

FAQ's

Frequently Asked Questions



Project Limits: From: Doc Mitchell Rd. – North of SH 114
To: 12th St. – North of FM 407

How much will the project cost to construct? \$27.2 Million (approx.)

When will construction begin? Fall 2014

When will construction end? Summer 2016

Is there a project website? www.dentoncounty.com/FM156

Who can I talk to, to find out more information about the project? Gary L. Vickery, P.E.
Teague Nall and Perkins, Inc.
(940) 383-4177
gvickery@tnp-online.com

Why is the roadway being widened?

The improvements will serve to enhance mobility, safety, and air quality. Several reasons why the project is needed include the high population growth in the area, the proximity of Texas Motor Speedway (TMS), and the proximity of Burlington Northern Santa Fe (BNSF) at-grade railroad crossings. These factors all lead to increased congestion on the existing roadways. Because of these factors, the purpose of the project is to improve mobility for the Justin/Northlake area and to support existing planning documents.

Who is designing this project?

The project is sponsored by Denton County, and it is partially funded by the TRIP '08 County Bond program. The County and its consultant, Teague Nall and Perkins, Inc., are working in partnership with TxDOT to deliver the new roadway. TxDOT will have oversight of the design as it is developed by the County's consultant. Once construction of the project is complete, TxDOT will own and maintain the roadway.

What if I don't agree with part of the project?

Tell us! We need to hear from you, as your input is valuable in the decision making process. Please provide your written comments tonight or within 10-days of this meeting. We also need to hear from you if you agree with the project.

Where will median openings be located?

Median openings depicted on the tonight's display are subject to revision, and their locations will be determined after the public hearing. The final median opening locations will be determined by their ability to 1) accommodate the existing road network, 2) safely move traffic, including pedestrians and cyclist, 3) access adjacent properties, and 4) accommodate planned improvements. There will be an emphasis on prioritizing access to major side streets and implementing safety considerations. All median locations will be determined using TxDOT design guidelines and policy.

Will turn lanes be provided?

Yes. Turn lanes help improve mobility and safety by separating turning vehicles from those that are considered through traffic. Therefore, turn lanes will be provided at major intersections, median openings, and at key destinations that generate traffic.

Will bicycle lanes be added?

The Federal Highway Administration requires that all roadway reconstruction projects accommodate multiple modes of transportation, including bicycles. Bicycles will be accommodated with extra-wide outside "multi-use" lanes for the entire length of the project. These lanes are anticipated to be shared by both vehicles and bicycles.

Will my driveway be affected?

It is likely that most driveways will be reconstructed in their current location. Some will be adjusted to improve public safety and traffic operation in accordance with TxDOT and City of Justin access policies. We will show proposed

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driveway improvements at the future public hearing. Comments may be considered after the hearing when the exact extent of driveway revisions will be determined during detailed project design and ROW acquisition.

What will happen to the parking in downtown “Old-Town” Justin?

Much of what happens depends upon public acceptance of tonight’s recommendation to provide public parking along the west ROW between First and 8th Streets in “Old-Town” Justin. Here, Justin’s businesses have historically utilized the State’s ROW for parking vehicles. The proposed parking and pedestrian improvements will increase available parking by nearly 50% while providing opportunities for pedestrian, cycling, and streetscape improvements.

The property will remain the State’s possession and the City of Justin will have full use of the improvements contingent upon a “Joint Use Agreement.” We cannot offer any information on this agreement at this time because the public parking concept has yet to be accepted by the public. Please note that the parking, pedestrian, and landscape improvements are conceptual in nature and are contingent upon public acceptance, funding, Joint Use Agreements, and authorizations.

What intersections will have signals?

The existing signalized intersections will remain signalized. No additional intersections are expected to be signalized.

How will drainage be handled?

Drainage will be collected in street inlets, and piped underground to a localized collection point.

What happens if part of my property is needed for the project?

Some property acquisition will be necessary to construct this project. Before the acquisition process can begin, a public hearing must be conducted. The public hearing is a chance for everyone to view the proposed improvements and state their support or opposition to the project. After the public hearing, the project will be submitted for environmental clearance (approval) by the Federal Highway Administration. Once these steps have been completed, property owners will be contacted to begin the ROW acquisition process (Spring 2013).

Property owners have a legal right (Uniform Act) to fair compensation for their property. Several publications are available to help landowners understand the ROW acquisition process and are available at this public meeting. They include The State of Texas Landowner’s Bill of Rights, from the State Attorney General’s Office, and the State Purchase of Right of Way from TxDOT. The booklets are in .pdf form and can be downloaded from TxDOT’s web page:

www.txdot.gov/txdot_library/publications/landowner_rights.htm

Additional ROW acquisition information will be available at a future FM 156 Public Hearing.

How will traffic be handled during construction?

Two-way traffic will be maintained on FM 156 and at major intersections. Daily lane closures may be needed in-order to construct the improvements. Access to businesses and all adjacent properties will be maintained throughout all construction phases. A detailed sequence of construction will be developed during a later design phase of the project and may be subject to revision by the roadway contractor.

What will the new speed limit be?

It is anticipated, with the type of roadway improvements planned, that the overall speed will be 45 mph from Doc. Mitchell to Harmonson Rd. and 40 mph from Harmonson Rd. through downtown Justin.