

**SH 114
FROM BUSINESS 114L (NORTHWEST HIGHWAY)
TO INTERNATIONAL PARKWAY**

AND

**SH 121
FROM SH 360
TO FM 2499**

PUBLIC HEARING

COMMENT AND RESPONSE REPORT

Public Hearing
February 24, 2009
Comment and Response Report
SH 114/ SH 121 "DFW Connector"

Name of Individual	Representing	Comment #	Type
Paul Yazkciri	Self	2	Written
Barry A. Johnson	Blooming Colors Nursery	9	Written
Chris Hooper	City of Irving	10	Written
Chris Leighton	Self	2	Written
Richard Hoffman	Self	11	Written
Van Whitworth	Self	12	Written
Frank Reiglman	Self	6	Written
Kathryn Reece	Self	1;2;13;17	Written
Robert Reece	Self	14;15	Written
Frank Meneghetti	Wave Wash Car Wash	16	Written
Ken Yazahari	Self	2	Written
Tony Bowen	Self	12	Written
Ken Baker	Self	18	Written
Jane Nelson	The State of Texas (Senate)	2	Written
Lori Payne	City of South Lake	2	Written
Berrien Barks	Metropolitan Planning Organization	2	Written
Eric Parker	Wilhoite's Restaurant	2	Written,
B. Glenn Whitley	Tarrant County	2	Written
T. Bentley Durant	Classic Chevrolet	2	Written
Jody Smith	Town of Flower Mound	2	Written
Tom Kormondy & RaDonna Hessel	Grapevine Chamber of Commerce	2	Written
Rick and Marti Pevehouse	Self	2	Written
Mark and Betty Wilson	Self	2	Written
Mike Maltese	Freeman Autogroup	2	Written
Joe L. Wright	Self	2	Written
Don Redding	Town of Westlake	2	Written
James F. Mason	Mason Properties	2	Written
Tim Brittan	Town of Westlake	2	Written
Larry Corson	Town of Westlake	2	Written
Rebecca Rollins	Town of Westlake	2	Written
Carol Langdon	Town of Westlake	2	Written
Laura Wheat	Town of Westlake	2	Written
Gary Hulsey	City of Haslet	2	Written
Chris Coy	City of Grapevine	2	Written
William D. Tate	City of Grapevine	2	Written
Fran Eichorst	Fidelity Investments	2	Written
Jody A. Smith	Town of Flower Mound	2	Written
Vicki Truitt	Texas House of Representatives	2	Written

Name of Individual	Representing	Comment #	Type
Cheryl Kiff	Self	4	Written (e-mail)
Jennifer Richard	Self	4	Written (e-mail)
Joseph Ewing	Self	3	Written (e-mail)
Patricia and Russell McClanahan	Self	4	Written (e-mail)
Chuck Bultmann	Good Things for All Seasons	2,26	Written
Marie L. Mote	Self	5	Written
Steven E, Brooks	Darr Equipment	25	Written
Harlan Jefferson	Town of Flower Mound	19	Written
Chris McDonough	Calico Corners	20	Written
C. Eric Warden	Mustang Elite Carwash and Lube	21	Written
Jenny Warden	Mustang Elite Carwash and	22	Written
Gordon L. Mayer, Jr.	City of Southlake	23	Written
T. Bently Durant	Classic Chevrolet	24	Written
Gary & Cindy Jones, Denise Page, Chris Warton, Mike Bothwell, Ken Davis	Southern Grapevine Coalition	4	Written
Carolyn Ann Walgren	Self	4,7	Written
Sharon Spencer	Grapevine City Council	27	Written
Kelly Hinerman	Self	4	Written
Clark Stephens	The UPS Store	28	Written
Todd Schreiber	Self	19	Written
Tony Boulton	Self	5	Written
James Ingram	Kirby's Steakhouse	31	Written
Gary Mellema	MEL Properties	32	Written
Larry Wetmore	Self	2;4	Written
Charlie Parham	Self	8	Written (e-mail)
John Imaizumi	The Gaylord Texas	2	Written (e-mail)
Michael W. Doyle	Self	33	Written (e-mail)
Glen Whitley	Tarrant County	2	Verbal
Jeff Fegan	DFW Airport	2	Verbal
Gary Fickes	Tarrant County	2	Verbal
John Terrell	City of Southlake	2	Verbal
Larry Corson	The Town of Westlake	2	Verbal
Dan O'Leary	City of Keller	2	Verbal
Pat McGrail	City of Keller	2	Verbal
William Tate	City of Grapevine	2	Verbal
Berrien Banks	Region Transportation Council North Central Texas Council of Governments	2	Verbal

