CHAPTER 6

PUBLIC AND AGENCY INVOLVEMENT

6.0 PUBLIC INVOLVEMENT

6.1. Summary and Analysis of Public Meetings

Throughout the development of this project, there has been extensive public involvement with citizens, property owners and affected local governments regarding the proposed facility. Several opportunities for public comment have been afforded through public meetings, citizen advisory groups, a SH 121 Task Force and two formal Public Hearings.

On May 2, 1973, the first Public Hearing for the proposed SH 121 was held cooperatively by the City, Tarrant County, NCTCOG and THD. Approximately 450 people attended the Hearing, a large majority of which favored the recommended "Route A" as the preferred alignment. For reasons that were discussed in Chapter 1.0, Project History of this document, little progress was reported between the years 1974 and 1980.

In July 1980, the NCTCOG RTC authorized a study of the Southwest Fort Worth sub-area. One year later, a CAC and a technical committee were established to carry forth the objectives of the study. The CAC was composed of elected officials and citizen representatives and the technical committee included staff members from NCTCOG and five sub-area cities. This study culminated with publication of the *Southwest Fort Worth Subarea Study* published by NCTCOG and the City, Appendix E.

Following years of project development and analysis of alternatives, a public meeting was held at the First Baptist Church of Crowley on November 12, 1987, to discuss the SH 121 alignment from IH 20 to SH 174. Approximately 107 people attended the meeting at which five alternative alignments were presented for discussion and public input. The project received strong support in general, with a majority favoring the proposed "A1" alignment (Exhibit 1.4) that would construct SH 121 all the way south to US 67.

On April 12, 1988, public meeting notices for SH 121 from IH 35W to FM 1187 were sent out to appropriate State representatives and Senators, County Commissioners, the County Judge, NCTCOG

and elected officials from the City. Legal notices were published in *The Fort Worth Star Telegram* on April 15 and May 6, 1988. Display advertisements were also placed in the newspaper.

A public meeting was subsequently held on May 17, 1988. As with a proposed SH 121 from IH 20 to SH 174 or US 67 in Johnson County public meeting, five alternative alignments were presented for a northern section. The project limits were from IH 35W to IH 20. There were 120 people in attendance at this meeting, with equal support/opposition to the "Green" and "Red" alignments (Exhibit 1.5). In the months following the meeting, several letters were received by TxDOT reiterating the public's support for the proposed "Green" alignment and strong opposition to the "Red" alignment. Some individuals expressed disappointment over a perceived lack of notification concerning the meeting and requested that another opportunity for public comment be held.

The DEIS for a proposed SH 121 from IH 20 to SH 174 or US 67 in Johnson County was approved for public involvement by the FHWA on October 12, 1989. A Public Hearing was scheduled and held on January 21, 1993, at the First Baptist Church of Crowley. In light of comments received by TxDOT on the proposed SH 121 from IH 35W to IH 20 regarding public notification of upcoming Hearings, classified advertisements were placed twice each in *The Fort Worth Star Telegram*, *The Cleburne Times Review* and *The Burleson Star*. Adjacent property owners were individually notified by certified mail. A large majority of those who attended the Hearing were in favor of the proposed alignment, which deviated only slightly from the originally proposed "Red" alignment (Exhibit 1.6).

Even with political and community consensus for the proposed SH 121 from IH 20 to SH 174 or US 67 in Johnson County, further project development was stalled once again due to limitations in funding sources. The SH 121 Task Force was formed in 1993 to pursue a feasible means of getting the project built. Over 30 community meetings and briefings to elected officials took place between June and October of 1994 to review preliminary alternative designs and proposals for a northern section of SH 121. This effort resulted in the decision to consider development of the SH 121 as a tollroad.

