Marjorie Brantley	102	1	08/02/2018	Email	Decades ago Handley was accessed by Fort Worth. Now, it seems you are cutting it off for businesses and homes in this area. Makes you wonder what other services will be taken away in the future. Please don't shut off the roads that you are proposing.	Access	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. This recommended alternative was developed for local street circulation connecting neighborhoods on both sides of I–820. Crossing the frontage roads require jug handle–type connections from Craig Street to the frontage roads. If the jug handle–type connections are not utilized then other local streets would have to be used to access to Craig Street. Please note that additional right–of–way (property acquisition) would be necessary along the I–820 frontage roads and would include owner displacements. TxDOT will make every effort to avoid/minimize impacts.
210	Craig Marquis	103	1	08/02/2018	Email	Request a noise study be performed before work begins on the I–20/I–820 project. My home is close to I–20 in the Overland/Stagecoach area.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
211	Samuel Frankenfield III	104	1A	08/02/2018	Email	My name is Samuel Frankenfield III and I live in the Handley neighborhood of east Fort Worth. I am sending this Email to voice my opposition to certain points of the Southeast Connector Project (SECP). I understand that part of the SECP includes removing the ramp from Meadowbrook Drive onto north–bound East Loop 820. I am strongly opposed to this proposal as I use that ramp literally seven days a week. The removal of that ramp would double the amount of time it takes for me to get to work, church and my other weekend activities.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.

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212	Samuel Frankenfield III	104	1B	08/02/2018	Email	I am also opposed to the proposed removal of the Craig Street bridge that crosses East Loop 820 as it provides a handy, less–congested, stress–free alternative to crossing over on either Meadowbrook Drive or Lancaster Avenue. Thank you for your consideration, and I trust you will see the wisdom in keeping both of these features available to the folks that actually live here and use them on a daily basis.	Access	The recommended alternative would not remove the Craig Street bridge–it would be replaced in its existing location. However, the existing pedestrian bridge, located north of Craig Street, would be removed. Bicycle and pedestrian access over I–820 would be provided through widening the Craig Street bridge to accommodate a dedicated bicycle/pedestrian pathway that is safely separated from the Craig Street vehicular traffic. This recommended alternative was developed for local street circulation connecting neighborhoods on both sides of I–820. Crossing the frontage roads require jug handle–type connections from Craig Street to the frontage roads. If the jug handle–type connections are not utilized then other local streets would have to be used to access to Craig Street.
213	Janice Butzky	105	1A	08/03/2018	Email	As a resident of Meadowbrook since 1952, I have been in this area since my parents built a house in Meadowbrook when it was a virtual wilderness. As a child, I watched the areas of Handley, Eastern Hills, Brentwood Oakhills, Ryanwood, Central Meadowbrook and West Meadowbrook develop and greatly increase in population. I grew up in the area, attended schools in the area, graduated from TCU, moved to Dallas for 8 years, and then returned to the same home I grew up in when my parents died. The growth and prosperity of the area has been phenomenal. In other words, I have been in the area for 66 years. Today, I regularly travel from Rosedale, past Brentwood Stair, past Randol Mill Road. I know the problems well. At Randol Mill Road, the access ramp to I–820 feeds into two lanes of traffic which have just come from 3 lanes down to two. People have to stop and let the people on I–820 from the on–ramp feed into an otherwise slowdown of the right–hand lane. Closing the lanes back behind this particular street will further impact this particular on–ramp in that it will make more people living in Meadowbrook, Handley, Eastern Hills, Brentwood Oakhills, Ryanwood, etc. to use Randol Mill Road on ramp to go North which is an alternative route to get to Dallas via TExpress and points north. By shutting down the Meadowbrook Drive on ramp going North, traffic going to downtown Fort Worth and Dallas on I–30 will be greatly impacted. Also, most ambulances use Meadowbrook Drive to get to the Medical District and the major hospitals in the area. The area needs all of the existing on ramps. The problem exists where three lanes feed into two. This is where the slowdown happens and it is that way all the way out to the intersection of SH 121 and I–820. There is plenty of room in the area to make three lanes of traffic and leave all the existing entrance ramps as is. It will however need to have a couple of bridges either refurbished or completely replaced. Please reevaluate your plans for shutting down Meadowbrook Drive on and off ramps to I–820 because thousands of people will then have no other alternative than to use an already dangerous and slow down for traffic at the on ramp of Randol Mill Road. What is really needed is additional lanes from Randol Mill Road out to the intersection of Hwy 121 and I–820 and the TExpress. The closing of Brentwood Stair Road on and off ramps will further add to the congestion because White Lake Hills and Woodhaven is	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	The northern I–820 project limit for the Southeast Connector project is the Brentwood Stair Road. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.

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						widely used to access I–820 to go North to Dallas, via the TEXpress and points North.		
214	Janice Butzky	105	1B	08/03/2018	Email	Anyone with a knowledge of the area knows the area of Brentwood Stair Road and I–820 realizes the traffic congestion that already exists is dangerous, adding all the traffic from Meadowbrook Drive and Craig St. will be a total nightmare and in my estimation will lead to further congestion and slowdown. The magnitude of traffic congestion will only grow with the planned addition of homes to the community. Please respect life and people and redraw the plans to have ramps on and off I–820 at Craig Street, Meadowbrook Drive, and Brentwood Stair Road.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. A traffic study would be performed to determine the number of through and turning lanes for an acceptable level of service along the cross streets and frontage road intersections. The recommended alternative would be updated to include the required number of lanes, contingent upon available right–of–way limitations.
215	Allison Butz, Executive Director Eastside Ministries of FW	106	1	08/03/2018	Email	As a representative of a community agency in East Fort Worth, I implore y'all to reconsider removing ramps from Meadowbrook and Brentwood Stair Road in the upcoming Southeast Connector project. East Fort Worth is a high–needs area with waning economic development––while we are working hard to change that, systemic isolation through the elimination of ramps that are main arteries through the Eastside will economically alienate our neighborhoods that are in need of additional support. Business on Meadowbrook Drive is declining steadily, we've already lost our grocery stores. If these ramps are eliminated, this will directly cause the blight of abandoned storefronts from the businesses still holding on. This will crush our attempts to revitalize the area. The population we serve are often people with limited mobility and access to society at large. People on fixed incomes, and people who work very hard to make ends meet, but aren't able to make it stretch quite enough. Eliminating these ramps and doing damage to the economic possibilities of the Meadowbrook, Eastern Hills, and Handley communities will make it that much harder for these families to stretch––and will absolutely increase the client load of agencies like Eastside Ministries, when we are already struggling to keep up with demand. Meadowbrook alone is an incredibly high traffic intersection. What kind of study was done to determine we could afford to lose the ramps? Were economic impacts considered, as well as total use? Please reconsider this decision.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Local cross street traffic patterns would be considered during the evaluation of ramping alternatives. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. TxDOT has not conducted an economic study but would strive to minimize potential direct, indirect, and cumulative impacts for the project study area. As part of the environmental document, a community impacts analysis (using census data, community cohesion, travel pattern assessment, displacements, environmental justice, and limited English proficiency) would be assessed for the recommended alternative.
216	Ginger Booker	107	1	08/03/2018	Email	I am sure that I do not have all information regarding this, however, on social media I saw a post about closing the Craig St & Meadowbrook Dr Exits off of E Loop 820 Ft Worth TX Stating today 8/3/18 was last day for comments. This would make travel to and from my home more difficult. I do not want Meadowbrook Dr. exit to be closed. Thx.	Ramp Removal–Craig Street and Meadowbrook Drive	The recommended alternative shows reconstructing the northbound and southbound I–820 Meadowbrook Drive exits. The Craig Street exits would be closed but access would be provided through the southbound I–820 exit to Meadowbrook and to northbound I–820 exit to Lancaster Avenue. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may

