



Prioritized Comments from September 29, 2015 Open House

Clark/Remington intersection is the No. 1 location to need upgrades. Confusion at Iberis Road/US83 intersection (signage)
Clark Road enters into Hwy 83/84. We need a home to have our speed somewhat as fast as the oncoming traffic.
Work on water drainage problem at Remington Road.
Build an access road to go to the businesses up and down US 83/84.
Remington Road needs improvements on to 83/84. Merging and cross traffic is very high as the speed on 83-84, at least acceleration/deceleration lanes need to be added, more warning for 83-84 traffic and lower speed would be good. Best case would be grade separation.
For the residents of Deer Valley Estates, we do not have a crossover directly across from either one of neighborhood entrance/exit. Only choice to go northbound is to use crossover for water treatment facility. We must pull into left hand lane to slow down and make U-turn to go northbound. This makes it very dangerous because of the traffic heading south. Sometimes we have to wait in left lane waiting on another vehicle to turn and go north. Many of our residents have trailers (many sorts) and this poses an even more dangerous situation for us as well as southbound traffic. Increasing median openings would greatly improve this as well as providing decel/accel lanes entering/leaving neighborhood. We have 50-53 families with 2-4 vehicles per family= lots of traffic!
Deer Valley Estates: Install a new wider/direct crossover at Mesa River entrance/exit.
Install traffic light at Clark Road/Remington at 83/84 crossing
Install traffic light at Clark Road and 83/84
We use Clark Road and 83/84 to go to Abilene or Novice. I think an overpass like on 707 would solve the problem.
Ideally remove crossovers, put in at least two overpasses. Have service roads all the way to the 83/84 split. This would make the highway safe for all.
Forget the speed study. Drivers won't do it. My wife and I live just off Clark Road/204 on Avenue De Leon. We need an acceleration lane heading north at Clark and 83/84. Because now we must stop, then try to accelerate on an upgrade to get in the traffic flow. My belief is that this is relatively cheap and easy to install. At the present time, if we get behind an 18- wheeler (gravel truck) turning left, we are blocked from passing on the right.
Construct acceleration lanes to merge on roads in center lanes.



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Smooth out the rough pavement, southbound, between 707 and Clark.
Generally the road is good but in need of upgrades that don't have to be expensive, or take exorbitantly long to complete.
Improve median openings with acceleration/deceleration lanes at county roads, housing additions and Remington Storage.
Lower speeds from Y to 707.
Priority intersections are: Clark/Remington, River of Life Church, Bell Plains, CR 149
At Iberis Road, the highway is not straight going northbound and traffic slides over into the passing lane and forces the cars that are passing to slide toward the concrete barrier. Dangerous!
Extend the US83 frontage roads to the first crossover to the south (or further) and convert frontage roads to one-way. This will improve operations at the FM707 and US83 frontage road intersections. On a longer term basis, the US 83/84 "Y" should be evaluated for future grade separation.
Widen roadway
After dark, Clark Road is very dangerous when you are driving out onto 83/84
I would like to see the speed limits lowered to 60mph from Abilene city limits to the split at 83/84. This would be like the speed limit leading out of Waco on 84 west.
Law enforced on access roads and yield to 83/84 traffic. Close half of the median openings. Reduce speed to 60 mph from Abilene to 83/84 split. Stripe and mark all crossovers as a continuation of road.
75 mph is too fast for this part of 83/84
Need an overpass at Clark Road. In the meantime, need acceleration lane entering 83/84 at Clark Road. Terrifying to enter 83/84 at certain times of day from a dead stop and merge into traffic going 75 mph. Perhaps also reducing speed before Clark?
Need a crossover at Stallion Road with acceleration/deceleration lanes.
Need a crossover at Stallion Road with acceleration/deceleration lanes.
Left turn lane needed in front of River of Live Church. Southbound only.
Potosi area is rapidly growing. Intersection at Clark/Remington and 83/84 is very dangerous. I think an overpass would solve all problems at this intersection. This is my biggest concern.

