



I-35E
(From I-635 to US 380)
Dallas County
Public Hearing
January 15, 2013

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written comments may be submitted to the District Office using this form or by letter received by January 21, 2013. Thank you for your comments.

COMMENTS: (PLEASE PRINT)

The city of Carrollton is in support of this project. We have been working with TxDOT towards making the improvements to IH 35E for a long time. Regarding the Belt Line interchange, we want to maintain the same access to the downtown area as it generally exists today. The preliminary illustrations provided by AGL do not show Main St or 4th Street extending under the IH 35 freeway. We would also want the designers to address pedestrian access and safety in this area. This includes allowing for walking trails between the DART LRT station and downtown and allowing for a pedestrian link between the parking underneath IH 35E and the downtown area. We have been pleased with the aesthetic treatments that TxDOT included along the corridor and want to ensure that this is also extended to the Belt Line bridge structures as well. The city also has additional aesthetic treatments that it places on its major streets such as brick pavers, landscaping, decorative bridge railings and decorative street lights. We would like to work with AGL to have these elements added to the final design as well.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

Name	Cesar Molina
Address	Director of Engineering 1945 E Jackson Road Carrollton TX 75006
Phone	972 466 3050

Response to Comment by City of Carrollton – Cesar Molina, Director of Engineering

TxDOT is appreciative of the support that the City of Carrollton has shown for the project. TxDOT would like to confirm with this response that the project requires that Main Street and 4th Street both extend under I-35E. TxDOT is working with AGL Constructors to address the concerns of the City regarding pedestrian access and safety at the Belt Line Interchange. At a minimum, the pedestrian access as stated in the approved environmental document will be provided. TxDOT will work with the City and AGL Constructors to implement the additional access as requested. TxDOT has requested that AGL Constructors develop exhibits showing the aesthetic treatment of this interchange as required by contract. Furthermore, TxDOT will work with the City and AGL Constructors to implement additional aesthetic treatment as requested by the City. As the I-35E project develops, TxDOT will continue to build on the strong relationships it has with cities along the I-35E corridor, such as the City of Carrollton.



I-35E
(From I-635 to US 380)
Denton County
Public Hearing
January 17, 2013

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COMMENTS: (PLEASE PRINT)

The City of Corinth has expended considerable City funds, over the last 6 years, aligning Corinth Parkway at grade, both east and west side of IH-35E, in anticipation that IH-35 would be going over Corinth Parkway. Recent comments by TXDOT have alluded to a possible change by the design/build contractor to change this configuration, to an overpass at the parkway, without discussion or comments from the City of Corinth.

In my opinion this design alternative would not be acceptable and would cause extreme problems and additional expense to our citizens, City of Corinth, Denton County, and most important to the project. If a Corinth Parkway overpass is selected, it appears to me that several major issues/problems will need to be considered and overcome: (1) Federal design and safety problems. (2) Problems associated with the DCTA right-of-way, frontage road, and overpass. (3) Extreme east/west rise in elevation to construct the overpass would require additional City right-of-way and require constructing a retaining wall in front of the Corinth City Hall. (4) Serious public safety and traffic issues for the City. and (5) Numerous connectivity issues and problems, eliminated with an at grade parkway, for the City of Corinth.

It is my opinion that constructing an IH-35 & Corinth Parkway overpass is unreasonable and is not in the best interest of our citizens or the City of Corinth.

Thank you for taking my comments.

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

Name Joe Harrison, Mayor Pro Tem
Address 3300 Corinth Parkway Corinth, TX 76208
Phone (940) 498-3200

Response to Comment by Joe Harrison, Mayor Pro Tem, City of Corinth, TX

In response to your inquiry, should the option to reconstruct Corinth Parkway be exercised, this interchange would be designed and constructed as shown on the environmentally cleared document, with IH 35E going over Corinth Parkway, which matches the city's expectations. AGL Constructors have not indicated a deviation to the environmentally cleared design to have Corinth Parkway go over IH 35E. If they do, TxDOT would strongly discourage it citing the many concerns the city has and the difficulty AGL would have in getting the re-design environmentally cleared.



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COMMENTS: (PLEASE PRINT)

I'm requesting that you eliminate the northbound on ramp between Exit 459 AND Exit 460 because 90 percent of the traffic that exits, moves up the line and comes right back on. So it slows up all of the traffic on the freeway, because they come right back on. That would be most helpful.

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Name Sandy Butler
Address _____

Phone _____

Response to Comment by Sandy Butler

Because within this area, the northbound mainlanes transition from 3 to 2 lanes, drivers tend to exit and re-enter I-35E to avoid traffic delays. The proposed Phase 1 improvements would not eliminate the entrance and exit ramps in question. The exit and entrance ramps would remain. However, the proposed project would add a northbound general purpose lane which would provide additional capacity and help manage congestion by reducing the number of vehicles that exit and re-enter I-35E at this location.