A public meeting was held on January 25, 1995, at the City of Cleburne Civic Center to inform the public about progress on the SH 121 project. Over 50 people attended the meeting. On April 12, 1995, a delegation of the project's local sponsors and members of the SH 121 Task Force appeared before the TTA (currently the NTTA) Board of Directors in Dallas. At that meeting, the TTA Board of Directors passed Resolution 1531, which authorized staff to work with the SH 121 team in preparing a scope for the financial feasibility studies.

At a June 13, 1995, Board of Directors meeting in Fort Worth, the TTA adopted several resolutions with regard to the SH 121 project. Among others, an authorization to execute a joint venture contract with the local sponsor consultant to perform preliminary engineering and traffic revenue studies was signed.

On June 4, 1998, a public meeting was held jointly by the NTTA and TxDOT, at the Overton Park United Methodist Church in Fort Worth. 30-day and 15-day notices were published in *The Fort Worth Star Telegram*, informing the public of the upcoming meeting. Approximately 150 people attended the meeting, at which the proposed facility was shown and presented as a tollroad project. Exhibits of the proposed alignment were displayed and technical and environmental presentations were given. Following the presentations, the floor was opened for a question and answer session. A copy of the meeting handouts, individual presentations, as well as a summary of recorded questions and comments from the meeting are available for review at the TxDOT Fort Worth District Office, 2501 SW Loop, Fort Worth, Texas, 76133. A majority of the comments received, both at the meeting and in writing following the meeting, were in support of the project. Those opposed to the project cited issues such as noise pollution, impacts from lighting and lack of adequate attention to rail/transit options as primary concerns.

Resolution No. 2482 passed on December 8, 1998, the Fort Worth City Council voted 7-2 in favor of the proposed SH 121 project and passed a resolution authorizing an interlocal agreement between the City, NTTA and TxDOT concerning the development of the proposed SH 121 (Appendix C). Approximately 300 people were present at the City Council chambers, taking this last opportunity to influence the Council's vote. The City's endorsement of the project reaffirmed their commitment to:

- Acquire, or assist in the acquisition, of all required ROW (except at the I-30 and I-20/SH 183 interchanges)
- Provide support in the preparation of EIS
- Work collaboratively to address possible funding shortfalls
- Assist the NTTA in obtaining necessary approvals, permits and further agreements
- Relocate and/or extend City-owned utilities as necessary; to permit connection to City storm water drainage systems, etc.

Resolution No. 2482 to appoint a CAC to the City Council was also passed on December 8, 1998. The CAC would serve to ensure that "adequate citizen involvement continues prior to the final approval of the schematic design by the City" (Appendix C). The first of a series of meetings was held on March 17, 1999.

On December 11, 1998, a joint meeting of the Intermodal Transportation Steering Committee and the Transportation Committee of Fort Worth's TMA, Downtown Fort Worth, Inc., was held at the Fort Worth Club Tower. Representatives from the NTTA and NCTCOG presented a briefing on the SH 121 project and answered questions and concerns raised by the committee.

The Fort Worth Chamber of Commerce also presented an opportunity for citizen's concerns heard regarding the project by hosting two meetings on February 24, 1999, at the Southwest Regional Library Auditorium. Invitations to the meeting were sent to all owners and business managers along Vickery Boulevard. Following presentations by the NTTA and the technical consultant, representatives from FHWA were on hand to respond to ROW and relocation related issues. Several of the business owners and operators in attendance that would be displaced by the project had concerns about the timing of the project and the extent of Federal relocation assistance. A mailing list was compiled after the meeting for all those interested in receiving TxDOT's brochure on procedures for ROW acquisition and relocation assistance.

The first meeting of the CAC, held on March 17, 1999, took place at the Will Rogers Memorial Center in Fort Worth. An overview of the history of the SH 121 project, IH 30 to FM 1187, was presented. Issues and concerns to date were discussed by committee members. The project schedule was also discussed and a draft mission statement for the CAC was presented. The principal focus of public comments dealt with questions regarding the configuration of the facility (the northern

terminus, the number of lanes, access road locations and toll plazas). Questions were also raised regarding the anticipated benefit of the proposed facility. No objections to the project were voiced.