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Crossovers. Minimize number of crossovers. Make crossovers at all county road intersections. Have crossovers for housing areas within one-half mile of entrance.
Crossover at south side of Deer Valley
Take out rumble strips near intersections
Take out rumble strips close to intersections so much people will pull over to turn.
Don't waste the money on a speed study. Acceleration and deceleration lanes need at Clark Road and Bell Plains. Close crossovers, unless there is a deceleration lane. Overpass, if available, at Clark Road and 83/84 "Y" junction. Bell Plains does not need an overpass because it only goes west off 83/84. On the east side of 83/84 is the Henson Ranch and does not have opposing traffic. A deceleration lane is needed.
Development has limited opportunity from Calahan Divide because of the law Larry Beril wrote for the Commissioners Court. Most lots are now 10 acres south of Calahan Divide. Close the median openings that are not connected to a subdivision.
Frontage road to Clark from Abilene dedicated turn from Clark to CR150. Reduce speed limits from Tuscola interchange into town.
Raise to interstate criteria.
75mph is excessive speed for 83/84 between 707 and 83/84 split at Tuscola because of growth. A crossover is needed at Deer Valley Drive at the Deer Valley Estates. We have to go south for 0.5 miles, make a 180 to go north. If from the south, we go north 1/4-mile, make a 180-degree turn to get to Deer Valley Drive.
Need a safe crossing out of Deer Valley. Currently unsafe for adult drivers (family) and especially unsafe for teen drivers. We currently have to exit Deer Valley and merge into high speed traffic, accelerate and slow down to make a U-turn across from the water treatment plant to head to Abilene. Nothing safe about it! Also suggest an overpass at the 83/204 crossing and possibly at the Bell Plains road crossing.
Speed limit and "no passing" signs on Clark Road. Eliminate crossovers not aligned with county or subdivision road and provide a left-turn lane at each crossover (right turn also, but shoulder works)
Turn lane northbound at Callahan Divide subdivision
Deceleration/left turn lane northbound on 83/84 at Divide Avenue

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<p>I believe there are immediate changes that can improve safety and there is probably a long-term plan that would be more extensive. The basic problem is getting on and off 83/84. Therefore, I think in the short-term, most of the items checked above would improve that situation. I think in the long-term, there will be access roads and grade separations. I think the number of median crossings should be reduced and have fewer but improved median crossings. One should be added at Stallion Road since it serves a subdivision. If there are other subdivisions without crossings, those should be added as well. I do not think it would be effective to reduce the speed limit below 70mph. People will just ignore it.</p>
<p>70mph starting at Clark Road</p>
<p>Clark Road is hard to get across due to traffic now coming out of Remington. Hard to know how to proceed to turn left onto Clark Road. An overpass would help tremendously.</p>
<p>A crossover is needed at Stallion Road (Mountain Shadow Ranch). Right now there is one about 50 yards to the north, so to go to town, we have to jump into the flow of traffic and go south and then jump into the flow of traffic and head north. These two crossovers could be eliminated and one good one that has turn lanes and acceleration lanes could be added to serve an entire neighborhood.</p>
<p>Camera to ticket offenders? Traffic light slows traffic. Third lane from the "Y" to Loop 322. Slow the traffic down!</p>
<p>Immediate safety result by reducing speed to 70mph or 65mph. Speed is a direct factor in severity of accidents. By reducing speed approximately halfway between Bell Plains and Hilltop. Maybe first reduction (5mph) near CR150 then second reduction north of Hilltop. Left turn lane for neighborhoods (Callahan Divide, Stallion Road). Left turns lengthened for Clark (north and south) and Bell Plains. Speed reduction is easy and quick and immediate results.</p>
<p>Put double stripe on crossovers. At exit to 707 from south, put information sign and speed sign on same pole.</p>
<p>An overpass is needed at US 83/84 and Clark/Remington roads.</p>
<p>If each county road (both southbound and northbound) is not upgraded with right-hand turn lanes and also acceleration/deceleration lanes, then I would change my priority rating on line item 1.</p>
<p>Improve bike safety by making bike lanes on shoulder and clear shoulder. Steamboat mountain cycling uses 83/84 a bunch.</p>
<p>Lower speed.</p>