Name of Individual	Representing	Comment #	Type
Bently Durant	Classic Chevrolet	2,24	Verbal
Doug Pinion	Self	2;5,34	Verbal
RaDonna Hessel	Grapevine Chamber of	2	Verbal
Fran Eichorst	Fidelity Investments	2	Verbal
Richard Kuhlman	Maguire Partners	2	Verbal
James Ingram	Kirby's Steakhouse	2;31	Verbal
Peggy Weaver	Grapevine Mills Mall	2	Verbal
Eric Parker	Self	2	Verbal
Steve Andreas	Self	2;29	Verbal
Pamela Muller	City of Southlake	2	Verbal
Martin Schilling	Self	2	Verbal
Gary P. Hammer	HP HWY 114, LTD.	30	Written
Kevin and Julie Siske	Self	4	Written
Brenda Anthony	Self	4	Written
Jeff Fegan	DFW Airport	2,35	Written
Debbie Miller and Timothy Quill	Self	6	Written

Comment 1:

Where will the DART and other mass transit lines be with respect to the proposed roadways?

Response 1:

Currently DART is developing plans to access DFW Airport from the east near Freeport Parkway south of SH 114. The Fort Worth Transit Authority is developing plans to access DFW Airport over SH 114/SH 121 between International Parkway and Texan Trail. The Fort Worth Transit Authority rail line will cross under SH 114 near SH 26, cross under SH 121 between IH 635 and SH 114 and cross under IH 635 between SH 121 and Royal Lane.

Comment 2:

Expressed support of the project.

Response 2:

Thank you for your continued support of the project.

Comment 3:

Expressed opposition to the project due to increased noise and unsightly concrete.

Response 3:

A noise study was performed as part of the project development process and documented within the Environmental Assessment. Existing and predicted traffic noise levels were modeled at receiver locations that represent the land use activity areas adjacent to the proposed project

that might be impacted by traffic noise and potentially benefit from feasible and reasonable noise abatement. A noise barrier study was conducted for impacted residential locations and Bear Creek Park hike and bike trail. A continuous noise barrier would restrict access to the impacted residents; therefore, two barrier segments were evaluated. The criteria established by FHWA for deciding whether to construct noise barriers require that such barriers be both reasonable and feasible. The most recent noise study found that none of the potential barriers would meet both feasible and reasonable criteria; therefore, no abatement measures are proposed as part of this project.

Because the proposed project consists of improvements to existing roadways and interchanges, the communities' aesthetic character is not anticipated to noticeably change. The design of the improvements would be similar to the current facility. TxDOT will consider including aesthetic treatments in structural components (retaining walls, bridges, signage) and architectural details (landscaping, lighting, colors, finishes, etc.). The City of Southlake and others have requested that TxDOT incorporate such features to enhance the aesthetics of the corridor.

Comment 4:

Addressed opposition to the northbound SH 121 exit ramp to Stone Myer Parkway due to the negative impact on the quality of life and increased noise levels associated with the ramp.

Response 4:

The proposed ramping has been developed through extensive alternative analysis and coordination with the affected cities. The city staffs have had extensive contact with their residents and commercial establishments during this project development process from initiation to current public involvement activities and they have balanced both the individual property impacts across numerous residential and commercial properties. In this specific case, the north bound ramp serves traffic destined for southbound SH 360 and the northbound SH 121 frontage road north of Stone Myers Parkway. To eliminate the ramp would adversely affect current car dealerships and future developments along both SH 360 and SH 121.

A noise study was performed as part of the project development process and documented within the Environmental Assessment. Existing and predicted traffic noise levels were modeled at receiver locations that represent the land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from feasible and reasonable noise abatement. Noise walls are not proposed between Hall Johnson and Stone Myer Parkway on the east side of SH 121 because there will not be a noise impact based upon either the absolute or relative criterion. The absolute criterion evaluates if the predicted noise level at a receiver approaches, equals or exceeds the FHWA Noise Abatement Criteria in this case 66 dBA or above. The relative criterion is met if the predicted noise level rises more than 10 dBA.

Comment 5:

Addressed issues concerning the lack of a direct ramp from FM 1709 and Business 114 traffic to southbound SH 121 and SH 360.