A total of seven committee meetings were held, culminating in the presentation of recommendations to the City Council in October 1999. In addition, the City Council was brought up to date on the project in a briefing presented by City staff on February 1, 2000.

In April of 2000, the City created a PRT to review the preliminary geometric design as proposed by NTTA and TxDOT. By the end of April 2000 the PRT presented their observations and recommendations to the City resulting in the City's decision to pursue further detailed study of the PRT's recommendations. In May of 2000 the City formed a PDT responsible for the oversight of the detailed study and for the purposes of retaining an outside consultant team to perform the study. This study would re-examine the SH 121/IH 30 interchange from the City's perspective and develop additional alternatives in cooperation with the public.

Over the course of the next six months the City's consultant team evaluated the previous alternatives, developed additional alternatives and presented their findings to the PDT and the public. Workshops and public meetings were held once a month between August and October 2000 to solicit comment and direction from the PDT and public. Information provided to the public at these meetings included basic preliminary roadway geometric design criteria, alternative plan options, potential aesthetic mitigation measures, traffic projections occurring within the corridor with and without the project and a general explanation of the NEPA process. The meetings were structured to encourage comment through the use of break out groups staffed with facilitators to lead the discussions.

In December 2000 the PDT made its recommendations to the Fort Worth City Council. These recommendations included the "A1R1" SH 121/IH 30 interchange alternative, referred to as Alternative A, modifications to the proposed typical section of the facility, as well as alternative interchange plans at several of the various grade separations occurring along the corridor. The City Council approved the recommendations and presented their findings to NTTA and TxDOT at the end of December 2000.

Upon review of the PDT recommendations, NTTA and TxDOT determined that certain integral plan elements of Alternative A violated safety and design criteria. In an effort to address the PDT's recommendations, NTTA and TxDOT developed an additional alternative comprised of the desirable plan elements from the previously developed alternatives. This "Combination Alternative", referred to as Alternative C, was developed during the spring of 2001.

On June 4 and June 7, 2001, public meetings were jointly conducted by the NTTA and TxDOT to discuss the current alternatives being studied. The location of the June 4 meeting was the Will Rogers Memorial Center-Amon G. Carter Exhibits Hall and that of the June 7 meeting was the Trinity Valley School. Three alternatives were presented to the public and both written and verbal comments were solicited. The three alternatives presented included Alternative A (the PDT's recommended alternative), Alternative B (the CAC's "Modified" Alternative) and Alternative C (the "Combination" alternative). Overall the project was met with minimal opposition. Public comment focused on the various plan alternatives throughout the project corridor.

The comments received from the previous public meetings were summarized and used to determine the public's recommended plan alternative for the proposed project. The input of the public was incorporated into the three alternative plans and the resulting alternatives were presented in the final set of public meetings. The meetings were jointly conducted by the NTTA and TxDOT on November 27 and December 3, 2001. The November 27 meeting was held at the Trinity Valley School and the December 3 meeting at the Will Rogers Memorial Center-Amon G. Carter Exhibits Hall. Once again, public comments were solicited regarding recommended plan elements for Alternative A, Alternative B and Alternative C.

Copies of the approved DEIS were distributed to Federal, State and local government. FHWA concurred with the document findings and approved as satisfactory for further processing on December 19, 2002.

A Public Hearing was held for the subject project on Tuesday April 22, 2003 at 7:00 p.m. in the Round Up Inn Room of the Amon G. Carter Jr. Exhibits Hall, Will Rogers Memorial Center, 3400

Burnett-Tandy Drive in Fort Worth, Texas, to present project information and receive comments concerning the proposed construction of SH 121 from IH 30 to FM 1187. Notices announcing the Public Hearing were published in *The Fort Worth Star Telegram* January 26 and February 9, 2003, Alliance Regional Newspaper January 31 and February 12, 2003, *The Burleson Star* February 2 and February 9, 2003, *The Crowley Star Review* January 30 and February 13, 2003 and *The Cleburne Times Review* January 26 and February 9, 2003. Copies of the Public Hearing notice were mailed to property owners adjoining the project.