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								include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
217	John Booker	108	1	08/03/2018	Email	My wife heard that Craig St and Meadowbrook Dr exits might be closed off Loop 820. That would make getting on and off the freeway much harder Please do not close Meadowbrook Dr exit. Thank you.	Ramp Removal–Craig Street and Meadowbrook Drive	The recommended alternative shows reconstructing the northbound and southbound I–820 Meadowbrook Drive exits. The Craig Street exits would be closed but access would be provided through the southbound I–820 exit to Meadowbrook and to northbound I–820 exit to Lancaster Avenue. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
218	Rose Mary Crager/Ron Wertz	109	1	08/03/2018	Email	Attached are my comments about the reconstruction of ramps on I–20, I–820 and US 287. Please take into consideration the ingress and egress impact to small businesses located in the areas you propose to remove ramps along I–20, I–820 and US 287. Wildcat Cranes is a 24–hour company and getting to I–820, I–20, and I–30 safely with long heavy equipment and other commercial equipment is a major concern without putting employees and equipment in unsafe situations. If all the proposed exits are closed and rerouted this will hinder the ingress and egress of getting our equipment onto the highway safely. The best course of action would be to leave the current freeway entrance and exit ramp configuration the way they are currently constructed. The current configuration allows Wildcat Cranes to move their equipment to job sites safely. The existing on–ramps and exit–ramps also allows our customers to vendors easy access to our business. If the ramps are reconfigured as proposed, getting oversized equipment to and from I–820, I–20 and I–30 would impact employees and equipment safety. Our customers and vendors would have a harder time getting to us and in the process, Wildcat Cranes could lose customers and essential vendor services.	Access	The final design of all ramping within the project limits, would comply with TxDOT design standards. This would include proper separation distances between ramps on freeway mainlanes, safe stopping sight distances on ramps, and desirable spacing between exit ramps and cross–street intersections. Near Wildcat Cranes, the northbound I–820 exit to Martin Street and the northbound I–820 entrance from Wilbarger Street were removed in the recommended alternative to reduce weaving and improve safety. TxDOT is enhancing local circulation by extending the southbound I–820 frontage road from Wilbarger Street to connect to Carey Street along US 287. Ramp design for the recommended alternative is still in progress. While all ramps to be reconstructed must comply with current design standards, every effort would be made to maintain access to adjacent businesses and homes.
219	Cassie Anderson	110	1	08/03/2018	Email	Please keep the Meadowbrook Drive and Brentwood Stair Road ramps. By taking them away, it will cut off much of the neighborhoods from the highway.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
220	Stacie Judson	111	1	08/03/2018	Email	Please do NOT continue with this project. You will KILL the east side of Fort Worth! It needs help, not hindrance! Thank you.	Project Opposition	TxDOT would continue to evaluate the No Build alternative during the environmental study.
221	Amanda Rozenboom	112	1	08/03/2018	Email	I live near Meadowbrook Drive and I–820. DO NOT REMOVE THE Southeast RAMPS! This would destroy so much of our community	Ramp Removal–Meadowbrook Drive	The recommended alternative includes the reconstruction of the southbound entrance I–820 Meadowbrook Drive entrance ramp. The southbound I–820 entrance from Brentwood Stair Road and

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						and completely ruin any chances of revitalization. I use these ramps every single day. We need these ramps to stay! [Aerial Photograph of subject area attached].		northbound I–820 entrance from Meadowbrook Drive were shown in the recommended alternative to be removed. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
222	Marla Morris	113	1A	08/03/2018	Email	I am writing to implore you NOT to close the north and southbound ramps from Loop 820 to Meadowbrook Drive nor the southbound Brentwood Stair Road ramp as part of your Southeast Corridor project. In reviewing the "Congestion Levels/Delay" PowerPoint on your website, it seems this area would not be negatively impacted with increased congestion by 2040, whether you build or no–build. So, it would seem this aspect of the justification is irrelevant. My motivation for writing is also a personal one. My Dad was born in a house on Forest Avenue, grew up on Craig St. and Beatty St. and graduated from Handley High School. My uncles and aunt did the same. Many of my grandparents' siblings lived in the area as well. To you, it's just freeways and exit ramps, but to the people who live there and who grew up there, this is more personal. But it's economic, too. The Handley/Meadowbrook area has seen a significant revitalization over the past decade or so. Eliminating these ramps will make it more difficult to reach these neighborhoods, thereby cutting off the area and stunting the residential and commercial/retail growth momentum, which will decrease the property tax base, too.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive/ Economic Development	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. An updated congestion level map was presented at the Public Meeting that depicts regional 2045 congestion levels between the Build and No Build Scenarios. The No Build Scenario indicates severe congestion along I–820, while the Build Scenario indicates moderate congestion. A traffic study for the specific corridor would be performed to determine the number of lanes for an acceptable level of service along I–820 and the cross streets. The recommended alternative would be updated to include the required number of lanes, contingent upon available right–of–way limitations. TxDOT would strive to minimize potential direct, indirect, and cumulative impacts for the project study area. As part of the environmental document, a community impacts analysis (using census data, community cohesion, travel pattern assessment, displacements, environmental justice, and limited English proficiency) would be assessed for the recommended alternative.
223	Marla Morris	113	1B	08/03/2018	Email	As an aside, I'm also perplexed to see "severe congestion" projected in the 2040 "no–build" scenario for Hwy 183 from Loop 820 to Hwy 360 [as indicated on the Metropolitan Planning Organization's *Mobility 2045* congestion map], since you've just undertaken massive expansion and restructuring on that route.	Traffic	Comment noted. The reference SH 183 corridor is outside of the Southeast Connector study area.
224	Samantha Newman	114	1	08/03/2018	Email	The Southeast Connector Project plans show permanent closures of the ramps for Meadowbrook Drive Northbound and Southbound as well as the Southbound Brentwood Stair Road ramp. Closing these ramps will have a negative effect on my community, particularly for students attending Nolan Catholic H.S. and the many people who use the ramps to access Lancaster Avenue stores.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.

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225	Samantha Newman	114	2	08/03/2018	Email	I am writing in regards to plans to permanently close the north and south ramps for Meadowbrook Drive as well as the south ramp for Brentwood Stair Road. Closing these ramps will completely isolate my community from the rest of Fort Worth and cause even more traffic on Beach Street. Beach Street is already a nightmare during rush hours. The East Lancaster community was just named a Public Improvement District. The citizens of this neighborhood worked diligently for this distinction. Local businesses are paying additional taxes to promote the area and make it a safer place for families like mine. I love Meadowbrook! Many of us consider this to be Fort Worth's hidden gem. We know our neighbors, we have community parties, we even exchange desserts at the holidays. I don't know of any other place where there is such a strong sense of community. Please help us in promoting our neighborhood. Do not close off our access to I–30. This will destroy all the work we have put in to making Meadowbrook a thriving community.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated for access to Meadowbrook Drive and Brentwood Stair Road and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. The direct access from Lancaster Avenue would still be provided in all directions in the recommended alternative.
226	Melissa Rich	115	1	08/03/2018	Email	I saw the proposed changes on Facebook today. If this is true, and there are plans to remove the ramps from Meadowbrook Drive and Craig St., I would like to state my positions against such a proposal. Removing those ramps not only divides the neighborhood, but also cuts off both sides of the neighborhood from easy access to I–820. This will affect business and commuters alike. Please keep the ramps.	Ramp Removal–Craig Street and Meadowbrook Drive	The recommended alternative shows reconstructing the northbound and southbound I–820 Meadowbrook Drive exits and the southbound I–820 entrance from Meadowbrook Drive. The Craig Street exits would be closed but access would be provided through the southbound I–820 exit to Meadowbrook Drive and through the northbound I–820 exit to Lancaster Avenue. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
227	Diana Dirks	116	1	08/03/2018	Email	I would like to express my strong opposition over eliminating the Brentwood Stair Road/Meadowbrook Drive/I–820 exit ramps. They are a vital need and major artery for daily commuters. Eliminating these major on/off ramps would cause a huge negative impact to not only traffic congestion but the local businesses in the area. Please reconsider this as a viable option.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
228	Adriana Arreola	117	1	08/03/2018	Email	As a resident of the East Side of Ft. Worth for the past almost 10 yrs., the idea of TxDOT closing on ramps from my neighborhood onto and off of I– 820 from Meadowbrook Drive is very upsetting. I do not support this closure and will be very upset if this were to happen.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
229	Brad Patterson	118	1	08/03/2018	Email	I am a small business owner and extremely concerned home owner in the Meadowbrook/Eastern Hills area. I do not know how these things get scheduled, approved or even considered without the	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been