Response 5:

The selection of proposed ramping has been developed through extensive alternative analysis and coordination with the affected cities. Projected ramp volumes for the direct connection from FM 1709 and Business 114 would be extremely low with under 2,000 vehicles per day. Additionally due to the construction of the direct connectors, traffic congestion along the current

route utilized for the traffic movement will be significantly reduced. Construction of a FM 1709 and Business 114 ramp from the eastbound SH 114 frontage road to the southbound SH 121 connection would also have additional right of way requirements than the current proposal and reduce safety due to the introduction of an additional weaving movement to the direct connector and to southbound frontage road traffic. The right of way impacts may lead to the displacement of several businesses in the area.

Comment 6:

Expressed concern of that sound barriers are needed on SH 114 between NW Highway (Business 114) and Kimball.

Response 6:

A noise study was performed as part of the project development process and documented within the Environmental Assessment. Existing and predicted traffic noise levels were modeled at receiver locations that represent the land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from feasible and reasonable noise abatement. For this segment of SH 114 between NW Highway (Business 114) and Kimball, noise walls are not proposed because there will not be a noise impact based upon either the absolute or relative criterion. The absolute criterion evaluates if the predicted noise level at a receiver approaches, equals or exceeds the FHWA Noise Abatement Criteria in this case 66 dBA or above. The relative criterion is met if the predicted noise level rises more than 10 dBA.

Comment 7:

Expressed negative comments regarding tolls.

Response 7:

TxDOT is experiencing a monetary shortfall to fund large roadway projects and tolling new capacity is one method TxDOT has employed to finance, design, construct, and maintain the DFW Connector. The Dallas-Fort Worth region has more transportation needs than funds; therefore, innovative funding which combines federal, state, and local funding with toll funds is being pursued for new capacity projects such as the DFW Connector. By using this alternative funding, much-needed facilities can be implemented faster than if relying on traditional funding sources. Without tolling, this roadway expansion could be substantially delayed or not constructed. Managed/Toll lanes are located along SH 114 from near SH 26 to east of International Parkway. Two to four free lanes are also available for travelers who do not wish to pay tolls in this segment along SH 114.

Comment 8:

Expressed positive comments regarding tolls.

Response 8:

Comment Noted.

Comment 9:

Requests more details regarding a turn lane and 18 wheeler access in relation the Highway 26 due to business concerns

Response 9:

Access to all properties will be evaluated during the design and construction phase in coordination with the appropriate City. Under current plans, southbound traffic to the property would need to perform a u-turn maneuver at Kimball Avenue and proceed back northbound to enter the business due to the proposed ramp connection from the median of SH 26 to and from SH 114 to the east.

Comment 10:

Expresses support of the project and this public meeting as well as other projects planned affecting the City of Irving.

Response 10:

Comment noted.

Comment 11:

Addressed concern over the project providing access to southbound SH 360 from northbound SH 121 and conversely to southbound SH 121 from northbound SH 360.

Response 11:

Direct connections for these movements would require additional Right-of-Way which would lead to the displacement of several businesses. The traffic movement from northbound SH 360 to southbound SH 121 is provided via frontage road connections at Stone Myers Parkway due to projected low traffic volumes desiring that movement. Intersections along Stone Myers Parkway are anticipated to maintain an acceptable level of service through the design year of 2030.

Comment 12:

Commenter wants consideration for FM 2499 to have 6 controlled access lanes instead of 4 lanes due to the growth of Denton County.

Response 12:

Two controlled access lanes each direction were determined sufficient to meet traffic demands through the design year 2030 traffic projections developed by the Transportation Planning and Programming Division with coordination with the North Central Council of Governments. Grade separations are proposed at Stars and Stripes Way and at Grapevine Mills Boulevard which cross FM 2499. This will relieve some of the congestion (gridlock) being generated from surrounding businesses in the area at these intersections. Traffic wanting to get to the businesses along these roadways will still have access from the proposed frontage roads in the area.

Comment 13:

Commenter requested encouraging reduction of water contamination.

Response 13:

The water quality of wetlands and waters in the state shall be maintained in accordance with all applicable provisions of the Texas Surface Water Quality Standards including the General Narrative and Numerical Criteria.

Comment 14:

Commenter expressed concerns about the Bass Pro Drive Exit from IH 635 being dangerous and the solution present in the project does not improve access. Commenter would like to see an additional lane from the IH 635 exit lane to prevent crossing lanes in order to turn.