At the April 22, 2003 Public Hearing, an agenda with relevant project information and a list of TxDOT contacts was made available. Schematic overview maps were also made available to the public along the walls of the auditorium. A film that introduced the proposed SH 121 to the public was available adjacent to the meeting room for viewing continuously before and during the Public Hearing.

Attendance at the hearing was composed of 25 representatives of TxDOT, four representatives of the FHWA, six representatives of the City, one representative of Tarrant County, one representative of Johnson Country, eight representatives from NTTA, two representatives from congressional elected officials, 29 consultants, two shorthand court reporters and 143 interested citizens. A total of 227 individuals attended the Public Hearing. The majority of citizens who attended the Public Hearing reside in the area of the project, although a substantial number of those attending do not live in the immediate project area. A total of six public officials or their designated representatives were formally recognized at the Public Hearing and four of those officials offered comments. All spoke in favor of the project.

A total of 19 individual citizens spoke at the Public Hearing to present oral statements for the record. Of the 11 who signed up to speak, seven made statements, two were called but did not make statements, one delivered a written statement and one made a statement to a court reporter outside of the hearing room. A total of 13 citizens with a general interest in the project signed up to speak. Of that number, 12 made statements and one made a statement to a court reporter outside of the hearing room. The court reporter located outside of the hearing room took seven oral statements; the

transcript of these statements may be found in the Public Hearing documentation contained in Volume 2 of this FEIS.

During the Public Hearing, the Mayor of the City presented Resolution No. 2923 which adopted the PDT recommendations, Alternative A, as the City's locally recommended alternative with modifications (Appendix C). Comments were received during a 10-day comment period following the Public Hearing. A total of 64 written comments were received during this comment period.

In response to the City's locally recommended alternative as presented at the Public Hearing, NTTA and TxDOT developed an additional alternative, called the C/A alternative. This alternative evolved from the City's desire to include the intent of the Alternative C/A interchange design at IH 30 and to move the mainlanes and Stonegate Boulevard interchange north of the electrical transmission line. The City's recommended alternative would maintain the PDT efforts where possible, plus extending Arborlawn Drive instead Bellaire Drive across SH 121, while avoiding ROW impacts to existing and ongoing development south of IH 20.

NTTA and TxDOT have diligently analyzed the project based on concerns expressed during the Public Hearing process. This resulted in revised studies based on updated data, an expanded discussion of secondary and cumulative impacts and an overall improvement in the readability of the document. Documentation of the Public Hearing on the DEIS (including court reporter transcripts of verbal statements, written comments and responses to comments) is contained in Volume 2 of this FEIS.

It has been determined that there are no changes to the project that would result in substantial environmental impacts not previously considered in the DEIS nor is there new information relevant to environmental concerns that would result in substantial impacts not evaluated in the DEIS. As a result of this "hard look," NTTA and TxDOT recommended proceeding to this FEIS. The FHWA concurred with this approach.

Due to public interest in this project, the City has requested additional public involvement as this project advances. While not traditionally provided at the FEIS stage, NTTA, TxDOT and FHWA have agreed to provide an additional Public Hearing after the FEIS is made available to the public. Before the execution of the ROD, a summary of this additional Public Hearing and analysis of comments received there would be made available to the public. Major comments not previously addressed in the FEIS will be noted in the ROD.