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						areas affected being involved. I do know that closing the ramps at Meadowbrook Drive and Brentwood Stair Road would cause huge problems for the small business community, the surrounding neighborhoods and traffic in and out of the area. Access to medical and fire would also be severely hindered. We have worked for years to pull out of a downturn on the east side and looking at what is proposed would KILL any hopes of completing what we have started. Without Meadowbrook Drive being open, those businesses will most certainly die. Please consider taking more time, having more meetings with locals and coming up with any other ideas before killing our side of town. We haven't even had time to meet with our local officials.		presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. TxDOT would consult with the City of Fort Worth's emergency services to review the recommended alternative and its impact to response times. Please note that although the recommended alternative alters ramping throughout the I–820 corridor, access to I–30 from I–820 (via Brentwood Stair Road, Meadowbrook Drive, and Craig Street) would still be available. The preferred alternative would be presented at the Public Hearing in 2020 for further public comment. Clearance/approval of the preferred alternative and Environmental Assessment pursuant to the National Environmental Policy Act is anticipated in the Spring of 2020.
230	Tracy Georges	119	1A	08/03/2018	Email	I've reviewed the fact sheet and meeting display boards .pdf documents from the July 19th Public meeting for the expansion project. I was also provided with a photo of an aerial indicating the following ramps would be removed from Interstate 820: 1) the northbound entrance ramp from Meadowbrook Drive, the southbound entrance from Brentwood Stair Road, and the Southbound Entrance from Meadowbrook. Upon further review of the documents provided as it pertains to Meadowbrook and nearby, I would like to officially register my objection to the plans as they currently stand. Specifically: 1. I object to closing of the north bound 820 entrance ramps at Meadowbrook Road. This access point is crucial to accessing both Interstate 820 and east or west bound Interstate 30. According to NCTTOG this ramp was used by 6,493 VPD in 2013–I can only imagine that number has gone up. The proposed plan to force traffic to Brentwood Stair Road and the other access ramps–especially for those traveling west on I–30–will create a traffic nightmare for all the affected streets and, I would imagine, present an infrastructure issue for the thousands of cars that would have to access I–30 W via a not so often used side street and ramp. That intersection is already in disrepair as it is. 2. I object to the closing of the south bound 820 entrance ramps at Brentwood Stair Road. Again, this is a heavily used on ramp by the east side, 5,363 VPD in 2013 and 5,222 VPD at the next entrance ramp. At peak travel times the light at Meadowbrook Drive is backed up onto the freeway–adding in traffic trying to get on the freeway and the doubling the traffic entering a mile down the road will cause logistical nightmares for drivers as well as emergency responders.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	The recommended alternative includes the reconstruction of the southbound entrance I–820 Meadowbrook Drive entrance ramp. The southbound I–820 entrance from Brentwood Stair Road and northbound I–820 entrance from Meadowbrook Drive were shown in the recommended alternative to be removed. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
231	Tracy Georges	119	1B	08/03/2018	Email	3. I object to the design of the Craig Street Bridge and Pedestrian Bridge. East Fort Worth, and this area in particular, is already severely lacking in sidewalks –or any pedestrian or bicycle friendly transportation –as it is. Fort Worth is on a huge push to make our city friendlier in this regard–this will not only make it worse, it	Bridge	An alternative to replace the pedestrian bridge was evaluated and presented at a Town Hall Meeting. This alternative would be posted at txdot.gov, search keyword: Southeast Connector. This alternative was not recommended for implementation due to the need for

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						pushes us severely backwards. Since we are already walking (or biking) in real peril –and with so many community organizations around that area –it shows an incredible disregard for the residents of East Fort Worth.		additional right–of–way, proximity to major overhead utility, cost, and public input. Although the pedestrian bridge is shown as being displaced by the currently recommended alternative, another option would be evaluated to provide bicycle and pedestrian access over I–820 which entails widening the nearby Craig Street bridge to accommodate a dedicated bicycle/pedestrian pathway that is safely separated from the Craig Street vehicular traffic.
232	Garrett Brett	120	1	08/03/2018	Email	No changes are needed at Meadowbrook Dr or Brentwood Stair Road!!!	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
233	Brenda Townsend	121	1	08/03/2018	Comment Form (Emailed)	Please see the attached document for my comments on the proposed plan. 'I do not support the idea of removing all the entrance ramps at Meadowbrook Drive and Brentwood Stair Road. Having lived in this area for 23 years I know how busy these intersections are. There is foot and vehicle traffic and those of us needing access to the freeway prefer that it doesn't require going through neighborhoods and more intersections. With the proposed changes getting on I–30 will cause more congestion in the neighboring streets, increase how long it takes to get somewhere as well as increase emissions. Our community is a mix of income levels and having convenient access (by foot, bike or vehicle) to the businesses and community centers in our immediate area and beyond is important. Our first responders should also have easy and fast access. Adjusting the locations of these ramps is fine, but removing them entirely is a bad idea. Please reconsider the proposed design.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. Local cross street traffic patterns would be considered during the evaluation of ramping alternatives. For public benefit, all frontage roads and cross streets to be reconstructed within the project limits would include safe pedestrian/bicycle facilities in the form of shared–use lanes for bicycles, and sidewalks located within the proposed right–of–way.
234	Valerie Jones Packham	122	1	08/03/2018	Email	I have concerns that both Meadowbrook Drive and Brentwood Stair Road exits will be impacted. This will make ingress/egress from the Eastern Hills area difficult and restrictive. Please do not remove both of these exits/entrances.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
235	Christi Summers	123	1	08/03/2018	Email	Hello! Please, please do not eliminate the on/off ramps at Meadowbrook Drive and the on ramp at Brentwood Stair going south on I–820 in Fort Worth. These ramps are crucial to businesses & residents in that area.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
236	Tammy Rozenboom	124	1	08/03/2018	Email	It is my understanding that the existing ramps adjacent I–820 to be removed for this project are the following;	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	The recommended alternative includes the reconstruction of the southbound entrance I–820 Meadowbrook Drive entrance ramp. The southbound I–820 entrance from Brentwood Stair Road and