Response 14:

Intersection storage and weaving spacing have been increased as much as possible from the current condition in order to enhance safety and mobility. The addition of one more lane from westbound IH 635 exit to Bass Pro Drive would lead to more weaving (crossing lanes).

Comment 15:

Commenter is concerned about congestion off of IH 635 to SH 121 to SH 114 and would like to see express lanes to SH 114 by passing the merger area of SH 121 and SH 114.

Response 15:

A collector-distributor system is proposed to provide access between IH 635 and SH 114 along SH 121 in order to improve mobility and minimize traffic weaving. Collector-distributor (C/D) roads are one-way roads parallel to the main traffic lanes providing access to or from more than one ramp. The C/D road collects traffic from on-ramps or the main lanes, and distributes traffic to off-ramps or back to the main lanes. This minimizes the number of interactions with through traffic, which can increase capacity and safety on the main lanes of the freeway.

Comment 16:

Commenter is the owner of Wave Wash Car Wash on State Highway (SH) 26 and is concerned about losing a significant amount of customers as the project will remove the ability of southbound traffic on SH 26 to enter the site. It will require customers to pass site and turn around.

Response 16:

Access to all properties will be evaluated during the design and construction phase in coordination with the appropriate City. Under current plans, southbound traffic to the property would need to perform a u-turn maneuver at Kimball Avenue and proceed back northbound to enter the business due to the proposed ramp connection from the median of SH 26 to and from SH 114 to the east. Southbound traffic will still have access to this property but it will be more circuitous.

Comment 17:

Commenter asked for the rational for the design of only two lanes connecting northbound SH 121 to westbound SH 114.

Response 17:

The proposed number of lanes was determined sufficient to meet traffic demands through the design year 2030 traffic projections developed by the Transportation Planning and Programming Division with coordination with the North Central Council of Governments.

Comment 18:

Commenter is interested in the availability of graphics in an electronic format.

Response 18:

Graphics where feasible will be made available at:

http://www.dot.state.tx.us/project_information/projects/fort_worth/dfw_connector/default.htm

Comment 19:

Commenter requested that DFW Connector project be extended along FM 2499 to include the new Tarrant/Denton border as the limits have moved 500 yards since the project was initiated.

Response 19:

A project to extend frontage roads to the Gerault intersection is not precluded but has not been included because the purpose of the DFW Connector project is to relieve the congestion within the SH 121 and SH 114 corridors and provide connections to major arterials served by the corridors.

Comment 20:

Commenter owns Calico Corners store located in Southlake. His comment voices objection that the project may require the use of eminent domain which would involve his store. Commenter is requesting all pertinent information relating to the project including but not limited to construction time lines, maps showing all affected areas, a list of all affected areas, a list of designated contractors, and applications for appropriate relocation compensation.

Response 20:

The building will be displaced as part of the DFW Connector project connection from FM 1709 to Business 114. Property owners are compensated for right of way acquired based on the Uniform Relocation Assistance and Real Property Acquisition Act of 1970. Property is appraised at fair market value as determined by an independent appraiser and the property owner is offered this compensation. Once the project receives an environmental approval, appraiser/representative of TxDOT will contact you regarding your rights and options as well as provide additional information regarding ROW maps, list of affected areas and applications.

Comment 21:

Commenter had the following specific questions referencing the Mustang Elite Carwash and Lub 2125 Ira E. Woods Avenue (SH 26) in Grapevine:

1. How will customers departing our business head west on SH 26?
2. How will customers traveling west of SH 26 gain access to our business?
3. How and when will the relocation of utilities take place?
4. Will all the new utilities be subsurface?
5. How will we be notified of dates and timelines for project work in front of and around our business so that we can communicate with our patrons?

Response 21:

Access to all properties will be evaluated during the design and construction phase in coordination with the appropriate City. Under current plans, southbound (westbound) traffic leaving your business would need to perform a u-turn maneuver at Ernest Dean Parkway,

southbound (westbound) traffic to the property would need to perform a u-turn maneuver at Kimball Avenue and proceed back northbound to enter the business due to the proposed ramp connection from the median of SH 26 to and from SH 114 to the east. Utility relocations will be performed by the DFW Connector contractor in coordination with the local utility, a relocation time for utilities is not known at this time. There are no current requirements that new utilities be subsurface. Access plans to the properties will be coordinated with the Cities on a case by case measure where property access is changed due to construction however a driveway location to maintain access to properties are anticipated to be maintained.