In August 2003, the City adopted Resolution No. 2982, which created the SH 121 CAG . The CAG has been charged by the Mayor and City Council to develop a Nature and Character Plan for the SH 121 corridor. The Nature and Character Plan would establish recommendations for aesthetic elements such as landscaping buffers, wall treatments, gateways for the arterial intersections, trails, natural elements, public art, toll plazas, lighting and signage. The CAG would present the Nature and Character Plan to the City Council for adoption. Following receipt of the ROD detailed design of SH 121 would begin. At that time the City' adopted Nature and Character Plan recommendations would serve as a baseline for incorporation of aesthetic elements into the detailed design of SH 121. Continuing input from the CAG via the City would occur during the detailed design of SH 121.

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CHAPTER 7

RECOMMENDED ALTERNATIVE

7.0 RECOMMENDED ALTERNATIVE

As stated in Chapter 2.0, Purpose and Need, the purpose of this proposed project is to:

- Improve regional mobility,
- Increase people and goods carrying capacity,
- Alleviate further overburdening of the local transportation system.

The recommended alternative should meet the purpose and need of the proposed project and include additional desired benefits such as providing a financially viable means to implement the proposed project. The recommended alternative should also complement local future land use plans and incorporate public input in so far as is feasible and practicable.

Five build alternatives were studied in this FEIS: Alternative A resulted from the City's PRT and PDT recommendation in 2000; Alternative B resulted from the City's CAC recommendation in 1999; Alternative C was developed by NTTA and TxDOT in response to safety and established design concerns related to the preliminary design of Alternative A in 2001; Alternative D resulted from agency studies and public input in 1998. A combination alternative (Alternative C/A) was presented by the City on April 22, 2003 during the comment phase of the DEIS Public Hearing as detailed in a City Council resolution. The Build Alternative C/A discussed in this document was developed in response to public input and incorporates much of the City's suggestions in so far as is feasible and practicable.

The environmental consequences of implementing each Build alternative were evaluated against the ability of each of the Build alternatives to meet the purpose and need of the proposed project. Because of existing land use and local land use plan development patterns within the proposed project area, the proposed Build alternatives are essentially confined to the same horizontal alignment with the vertical profile varying among the alternatives. Because the various Build alternatives share the same basic horizontal alignment, implementing any of these Build alternatives would in some areas result in similar environmental consequences. The major differences among environmental consequences of the Build alternatives is that if Alternative B or D were implemented, potential impacts to cultural resources (for example the North Holly Water Treatment Plant) could occur and

implementation of Alternative A would result in more single family housing displacements than the other alternatives.

Because environmental consequences of implementing any of the Build alternatives are similar, the information gained during the comment phase of the DEIS Public Hearing was a valuable component in determining a recommended alternative. The recommended alternative which meets the purpose and need of the proposed project and while incorporating public input, has been determined to be the Build Alternative C/A.

CHAPTER 8

SUMMARY OF MITIGATION MEASURES

8.0 SUMMARY OF MITIGATION MEASURES

Section 101(b) of the NEPA requires that Federal agencies incorporate into their project planning all practicable measures to mitigate adverse environmental impacts resulting from a proposed action. The following section summarizes concept-level mitigation measures that have been identified as appropriate to minimize adverse environmental impacts for the recommended alternative. Agency coordination and contacts with individual property owners would continue throughout the detailed design phase of the project. During that time, mitigation measures would be developed in more detail. Final mitigation would be incorporated into the detailed engineering plans and specifications for this project. Mitigation measures are described for the recommended Alternative C/A for adverse impacts to resource categories to the degree that can be anticipated at this point in project development.

8.1. Visual Impacts/Context-Sensitive Design

8.1.1. Overview

Context-Sensitive Design is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. The process of developing a transportation project involves influences and impacts that extend beyond the ROW lines. Context-Sensitive Design seeks to integrate these aspects and seek input with the affected communities to meet transportation needs and user expectations.

The following subsections cover Context-Sensitive Design in relation to contextual parameters.