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						Southbound from Meadowbrook Drive Northbound from Meadowbrook Drive Southbound from Brentwood Stair Road I do NOT agree with this proposal. If these are removed it will be very difficult and time consuming to access I–820 if living in the adjacent areas. It is basically cutting off access to the residents in the area and making it more difficult for travel. I am sure these areas can remain in place and perhaps be updated to a better on/off ramp system but to just remove is not the answer.		northbound I–820 entrance from Meadowbrook Drive were shown in the recommended alternative to be removed. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
237	Linda and Buddy Cliburn	125	1A	08/03/2018	Email	I've reviewed the fact sheet and meeting display boards .pdf documents from the July 19th Public meeting for the expansion project. I was also provided with a photo of an aerial indicating the following ramps would be removed from Interstate 820: 1) the northbound entrance ramp from Meadowbrook Drive, the southbound entrance from Brentwood Stair Road, and the Southbound Entrance from Meadowbrook Drive. Upon further review of the documents provided as it pertains to Meadowbrook and nearby, I would like to officially register my objection to the plans as they currently stand. Specifically: 1. I object to closing of the north bound I–820 entrance ramp at Meadowbrook Drive. This access point is crucial to accessing both Interstate 820 and east or west bound Interstate 30. According to NCTTOG this ramp was used by 6,493 VPD in 2013–I can only imagine that number has gone up. The proposed plan to force traffic to Brentwood Stair Road and the other access ramps–especially for those traveling west on I–30–will create a traffic nightmare for all the affected streets and, I would imagine, present an infrastructure issue for the thousands of cars that would have to access I–30 W via a not so often used side street and ramp. That intersection is already in disrepair as it is. 2. I object to the closing of the south bound I–820 entrance ramp at Brentwood Stair Road. Again, this is a heavily used on ramp by the east side, 5,363 VPD in 2013 and 5,222 VPD at the next entrance ramp. At peak travel times the light at Meadowbrook Drive is backed up onto the freeway–adding in traffic trying to get on the freeway and the doubling the traffic entering a mile down the road will cause logistical nightmares for drivers as well as emergency responders.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	The recommended alternative includes the reconstruction of the southbound entrance I–820 Meadowbrook Drive entrance ramp. The southbound I–820 entrance from Brentwood Stair Road and northbound I–820 entrance from Meadowbrook Drive were shown in the recommended alternative to be removed. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
238	Linda and Buddy Cliburn	125	1B	08/03/2018	Email	3. I object to the design of the Craig Street Bridge and Pedestrian Bridge. East Fort Worth, and this area in particular, is already severely lacking in sidewalks –or any pedestrian or bicycle friendly transportation –as it is. Fort Worth is on a huge push to make our city friendlier in this regard–this will not only make it worse, it pushes us severely backwards. Since we are already walking (or biking) in real peril –and with so many community organizations around that area –it shows an incredible disregard for the residents of East Fort Worth.	Bridge	An alternative to replace the pedestrian bridge was evaluated and presented at a Town Hall Meeting. This alternative would be posted at txdot.gov, search keyword: Southeast Connector. This alternative was not recommended for implementation due to the need for additional right–of–way, proximity to major overhead utility, cost, and public input. Although the pedestrian bridge is shown as being displaced by the currently recommended alternative, another option would be evaluated to provide bicycle and pedestrian access over I–820 which entails widening the nearby Craig Street bridge to accommodate a dedicated bicycle/pedestrian pathway that is safely separated from the Craig Street vehicular traffic.

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239	Teke Walters	126	1	08/03/2018	Email	My name is Teke Walters. I grew up on the Eastside of Fort Worth, Texas and my parents continue to live and shop there. I am a Speech Language Pathologist who serves patients who receive Home Health Services. I travel from home to home, typically driving between 15 and 25 minutes between each home. Removing entrances that are already in existence would create additional travel time to some patients' homes. It seems to me also that removing entrances would also negatively impact police, fire and ambulance service response times to the area. I am writing to suggest and strongly request that the ramps at Meadowbrook Drive and Craig Street be left untouched. Meadowbrook Drive and Craig Street are both major points of entry to the Eastside of Fort Worth. Removing them would put additional significant burden on Brentwood Stair Road and East Lancaster Avenue as well as surrounding feeder roads. Removing them would add significant amounts of traffic and headache to all that live and work on the Eastside. Thank you for considering the travel needs of Eastside residents and those that travel all over the city.	Ramp Removal–Brentwood Stair Road, Craig Street, Meadowbrook Drive	The recommended alternative shows reconstructing the northbound and southbound I–820 Meadowbrook Drive exits and the southbound I–820 entrance from Meadowbrook Drive. The Craig Street exits would be closed but access would be provided through the southbound I–820 exit to Meadowbrook Drive and through the northbound I–820 exit to Lancaster Avenue. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
240	John H. Smith	127	1	08/03/2018	Email	Please do not take away the entrance to I–820 North from Meadowbrook Drive. I think that that would make it very difficult for neighborhood residents to enter I–820 north from Craig Street and Meadowbrook Drive, as well as causing possible delays for emergency vehicles.	Ramp Removal–Craig Street and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
241	Robert Doss	128	1	08/03/2018	Email	I am glad this section of I–820 will be improved, however my biggest concern follows: The loss of on–ramps and off–ramps will be a large inconvenience and will increase the number of major intersections (i.e. those with signals) needed to navigate for those living in the neighborhoods around Meadowbrook Drive and Brentwood Stair Road east and west of I–820. The biggest loss in my opinion would be the removal of the on–ramp from Meadowbrook Drive to Northbound I–820. The removal of this ramp removes access to the flyover to westbound I–30. The alternative for us living in this area (Bridge Street/Bridgewood Drive ramp to westbound I–30) would greatly increase travel time and the complexity of the drive west toward Downtown/Hospital District. As an example, it would increase travel time from my home to Downtown/Hospital District by about 50% (from 12 min to 18 min) and would increase the intersections/lights that would have to be navigated from two (one straight, and one right hand turn) to six (one right had turn, two straight intersections and <u>three</u> left hand turns). The increased travel time is especially concerning during emergencies when one is being rushed to the hospital. The increased number of intersections increases the likelihood of being in an accident as well as fuel consumption. Also funneling all traffic in this area for westbound I–30 would increase traffic at these	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. A traffic study would be performed to determine the number of through and turning lanes for an acceptable level of service along the cross streets. The recommended alternative would be updated to include the required number of lanes, contingent upon available right–of–way limitations. TxDOT would consult with the City of Fort Worth's emergency services to review the recommended alternative and its impact to response times. Please note that although the recommended alternative alters ramping throughout the I–820 corridor, access to I–30 from I–820 (via Brentwood Stair Road, Meadowbrook Drive, and Craig Street) would still be available.

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						intersections potentially increasing congestion, travel time and the number of accidents. The other ramps that are planned for removal, while they will increase travel time etc., will do so much less than the loss of the Meadowbrook northbound ramp. One possible solution would be to keep the Meadowbrook Drive northbound ramp but only for access to the east/west bound ramp of I–30. Restricting northbound I–820 traffic would keep cars from crossing lanes to continue north on I–820.		
242	Mark Georges	129	1A	08/03/2018	Email	As an over 10–year resident in the Handley area, I cannot protest the closings of the Meadowbrook Drive on ramp strong enough. In closing that one ramp, you are cutting off an important and highly used access ramp to major highways going in 4 directions. Channeling traffic to other ramps will increase drive time and hardship of those residents who cannot afford any delays. You cannot punish this lower socioeconomic, and predominantly minority area because you want to re–route traffic, a plan that will do little if anything to improve situations.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
243	Mark Georges	129	1B	08/03/2018	Email	My family drives this intersection every day and there are no backups or accidents at all. The issues happen further along the highways, right about where you propose to reroute traffic. That will cause bigger issues for the people who need to access those highways to get to work. We will continue to oppose this very short sided plan. As it appears from the barricades being moved into place, travel on I–820 is about to get worse anyway without having this plan in effect. I can only imagine what it will be like with these changes. Please consider my comments as my official opposition to this plan. The oft forgotten people of the east side of Fort Worth deserve better.	Project Opposition	A traffic study would be performed to determine the number of through and turning lanes for an acceptable level of service along the cross streets and frontage road intersections. The recommended alternative would be updated to include the required number of lanes, contingent upon available right–of–way limitations.
244	Sharon Salih	130	1A	08/03/2018	Email	I recently learned of proposed permanent closure of 820 access ramps at Meadowbrook Drive and Brentwood Stair Road. We have lived at our current address in Central Meadowbrook for 26 years and regularly access 820. We use the Brentwood Stair southbound access ramp. The proposed changes will leave no southbound access between John T White, north of I–30, and Rosedale. That seems to be a rather long distance between on ramps. I can understand eliminating the Meadowbrook Drive ramp as it is too close to Brentwood Stair Road, but eliminating Brentwood Stair Road ramp, which is located at the junction of I–820 and I–30, seems excessive.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
245	Sharon Salih	130	1B	08/03/2018	Email	I urge you to extend the period of public information of the proposals and input of public comments. Considering the number of people who use those access ramps regularly and the neighborhoods that will be affected, the process has been too abbreviated and lacks appropriate public information and input. I did not see any mention in the announcements of the public meetings regarding the changes to E. Loop 820 that mentioned these closures. The information I saw only highlighted the interchanges between Loop 820 and US 287.	Public Involvement	TxDOT responded to commenter acknowledging receipt of email. The comment period for public input at the Public Meeting ended August 3, 2018 to be part of the official Public Meeting summary. A response matrix to address all of the comments will be posted on the Southeast Connector Public Meeting website. Public input will be considered throughout the study. TxDOT has and will continue to participate in Town Hall meetings, community