Comment 22:

Commenter had the following specific questions:

1. Will TXDOT please reconsider the original plan for widening SH 26 instead of the current plan that includes the direct connect from SH 26 to SH 114? The original plan presented far less of an impact on businesses on the south side of SH 26 and achieved the same result as the current proposal.

The currently proposed direct connects on SH 114 from SH 26 East do not allow access to SH 121 South. What is the purpose of such a large project for only one lane? Does one lane justify this additional infrastructure and severe impact to businesses in that area when it doesn't create access to 121 South?

2. With elimination of access to our business when headed west on SH 26 can TXDOT construct an additional cross over in front of our property between Earnest Dean and Kimball?
3. If a crossover is not constructed in the above mentioned will cars be able to make a U turn at Earnest Dean and Kimball to head west and east on Hwy 26?
4. If we do not have west bound access to our business on Hwy 26, will we be able to put signs at Earnest Dean and Kimball before, during, or after construction in order to communicate with our customers as to how they will access our business.

Additional questions on a separate sheet:

1. Are there any limitations on the number of intersections or mini projects that can be underway at one time? My direct concern is the commuting public being diverted away from my business because of decreased mobility on Hwy 26 and impaired access on and off Hwy 114.
2. Specifically what is the plan for construction at this location? When will it begin? How long will we be impaired by the construction?
3. Can you please explain the reason for not using all or even a portion of the bike path on Hwy 26 in your taking? By taking some of this land the negative impact to all the south side businesses would be greatly reduced.
4. How are construction areas chosen and how is mobility preserved? We have a tremendous responsibility to the 55 individuals that we employ. Each employee depends on us everyday to provide security and income for their families. Our 55 employees total approximately 200 individuals because of their dependents that will be negatively impacted should this project divert the public away from our business.
5. Who will manage the contractors with regard to dust, dirt, and debris? As an operator of a car wash this is of utmost concern. Are there any requirements for dust and dirt abatement?

Response 22:

1. Connections from SH 26 to SH 114 are needed to reduce congestion at the SH 114 frontage road / SH 26 intersection and the Earnest Dean/SH 26 intersection. Without the connections,

the intersections would have an unacceptable level of service (F). The proposed design enhances safety and improves mobility, and is the best design for this area.

2. A crossover is not feasible at this location due to the ramping.
3. Cars will be able to make the u-turn maneuvers at Earnest Dean Parkway and Kimball Avenue.
4. Signs for your business can be placed during construction. Signing will need to meet local and state regulations.
 1. There is no specific limitations to the number of intersections that can be underway at any one time.
 2. Currently, there are no details on construction timelines available, however the overall project should be completed within five years.
 3. Right of way could not be acquired from the north side of SH 26 due to railroad right of way which TxDOT does not have eminent domain powers over; the Hike and Bike path is within this right of way.
 4. Construction areas will be coordinated with the local cities in order to reduce negative impacts of construction.
 5. TxDOT will monitor the contractors regarding dirt and debris to current state and federal guidelines.

Comment 23:

The commenter states that the City of Southlake wishes to be an active stakeholder in the project and has concerns about the flyover into Southlake eliminating the ability of traffic to travel westbound on FM 1709 from Bank Street and would like to know if TxDOT is going to participate with the city in the cost of providing alternate connectivity. Commenter has concerns about eliminating a pedestrian bridge fencing and providing input on aesthetics for the new structure. Commenter would like to know who will bear the cost of relocating the utilities within the existing ROW of FM 1709 and would like clarification and what the timing is on the relocation. Commenter would like a signage change to SH 114 West from Bridgeport as the destination to Southlake or a combination of the two.

Response 23:

TxDOT looks forward to Southlake's participation as a stakeholder during the construction of this project. Connections within the City of Southlake are a local issue and TxDOT cannot directly participate on funding of off system projects; TxDOT will meet with the City of Southlake concerning this issue. Aesthetics will be coordinated with the local jurisdiction. The cost of utility relocations within the existing ROW of FM 1709 will be the responsibility of the utility owner. Signing to destination cities is regulated by the Texas Manual of Uniform Traffic Control Devices. The City of Southlake is not a destination within the definition.