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Need a crossover for Deer Valley Estates. Speed limit needs to be reduced. 75mph is too fast. Need a decel lane to enter Deer Valley, the crossover directly across from Deer Valley.
Priority: Crossover by Deer Valley Drive. Decel lane into Deer Valley subdivision. Acel lane to come out of Deer Valley.
707 spur drivers do not yield to northbound! Continuous access road to Antilly Road. Try to hold contractors accountable for their work! By contract! Quality materials!
Reduce speed to 65mph. Improve the crossovers that are staying. Cut down hill on CR150 and 83/84 south around cemetery Cedar Gap for better traffic view. Improve signage "Watch for Oncoming Traffic Entering" Close median and make a third lane runoff for safety. Have designated crossovers for turnarounds.
Left turn lanes seem more important than right turn lanes.
Solution to maintaining slower speeds if changed. Too much traffic for law enforcement to enforce.
Reduce the speed and put in turn lanes
GENERAL COMMENTS RECEIVED AFTER THE OPEN HOUSE
(My wife) and I will not be attending the meeting. I had previously asked TxDOT to consider another location (further north), so we could attend safely.
The problem with this site is that it requires you to turn across the highway from the fast lane (during peak hours) and without sufficient space to stop and wait without being a traffic hazard. In other words, the site chosen by TxDOT is not accessible to people such as me because of the need to look in too many directions, locations, locate a hard-to-find set-back building on an unfamiliar stretch of highway and without exit lanes, without adequate highway markings, and so on. At this meeting, I would make exactly the same comments as here about most of the stretch from Abilene to the 83/84 split. It is too dangerous. I do use the road on a somewhat regular basis but to go south on 83, usually to Junction.
The principle problem is that it is high speed (75) and anyone can cross at any point (witness tire tracks) turn off in either direction, from any lane, stop in any lane on the highway or not, have trailers that extend into another lane during turning, have no safety lanes for speed-up or slow-down, no median space to move your car to for safety while waiting for oncoming traffic to clear, and the

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multi-use of the roadway for all purposes--commercial, residential, industrial, family, pleasure, local/long distance, school, etc. The mixed use, mixed speed, mixed destination of a 75 mile per hour 2-way roadway is simply not safe for anyone, especially anyone attempting to turn left or cross the highway. (I have been going 75 and had to completely stop because 2 farm/commercial interests were turning--one right and one left, completely blocking the road and keeping the left lane closed while waiting for oncoming traffic to pass (due to length of truck with trailer). This is crazy and has long needed to be replaced. Further development is (should be) stymied because of the lack of adequate and safe public highways. The highway should be replaced by something like an interstate highway design, with side roads for local traffic, continuing from Abilene to at least until after the 83-84 split. The split should be by means of an elevated intersection similar to the 83/29 split south of Menard, where no traffic has to stop or cross oncoming traffic. All major crossovers should be via underpasses/overpasses. There should be NO left turns allowed (possible) from the high speed lanes! Thank you for the opportunity to comment via email.

I live on Avenida DeLeon off Clark Rd. I'm writing to you because your email was listed on the emails about previous public meetings held last year about our area. I was able to attend one and really appreciate knowing that TxDOT is looking ahead and planning for a safer future of our roadways.

I'm writing because I'm very concerned about the worsening intersection at Clark Rd and 83/84. This morning about 7:50 am I saw drivers making very risky and dangerous decisions to merge onto the highway going north. The traffic from the south seems to be increasing quite rapidly even throughout the day.

I'm just hoping that something - even if it's temporary- can be done sooner than later to help make this intersection safer!

I have personally witnessed the immediate aftermath of 2 accidents at this intersection in the past 2 years.

Thank you for all you and the department are doing to hasten the safety of this increasingly dangerous intersection.

Area around Potosi is growing rapidly. Traffic at 4-way stop at 83/84 and Clark Rd. is very dangerous intersection. I have already been in what could have been a deadly accident. We really need an over pass like the one at 707 and 83/84 extremely bad. Can we get that in motion? Thank you for your time.



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Petition to TxDOT for turning lanes into Callahan Divide Estates. This petition is for the concerned residents of Callahan Divide Estates: 1. We need turning lanes on the North and South lanes of Highway 83/84 to enter our neighborhood. 2. We have no turning lanes to get over onto to get in our neighborhood or any shoulders for us to make it safer. This is a danger to all of us that live in this neighborhood and for our children that drive or will be learning to drive. The residents of this neighborhood have signed this for the safety of all that enter and leave this neighborhood to voice our concerns.

66 Signatures