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						I look forward to your reply.		meetings, on–call presentations, and a future Public Hearing. In addition, presentation and exhibits would be posted at txdot.gov, search keyword: Southeast Connector.
246	Julie Ledford	131	1A	08/03/2018	Email	Please confirm receipt of my email regarding the proposed changes to the Eastside area. We were just made aware of this issue by our neighbor, who learned about it from the Meadowbrook News. I am concerned that we were never notified of a town hall meeting, since it was incorrectly advertised as a discussion of proposed changes to US 287, not Meadowbrook Drive.	Public Involvement	The TxDOT Public Meeting notice stated to reconstruct the I–20, I–820 and US 287 interchanges in southeast Tarrant County. The limits of proposed improvements include I–20 from Forest Hill Drive to Park Springs Boulevard, I–820 from I–20 to Brentwood Stair Road and US 287 from Bishop Street to Sublett Road. Total length is approximately 16 miles. The proposed project is also referred to as the "Southeast Connector." TxDOT would revise the verbiage on future notices to clarify the limits of the proposed improvements.
247	Julie Ledford	131	1B	08/03/2018	Email	As a resident of this area since I was born in Fort Worth, I am familiar enough with the neighborhood to know that the proposed changes would trap residents near the freeway and cause unnecessary congestion. Though the area has changed over the years, residents deserve the quality of life afforded to citizens in any other area of the city, including the Westside. Rerouting traffic to Rosedale and shutting down Meadowbrook Drive would create a crisis. Also, we need our Brentwood Stair Road exit. We live near Historic Handley where the Craig Street exit is combined with the Lancaster Avenue exit. This is a problem, because it was poorly designed and creates confusion. In addition, I invite you to experience 360 degree exits near Lancaster Avenue, especially the Northbound one from I–820 which (when taken traveling east on Lancaster Avenue) feeds into traffic lanes which suddenly change from four lanes to two upon merging and cause wrecks. Certainly, this area deserves the respect and rights that other residents enjoy.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. The proposed improvements would replace the existing loop ramps near Lancaster Avenue with modern entrance and exit ramps which drivers expect and are commonly used throughout the region providing for greater capacity. In addition, the intersections of these ramps with Lancaster Avenue would be signalized. This design would improve pedestrian/bicycle access.
248	Julie Ledford	131	1C	08/03/2018	Email	One of the few remaining pleasures I enjoy as a longtime resident is easy access to the freeway. Jean McClung Middle School created more daily congestion at pickup and dismissal near Craig Street and Lancaster Avenue. In addition, many elementary schools are near I–820. If you eliminate the exits, the following schools will be impacted: Atwood McDonald, East Handley, and West Handley Elementary… just to name a few. Please acknowledge hard–working parents who need to access their children easily after work. It is an undue hardship to create this problem that did not exist previously. I grew up off of Brentwood Stair Road and attended Eastern Hills Elementary and Meadowbrook Middle School. I know the area well and my parents still live close by. Just as a side note, many area businesses left recently (i.e., Walmart) causing this area to be a relative "food desert". I choose to still live in the area and try to support local businesses. However, when our neighborhood is challenged by crime, struggling real estate, and high–density apartments… we need access to the freeway. Thank you for your time. We appreciate your consideration of residents like us (including our 101–year old neighbor) who depend on entrances in close proximity.	Access	The recommended alternative shows reconstructing the northbound and southbound I–820 Meadowbrook Drive exits and the southbound I–820 entrance from Meadowbrook Drive. The Craig Street exits would be closed but access would be provided through the southbound I–820 exit to Meadowbrook Drive and through the northbound I–820 exit to Lancaster Avenue. This recommended alternative was developed for local street circulation connecting neighborhoods on both sides of I–820. Crossing the frontage roads require jug handle–type connections from Craig Street to the frontage roads. If the jug handle–type connections are not utilized then other local streets would have to be used to access to Craig Street. Please note that additional right–of–way (property acquisition) would be necessary along the I–820 frontage roads and would include owner displacements. TxDOT will make every effort to avoid/minimize impacts. For public benefit, all frontage roads and cross streets to be reconstructed within the project limits would include safe pedestrian/bicycle facilities in the form of shared–use lanes for bicycles, and sidewalks located within the proposed right–of–way. The Craig Street bridge would have wider sidewalks (shared–use path) to accommodate pedestrians and bicycle. Bicycle and pedestrian access over I–820 would be provided through widening the Craig Street bridge to accommodate a dedicated

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								bicycle/pedestrian pathway that is safely separated from the Craig Street vehicular traffic.
249	Julie Ledford	131	1D	08/03/2018	Email	I sent this message earlier and did not include my address information: Julie Ledford 2913 Handley Drive Fort Worth, Texas 76112	Public Involvement	Comment noted. Your address has been added to the project's mailing list.
250	Julie Ledford	131	2A	08/03/2018	Email	*The City of Fort Worth received an email from Ms. Ledford and forwarded it to TxDOT on 08/08/2018: My name is Ashley Hagen and I work with the City of Fort Worth Traffic Management group. I received your contact information from Mr. Randy Bowers and he advised that you would be the appropriate individuals to address a resident's concerns. The resident is concerned with proposed changes to 820 near 287. Would someone be able to email Ms. Ledford (her email to the Mayor is below) and address her concerns? Thank you in advance for your help. If you are not the correct individuals if you could please point me in the right direction, I would appreciate it. Thank you, Ashley.* Thank you for your commitment to our city and your service to local residents. We enjoy seeing you frequently at events, and our child also recognizes you from your visits to her elementary school. Please see the attached information & let me know who to contact for resolution. As lifetime residents of the Eastside, my family and I have enjoyed living in Fort Worth. However, we heard yesterday that our freeway access may be eliminated. The town hall meeting announced in a letter this summer was incorrectly advertised as "proposed changes to 820 near 287". This is information was misleading and a map of proposed changes was not included. The Meadowbrook newsletter informed us that the city plans to close Meadowbrook Drive freeway access in both directions and Brentwood Stair Road Southbound permanently.	Public Involvement	TxDOT responded to commenter acknowledging receipt of email and informing of City of Fort Worth Community Meeting concerning the Southeast Connector project. The TxDOT Public Meeting notice stated to reconstruct the I–20, I–820 and US 287 interchanges in southeast Tarrant County. The limits of proposed improvements include I–20 from Forest Hill Drive to Park Springs Boulevard, I–820 from I–20 to Brentwood Stair Road and US 287 from Bishop Street to Sublett Road. Total length is approximately 16 miles. The proposed project is also referred to as the "Southeast Connector." TxDOT would revise the verbiage on future notices to clarify the limits of the proposed improvements. The Meadowbrook and Brentwood Stair ramps are being evaluated by TxDOT in the Southeast Connector project.
251	Julie Ledford	131	2B	08/03/2018	Email	These closures will negatively impact access and push traffic into residential areas, creating congestion and unnecessary confusion. The neighborhood was already impacted by the addition of a new middle school near Craig, and these additional changes will limit parent access to many elementary schools. For working parents attempting to retrieve children after commuting, many schools will be isolated from 820. Your interest and dedication to success is appreciated. Hopefully, a resolution can be found that meets the needs of all involved citizens. FYI, my family & I already submitted responses via email to the indicated address prior to the deadline–but we did not receive a response.	Ramp Removal	Local cross street traffic patterns would be considered during the evaluation of ramping alternatives. The recommended alternative shows reconstructing the northbound and southbound I–820 Meadowbrook Drive exits and the southbound I–820 entrance from Meadowbrook Drive. The Craig Street exits would be closed but access would be provided through the southbound I–820 exit to Meadowbrook Drive and through the northbound I–820 exit to Lancaster Avenue. This recommended alternative was developed for local street circulation connecting neighborhoods on both sides of I–820. Crossing the frontage roads require jug handle–type connections from Craig Street to the frontage roads. If the jug handle–type connections are not utilized then other local streets would have to be used to access to Craig Street. Please note that additional right–of–way (property acquisition) would be necessary along the I–820 frontage roads and would include owner displacements. TxDOT will make every effort to avoid/minimize impacts.