Comment 24:

Legal counsel for Classic Chevrolet has safety concerns for employees and patrons in regards to debris blowing away from construction vehicles and would like a critical assessment of the dangers. Commenter is demanding indemnification from liability for negligence in protecting invitees from ROW debris and should not be forced to erect protected pathways to protect invitees. Commenter would like rent to be paid to Classic Chevrolet for the portion of property used during the project.

Response 24:

Comment refers to dealership property at the southwest quadrant of SH 114 and William D. Tate which is bisected by a proposed direct connector ramp from eastbound SH 114 to southbound SH 121 / SH 360. Right of way for the proposed ramp would be purchased from the dealership with the dealership potentially leasing parking under the direct connector. TxDOT cannot indemnify but will evaluate fencing to restrict debris from the direct connector during detailed design and will incorporate fencing if feasible and effective to maintain safety under the direct connectors where crossing the bisected property. Required right of way for the direct connector ramp will be purchased in compliance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970. During right-of-way acquisition, the appraiser will consider all options available under the Uniform Standards of Professional Appraisal Practice to address impacts due to the direct connector bisecting the property. This could include "cost to cure" damages or design and construction accommodations as a result of the bisection of the property.

Comment 25:

Commenter is concerned about access to business property and believe agencies have overlooked. They are concerned about Bank Street being able to accommodate freight traffic. The plan would cause semi's to have to make a U-turn to deliver. The commenter feels that this alternative is unacceptable and an acceptable alternative was not provided.

Response 25:

Access by Semi-Tractor Trailers to the property will be circuitous due to the northbound SH 114 to westbound FM 1709 flyover which is needed to meet the traffic demands for the region. Access to all properties will be evaluated during the design and construction phase in coordination with the appropriate City. Under current plans, SH 114 freight traffic destined for the commercial establishment will utilize Kimball Road to FM 1709 eastbound to access the property. Exiting traffic from Bank Street would either turn right to eastbound FM 1709/eastbound Business 114(Northwest Highway) or to the eastbound SH 114 frontage road. TxDOT will meet with the property owner, the City of Southlake, the City of Grapevine and other concern businesses in the area to see if the coordination for connections to other local thoroughfares is feasible.

Comment 26:

Commenter hopes the Downtown Grapevine Brand be protected and that during construction there will still be access to the area.

Response 26:

A traffic control plan will be developed that allows for the proposed improvements to be constructed while the project facilities remain open to traffic.

Comment 27:

Commenter is opposed to the short HOV lane that will quickly merge with other vehicles at a high rate of speed. Commenter was informed by a TXDOT official that the lane was only going to be used for identification of vehicles with multiple passengers in order to give a discounted toll rate.

Response 27:

High Occupancy Vehicle (HOV) declaration areas are currently needed to identify multi-occupancy vehicles which receive a discount during the peak period. These areas have been designed utilizing current HOV standards to maximize safety. In the future, these declaration areas could be removed if technology is available and feasible or current HOV incentives change.

Comment 28:

Commenter is concerned about the 19 potential displaced parking spaces near their business based on the environmental assessment. The commenter further states they were originally told that far less parking spaces would be impacted. Does not understand why the proposed project has to come so close to the building.

Response 28:

The property mentioned is located on the east side of SH 26, north of Earnest Dean Parkway. Connections from SH 26 to SH 114 are needed to reduce congestion at the SH 114 frontage road / SH 26 intersection and the Earnest Dean/SH 26 intersection. Without the connections, the intersections would have an unacceptable level of service (F). The proposed design enhances safety and improves mobility, and is the best design for this area. The proposed design will eliminate or impact 18 parking spaces. The proposed connections have been designed with retaining walls in order to minimize impacts to adjacent properties, including reducing the impacts to the parking spaces and increasing the distance from the frontage road to the building.

Comment 29:

Commenter would like for signage to express the number assigned to the roadway and not renamed according to NTTA's current naming scheme.

Response 29:

The managed lanes are not anticipated to have an alternative name. The North Texas Toll Authority will only be involved in toll collection and will not have naming consideration.

Comment 30:

Commenter would like for the ramps in the plan to be relocated due to the negative impact on businesses located near the west bound service road of SH 114 from east of Main Street to west of William D. Tate. Commenter would like a ramp located ½ mile east of Main Street.