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								For public benefit, all frontage roads and cross streets to be reconstructed within the project limits would include safe pedestrian/bicycle facilities in the form of shared–use lanes for bicycles, and sidewalks located within the proposed right–of–way. The Craig Street bridge would have wider sidewalks (shared–use path) to accommodate pedestrians and bicycle. Bicycle and pedestrian access over I–820 would be provided through widening the Craig Street bridge to accommodate a dedicated bicycle/pedestrian pathway that is safely separated from the Craig Street vehicular traffic.
252	Julie Ledford	131	3	08/04/2018 (Follow–up to the email that was original sent on 08/03/2018– see lines 246 – 248)	Email	In response to Ms. Ledford's 08/03/2018 (Lines 246 to 248), the City of Fort Worth responded with the following on 08/04/2018: *I learned about it in the newspaper. I asked for another more traditional meeting where an assembly takes and people get to ask questions.* *Ms. Ledford responded to the City of Fort Worth with the following 08/04/18:* Please let me know when another meeting is scheduled. None of my neighbors or family knew about the previous meeting, because it was improperly advertised as for 287/820 (which is nowhere near I–820 and Meadowbrook Drive. We are all interested in attending, since the proposed changes could affect property values, freeway accessibility, and businesses in the area. Your time is appreciated. Thanks. In addition, an extension is needed for comment submission to the department. Most people were unaware of the street campaign.	Public Involvement	Councilwoman Bivens conducted a Community Meeting on September 15, 2018 for the Southeast Connector and city projects. TxDOT participated by delivering a PowerPoint presentation, highlighting the comments received from the Public Meeting and additional alternatives to be evaluated. Public input will be considered throughout the study. TxDOT has and will continue to participate in Town Hall meetings, community meetings, on–call presentations, and a future Public Hearing. In addition, presentation and exhibits would be posted at txdot.gov, search keyword: Southeast Connector.
253	Mike McCune	132	1	07/30/2018	Email	Meadowbrook Drive is a major east/west thoroughfare and the thousands of residents living east and west of loop 820 use daily for access to the loop and I–30 As I understand the proposal to gain access to I–30 from my home we would have to go north on Oak Hill through Eastern Hills and Brentwood–Oak Hill neighborhood and a school zone. Bad idea.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
254	Amy Rainey	133	1	08/03/2018	Email	Great Plan!!! I am a real estate agent in Fort Worth and in 2017 I refurbished a beautiful home on Meadowbrook Drive. As a Meadowbrook Dr resident I can tell you the traffic on Meadowbrook is dangerous and congested especially for the many junior high and high school kids walking to school. Lancaster Avenue is a much safer route for on and off I–820.	Project Support	Thank you. Please note that this recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector.
255	Jo Ann Houts	134	1	08/03/2018	Email	I live in the Brentwood–Oak Hill Estates edition in Fort Worth, Texas. I am strongly opposed to the closures at the I–820/Brentwood Stair Road and I–820/Meadowbrook Drive streets. These two freeway entrances are major access points for each of us living in the Eastern Hills, Brentwood–Oak Hill Estates, Ryanwood, and Handley editions. A major reason people live in these areas of Fort Worth is that we have accessibility going north, west, south or east! We finally got a new intersection for I–30 and I–820 major highways. In addition to ease of access to any direction, we currently have accessibility for police, fire and emergency medical/ambulance	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.

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						access to our neighborhoods. Closing the Brentwood Stair Road and Meadowbrook Drive entrance/exit access to I–820 is highly likely to delay emergency responses. I live at the corner of Oak Hill Road and Yolanda Drive. Oak Hill Road is one of the main streets, going north and south from I–30. This residential street will likely have additional high–volume traffic if the Brentwood Stair Road and Meadowbrook Drive access/exit points are closed. I am asking you to reconsider the closures at Brentwood Stair Road and Meadowbrook Drive to the new I–820. Please keep them open and accessible to Eastern Hills, Brentwood–Oak Hills, Ryanwood and Handley residential areas.		TxDOT would consult with the City of Fort Worth's emergency services to review the recommended alternative and its impact to response times. Please note that although the recommended alternative alters ramping throughout the I–820 corridor, access to I–30 from I–820 (via Brentwood Stair Road, Meadowbrook Drive, and Craig Street) would still be available. Local cross street traffic patterns would be considered during the evaluation of ramping alternatives.
256	Camellia Turpin	135	1	08/03/2018	Email	The plans for the southeast connector to a lay person like myself are very confusing. How many left–hand exits are there that need to be eliminated? From what I can understand from the present plans, East Fort Worth will become a dumping ground for traffic. That is not fair to E. Fort Worth and it's not safe for anyone. The area by Whataburger and the Conoco gas station on Brentwood Stair Road is already a problem. There is a bus stop in front of Conoco and the bus blocks the view of oncoming traffic if you're exiting either establishment. There is also a lot of foot traffic in that area. Residents will find it more difficult to exit their neighborhoods. Are you going to have another meeting to explain a revised plan? I'm not saying change isn't needed. I just feel taxpayers should be entitled to be as safe as possible. Emergency vehicles should not have to go out of their way to save lives because crucial exits are unavailable.	Project Design	The recommended alternative would eliminate a total of 4 left–handed exits at the I–820/US 287 interchange and the I–820/I–20 interchange. Ramp design for the recommended alternative is still in progress. While all ramps to be reconstructed must comply with current design standards, every effort would be made to maintain existing direct access to adjacent businesses and homes. Please note that although the recommended alternative alters ramping throughout the I–820 corridor, access to I–30 from I–820 (via Brentwood Stair Road, Meadowbrook Drive, and Craig Street) would still be available. TxDOT would consult with the City of Fort Worth's emergency services to review the recommended alternative and its impact to response times. TxDOT would also consult with Trinity Metro regarding the bus stops along the corridor and would forward your comments on Brentwood Stair Road. Local cross street traffic patterns would be considered during the evaluation of ramping alternatives.
257	Lark Wallis Johnston	136	1	08/03/2018	Email	I am against these closures. I feel they will only serve to inconvenience and alienate the east side.	Ramp Removal	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
258	K M	137	1	08/03/2018	Email	I'm glad that something is being done to address the major issues on this side of town. My concern is that if you eliminate the Meadowbrook exits, then many more problems will be caused. Brentwood Stair Road is not adequate enough to accommodate the amount of traffic that would be directed that way to get on I–30. There are 3 schools within a mile or two that will be caught up in this traffic. That's buses and parents that will clog these small streets not to mention all of the traffic heading in every direction for work. Even Lancaster Avenue is not equipped to handle all of the extra traffic.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	The recommended alternative shows reconstructing the northbound and southbound I–820 Meadowbrook Drive exits and the southbound I–820 entrance from Meadowbrook Drive. The Craig Street exits would be closed but access would be provided through the southbound I–820 exit to Meadowbrook Drive and through the northbound I–820 exit to Lancaster Avenue. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector.

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						Perhaps the Meadowbrook Drive and Craig Street could be combined.		Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. Local cross street traffic patterns would be considered during the evaluation of ramping alternatives.
259	Mr. and Mrs. Charles E. Smith	138	1	08/03 /2018	Comment Form (Mailed)	MY IMMEDIATE CONCERN IS THE SAFETY AT INTERSECTION OF US 287 AND ACCESS ROAD AT 4600 VILLAGE CREEK ROAD 76119. ALSO, ACCESS ROAD AT 4700 VILLAGE CREEK ROAD. I am requesting immediate installation of a three (3) way traffic light or three way stop sign at these intersections. I have lived in the neighborhood over 20 years. In addition to houses, there is a nursing home and community center with year–round activities for children. I have seen the increase in traffic due to population and motor vehicle volume increase that exceeds the capacity of this small intersection. I have made phone calls to the City and TxDOT without any success. There have been fatalities and accidents. I have seen motorists speed through the intersection without stopping. I have seen motorists unsure if they should stop, and stop anyway, causing an accident. Motorists exit US 287 to the access road when traffic is backed up, and some exit for a shortcut. Others exit to get to their homes. Several businesses, including FED Ex and City of Fort Worth recycling, operate heavy truck equipment with constant movement throughout the day and night. I attended the July 19 meeting. I look forward to the overall alternative solution. For now, I request an immediate fix with installation of 3–way traffic lights or a 3–way stop sign.	Safety	The stop signs are in place at the frontage and not at cross streets at the intersection. Due to public comment, TxDOT has been evaluating the intersections to determine if stop signs or signals at the cross streets would be provided. A traffic study would be performed for the Southeast Connector project to determine the number of through and turning lanes for an acceptable level of service at the frontage road and cross street intersections. The recommended alternative would be updated to include the required number of lanes, contingent upon available right–of–way limitations. Based on the level of service, the study would also determine if intersections should be signalized.
260	Gayle Mays	139	1	7/13/2018	Verbal (Phone)	On Friday July 13, 2018, TxDOT received an email from the TxDOT Fort Worth District's front desk that two women had stopped by the TxDOT Fort Worth District Office and had questions about the Southeast Connector project. The first lady was Gayle Mays. TxDOT contacted Gayle Mays first and she had questions concerning rumors she had about exit and entrance ramps closing at Meadowbrook Drive. She wanted the northbound entrance ramp from Meadowbrook Drive to remain.	Ramp Removal–Meadowbrook Drive	TxDOT responded to the commenter by phone. On July 16, 2018, TxDOT discussed the proposed removal of the northbound entrance ramp from Meadowbrook Drive to I–820. TxDOT explained that this was the currently recommended alternative and that changes could still be made. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
261	Marilynn Isaacs	140	1	7/13/2018	Verbal (Phone)	On Friday July 13, 2018, TxDOT received an email from the TxDOT Fort Worth District's front desk that two women had stopped by the TxDOT Fort Worth District Office and had questions about the Southeast Connector project. The second lady was Marilyn Isaacs. TxDOT contacted Marilyn Isaacs. She was also concerned about the removal of the northbound entrance ramp from Meadowbrook Drive to I–820.	Ramp Removal–Meadowbrook Drive	TxDOT responded to the commenter by phone. On July 16, 2018, TxDOT discussed the proposed removal of the northbound entrance ramp from Meadowbrook Drive to I–820. TxDOT explained that this was the currently recommended alternative and that changes could still be made.

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								This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
262	Shannon (last name not provided)	141	1	7/15/2018	Verbal (Phone)	On July 15, 2018, Shannon left a message for TxDOT. She said that she was not going to be able to make the meeting and wanted to know where she could find additional information about the project.	Public Involvement	TxDOT responded to the commenter by phone. On July 16, 2018, TxDOT directed the commenter to the project website. TxDOT explained that after the Public Meeting, PDFs of the recommended alternative would be posted as well as other documents that were provided at the meeting. The commenter described that she is a co–owner of Dreamers Superstore located north of I–20 just west of High Ridge Road. TxDOT explained that access to her business would be changing and that per the currently recommended alternative, Crestway Road would no longer have access to the westbound I–820 frontage road. This is due to the insertion of the proposed U–turn from the westbound I–820 frontage road to the eastbound I–820 frontage road.
263	Nick Post	142	1	7/16/2018	Verbal (Phone)	Nick Post with Flat Iron Contractor left a message at 12:31 p.m. on Monday July 16, 2018. He wanted information concerning the Design Build aspect of the recommended alternative.	Project Impacts to Property	TxDOT responded to the commenter by phone. TxDOT provided commenter the name of the TxDOT Alternative Project Delivery Supervisor and Project Manager for the I-820 Design Build Processing contact information.
264	Grandolyn Sharp	143	1	7/16/2018	Verbal (Phone)	Grandolyn Sharp called and left a message on July 16, 2018 at 12:13 p.m. She wanted to know if any of her property was going to be needed to construct the recommended alternative.	Project Impacts to Property	TxDOT responded to the commenter by phone. TxDOT explained to commenter that her property was not an adjacent property along the southbound US 287 frontage road and that it is far enough away from the frontage road that no portion of her property would need to be purchased for the recommended alternative. TxDOT also stated that if she knew her neighbor who lives at 4112 Donalee Street to please make them aware of the recommended alternative since that property site may be a potential displacement. She responded that she would inform her neighbor.
265	Emma Bischoff	144	1	7/16/2018	Verbal (Phone)	Emma Bischoff called and left a message on Monday July 16, 2018 at 11:59 a.m. She wanted to know if TxDOT was going to buy her property and make her family move out of their house. She was concerned because she and her husband are older and didn't want to move, they liked their small house that is paid for and they didn't want to worry about trying to find another house.	Project Impacts to Property	TxDOT responded to the commenter by phone. TxDOT located commenter's property on the recommended alternative layout and explained that TxDOT would not need to acquire any of her property. However, based on the alternative roadway typical section shown for the westbound I–20 frontage road, a sidewalk would more than likely be constructed across the front of her property and potentially the frontage road could be reconstructed in front of her property. TxDOT explained that she would more than likely be inconvenienced throughout the construction of the project, but would have access to her house during the construction duration.
266	Oliva Duke	145	1A	7/18/2018	Verbal (Phone)	Oliva Duke called before the Public Meeting on July 18, 2018 and left a message that she would not be able to make the meeting. She had lived in Los Angeles for 36 years and wanted to provide TxDOT with some insight of her 36 years of living in Los Angeles. She was able to attend the Public Meeting on July 19, 2018. At the meeting, she stated that she thought it was a bad idea to move or get rid of any of the ramps. She said that this was done in California where she lived and it destroyed the adjacent neighborhoods. She agreed	Ramp Removal	TxDOT discussed the proposed project with the commenter at the Public Meeting. The final design of this ramp, and all ramping within the project limits, would comply with TxDOT design standards. This would include proper separation distances between ramps on freeway main lanes, safe stopping sight distances on ramps, and desirable spacing between exit ramps and cross–street intersections.