Response 30:

The proposed ramping has been developed through extensive alternative analysis and coordination with the affected cities. The city staffs have had extensive contact with their residents and commercial establishments during this project development process from initiation to current public involvement activities and they have balanced both the individual property impacts across numerous residential and commercial properties. In this specific case, the westbound exit from SH 114 to Main Street was moved to the east to reduce driveway closures to businesses along the SH 114 frontage road and to allow for a bypass ramp to accommodate SH 114 frontage road traffic to access SH 121 south without causing congestion at Main Street/westbound SH 114 service road.

Comment 31:

Commenter is concerned about legal access to his business, Kirby's Steak House 3305 East Highway 114 in Southlake and the new plan eliminating 50% of his patronage. Letter addresses several potential routes that are of concern. Feels the project will doom his business of 10 years. There s a white line which would prevent traffic from Business 114 from reaching the property as driveways are currently shown. Commenter says that shortening the solid white line will create a dangerous traffic situation and would like an explanation of how his property will be accessed.

Response 31:

Access to all properties will be evaluated during the design and construction phase in coordination with the appropriate City. Under current plans, Business 114 traffic to the property would have access but it would be more circuitous than current conditions. During right-of-way acquisition, the appraiser will consider all options available under the Uniform Standards of Professional Appraisal Practice. This would include any "cost to cure" damages.

Comment 32:

Commenter has concerns regarding freight being delivered to a place of business and feels the proposed plan would cause a safety issue as two trucks could not enter at the same time. Commenter states that based on the current right of way that a loading area and a building would be rendered useless for their business purposes and would like a survey and comprehensive analysis to determine the full impact of the project and the effect it will have on the business to operate.

Response 32:

Access to all properties will be evaluated during the design and construction phase in coordination with the appropriate City. During right-of-way acquisition, the appraiser will consider all options available under the Uniform Standards of Professional Appraisal Practice. This would include any "cost to cure" damages. For this specific property, the schematic was adjusted to its current configuration in order to allow two access points instead of one to accommodate freight traffic.

Comment 33:

Commenter located in a subdivision along SH 121 south of Mustang Drive noted that their part of Grapevine is becoming isolated from the rest of the city and would like to know what has been suggested for aesthetic appeal and noise reduction.

Response 33:

TxDOT will consider including aesthetic treatments in structural components (retaining walls, bridges, signage) and architectural details (landscaping, lighting, colors, finishes, etc.).

A noise study was performed as part of the project development process and documented within the Environmental Assessment. Existing and predicted traffic noise levels were modeled at receiver locations that represent the land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from feasible and reasonable noise abatement. A noise barrier study was conducted for impacted residential locations and Bear Creek Park hike and bike trail. A continuous noise barrier would restrict access to the impacted residents; therefore, two barrier segments were evaluated. The criteria established by FHWA for deciding whether to construct noise barriers require that such barriers be both

reasonable and feasible. The most recent noise study found that none of the potential barriers would meet both feasible and reasonable criteria; therefore, no abatement measures are proposed as part of this project.

Comment 34:

Commenter is concerned regarding traffic problems in the vicinity of Grapevine Mills and the Bass Pro exit. The Fellowship Church north of Bass Pro Drive on the Northbound SH 121 frontage road has tremendous backups at Bas Pro. Also, leaving the Church, northbound traffic must go through the frontage road light at Sandy Lake drive. Commenter would like ramping adjusted.

Response 34:

Traffic in the vicinity of Grapevine Mills along FM 2499 should be improved with the grade separation and addition of frontage roads including intersections at Stars and Stripes and Grapevine Mills. In order to improve traffic flow at Bass Pro Drive, the northbound ramp is being widened from one lane to two lanes. Bass Pro drive and NB SH 121 frontage road will have increased lanes which will improve the flow of traffic in the area. The proposed ramping has been developed through extensive alternative analysis and coordination with the affected cities. The city staffs have had extensive contact with their residents and commercial establishments during this project development process from initiation to current public involvement activities and they have balanced both the individual property impacts across numerous residential and commercial properties.

Comment 35:

Commenter requested that all right of way be purchased from DFW Airport at one time and referenced other engineering, funding and ramping proposals by DFW Airport.

Response 35:

The DFW Connector project includes improvements shown on the schematic and referenced in the environmental document. Other ramping and agreements between DFW Airport and TxDOT/FHWA are not included within the environmental approval process and are subject of future implementing documents and Right of Way negotiations. DFW Airport and TxDOT will enter into a Memorandum of Understanding (MOU) for this project. TxDOT will not set any monetary caps (limits) with in the MOU.