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						that the freeway needs to be widened but thought the ramp locations should stay where they are.		Ramp design for the recommended alternative is still in progress. While all ramps to be reconstructed must comply with current design standards, every effort will be made to maintain access to adjacent businesses and homes.
267	Olivia Duke	145	1B	7/20/2018	Verbal (Phone)	Oliva Duke also called on July 20, 2018 and left a message. She was debating on selling her house and moving back to California. She also wanted to know when construction would begin.	Public Involvement	TxDOT responded to the commenter by phone. TxDOT Informed the commenter that the approval of the project's Environmental Assessment is expected in 2020 and that construction could likely begin in 2022. On Thursday July 26, 2018, TxDOT emailed the commenter the link to the Public Meeting website for the Southeast Connector project.
268	Councilwoman Gyna Bivens	146	1	7/19/2018	Verbal (Public Meeting)	At the Public Meeting on July 19, 2018, TxDOT spoke with Councilwoman Gyna Bivens. She stated that she was the Councilmember for people along the I–820 and US 287 (north) corridors. She asked some general information about the project and was concerned about potential displacements	Public Involvement	TxDOT discussed the proposed project with the commenter at the Public Meeting. TxDOT provided the commenter with general information on the project. TxDOT pointed out all of the potential displacements along the I–820 and US 287 (north) corridors. Councilwoman Bivens took pictures with her cell phone of the potential displacements along those roadways and pictures of the property owner names associated with them. Councilwoman Bivens conducted a Community Meeting on September 15, 2018 for the Southeast Connector and city projects. TxDOT participated by delivering a PowerPoint presentation, highlighting the comments received from the Public Meeting and additional alternatives to be evaluated.
269	Robert Platt	147	1	7/19/2018	Verbal (Public Meeting)	At the Public Meeting on July 19, 2018 TxDOT spoke with Robert Platt. He is shown as property owner #818 on roll 1 of 6 of the recommended alternatives. He was there with his wife and son. He said he has several homes on his property. He asked if there was any way TxDOT could limit the damage to his property. TxDOT and Mr. Platt discussed the layout. The home on the northeastern portion of his property (6604 Anglin Drive, Forest Hill, TX 76119) was shown as a potential displacement. The proposed right–of–way line and an approximately 15' wide border is shown along a portion of Anglin Drive to be relocated. His home appeared to be approximately 5' outside of the 15' border width and approximately 20' from the edge of travel way. TxDOT and Mr. Platt discussed another home (6606 Anglin Drive, Forest Hill, TX 76119) shown as a potential displacement on his property. The proposed roadway goes straight through this structure (home). Mr. Platt asked if TxDOT could make him whole again. He asked if his home (6606 Anglin Drive, Forest Hill, TX 76119) had to be displaced could he rebuild it on the remainder of his property and could he have access (driveway) to it. He said he would like to sit down with TxDOT and discuss this in more detail.	Project Impacts to Property	TxDOT discussed the proposed project with the commenter at the Public Meeting. TxDOT discussed with commenter that TxDOT would look at this in greater detail to see if his home could remain. The driveway for his house is on the northern part of the property and it appears that the driveway could remain at its current location but would have to be reconstructed. TxDOT told the commenter that there might be enough room for him to rebuild the house on his property and obtain access. TxDOT would try to set up a meeting with the commenter at a later time to discuss the property after the design at Anglin Drive is further refined. TxDOT would contact the City of Forest Hill regarding setback requirements for residential property.
270	Gabriela Salazar	148	1	7/19/2018	Verbal (Public Meeting)	At the Public Meeting on July 19, 2018, TxDOT spoke with Gabriela Salazar that lives at 2816 Cravens Road. She said that she was property owner number #535. She stated that there needed to be sidewalks for the kids because they walk in the street. A man standing next to her stated that he struck a kid with his vehicle in	Sidewalks	TxDOT discussed the proposed project with the commenter at the Public Meeting.

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						that area recently. She also stated that kids walk on the wrong side of the street to avoid dogs in people's yards.		TxDOT informed the commenter that sidewalks would be provided along the frontage roads and along the cross streets at locations where TxDOT is proposing to reconstruct the streets.
271	Mercie Donald	149	1	7/20/2018	Verbal (Phone)	On July 20, 2018, Mercie Donald who lives at 3276 Centennial Road, Forest Hill, TX 76119, called and left a message to see if any of her property was going to be needed for the Southeast Connector Project.	Project Impacts to Property	TxDOT responded to the commenter by phone. TxDOT informed the commenter that based on the currently recommended alternative, the proposed construction would not extend to her house which backs up to the I–20 westbound frontage road.
272	Shelly Barnet	150	1	7/20/2018	Verbal (Phone)	On July 20, 2018, Shelly Barnet called TxDOT and wanted to know if there was an email address for this project.	Public Involvement	TxDOT responded to the commenter by phone. TxDOT called and left the commenter a message that comments can be emailed to SoutheastConnector@txdot.gov.
273	Anthony Harrison	151	1	7/20/2018	Verbal (Phone) Email	On July 20, 2018, Anthony Harrison called and left TxDOT a message. He wanted to know if there was any information online for the project.	Public Involvement	TxDOT responded to the commenter by phone and email. TxDOT emailed the Public Meeting website link and a comment form.
274	Mehdi Bonakdar	152	1	7/23/2018	Verbal (Phone)	On July 23, 2018, Mehdi Bonakdar, called and left TxDOT a message wanting to know more about the I–20, I–820, US 287 project. He owns a business at 3705 E. Loop 820 South, Fort Worth, TX 76119. He appears as property owner #443 on roll 3 of 6 of the Recommended Alternative.	Public Involvement	TxDOT responded to the commenter by phone. TxDOT called and gave the commenter a brief description of the project including the project limits. TxDOT informed him the approval of the projects' Environmental Assessment is expected by 2020 and project construction could likely begin in 2022.
275	Colleen Wells	153	1	7/27/2018	Verbal (Phone)	On July 27, 2018, TxDOT received a phone message from Colleen Wells, 6400 Dovenshire Terrace, Fort Worth, TX 76112. Ms. Wells stated that better care needs to be considered when deciding to close entrances and exits ramps along the project corridor. She was concerned about the proposed closure of the southbound entrance ramp from Brentwood Stair Road to I–820 and the northbound entrance from Meadowbrook Drive to I–820.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	TxDOT responded to the commenter by phone. TxDOT discussed the recommended alternative with commenter. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
276	Walter (last name not provided)	154	1	8/1/2018	Verbal (Phone)	On August 1, 2018, Walter from Captain D's at 6554 Forest Hill Drive, Forest Hill, TX 76140 left a phone message that he wanted to know if his business was going to be affected by the Southeast Connector Project.	Project Impacts to Property–Commercial	TxDOT responded to the commenter by phone. TxDOT described the based on the currently recommend alternative, TxDOT would not need to purchase any property from his business. TxDOT informed him the approval of the projects' Environmental Assessment is expected by 2020 and project construction could likely begin in 2022.
277	Pearl Harris	155	1	8/1/2018 8/2/2018	Verbal (Phone)	On August 1 and 2, 2018, Pearl Harris of 6118 Hartman Road, Forest Hill, TX 76119 called and left messages to see if her home was going to be affected by the recommended alternative. She lives approximately ½ mile north of the westbound I–20 frontage road along Hartman Road.	Project Impacts to Property	TxDOT responded to the commenter by phone. TxDOT spoke to the commenter and informed her that the currently recommended alternative would not require any right–of–way from her property. TxDOT informed the commenter that she may be temporarily inconvenienced due to the construction of the project.