8.1.2. Contextual Parameters

The intermingling of various types of land use along the SH 121 corridor can create complex contextual issues. In dealing with these issues, the various components of the corridor were identified to enable a clear understanding of the intricate details of its context. Along the approximately 15 mi long corridor, there are many land use types including residential, commercial

and industrial as well as other transportation facilities that have interchanges with proposed SH 121. Specific discussion on the existing visual conditions and proposed visual impacts are discussed in Chapter 5.23, Visual Impacts of this document.

The primary vehicle for determining the contextual parameters that would influence the aesthetic design of transportation facilities is the public participation process that is planned to be carried into the detailed design phase. This process is intended to have a strong influence on decisions regarding overall aesthetics and landscaping plans for the project.

Since its inception, discussed in Chapter 1.0, Project History, this project has been a good example of context sensitive design (CSD). Initiating preliminary design in 1970, an intergovernmental interdisciplinary team was formed, to consider a route for SH 121 extending from IH 35W through the southwest quadrant of Fort Worth. The team consisted of Texas Highway Department design engineers, Fort Worth city staff design professionals from several departments, Tarrant County staff, and the transportation director for North NCTCOG. In addition, the City had a planning consultant at the time working on a downtown master plan. Consulting landscape architect and planner Lawrence Halprin assisted on this project.

Among other CSD recommendations by Halprin was locating SH 121 through an old iron foundry just west of FWBG. This would create more park space for insulating the garden from outside influences. In addition, that route led to an area for a good highway interchange with IH 30 near Montgomery Street. He recommended also that the highway route then curve to the southwest to follow along the north side of the railroad yard, to avoid creating a second transportation corridor, without further splintering of the area, and with very few residences displaced. Those key CSD concepts, with others, were integrated into the preliminary geometric layout that moved forward into the 1973 Public Hearing, with good public endorsements occurring.

In the 1980s, a concept for creating a Cultural District was promulgated by the City, integrating the museums, the Will Rogers coliseum, the stock show buildings and grounds, exhibit buildings and the theaters, with the botanic garden and parks. This Cultural District concept resulted in consultants for the City developing a plan for a new route that lay across the river from the east edge of Trinity Park

near the Clear Fork of the Trinity River channel. This new route crossed under the Lancaster Avenue and West 7th Street bridges, partly superceding Forest Park Boulevard, and reaching IH 30 near the existing Forest Park Boulevard interchange. The change in route being tentatively accepted by the Texas Highway Commission, the previous IH 30 crossing concept at Montgomery Street was dropped. This route, however, appeared later as an alternative route presented in a public meeting held in 1988.

To the west from the Forest Park Boulevard intersection point, the parallel space between the railroad and Vickery Boulevard would become the location for SH 121, using the Halprin concept farther to the east, integrating the two highways and the railroad into a single transportation corridor. The space lying between IH 30 and the railroad would utilize extra width, almost all to the south of IH 30 for the linear interchange concept of recommended Alternative C/A for SH 121 and IH 30. Alternative C/A crossing of the Clear Fork of the Trinity River near University Drive would fit in between and preserve the historic bridges for the railroad and for Vickery Boulevard, as part of the CSD concept.

Even after dropping the part of the route north of IH 30 at this time because of the expense, this CSD interchange concept would be developed. Rather than moving closer to Sunset Terrace, much of the traffic would move away from the neighborhood on the new roadways, reducing noise level and visual intrusions.

Between Forest Park Boulevard and Summit Avenue, Alternatives B and D would include flyover direct connections to the north, connecting to Forest Park Boulevard near the bridge carrying Lancaster Ave overhead. The terminus of these flyover connections would be near the North Holly Water Treatment Plant, a historic property that might be affected. Recommended Alternative C/A does not include such a connection, so that the design of Alternative C/A at Forest Park Boulevard should be considered to be a CSD element of the project.

West of Forest Park Boulevard opposite the Mistletoe Heights neighborhood, the elevation for SH 121 would be approximately the same level as the railroad. Existing connections of IH 30 to Rosedale Street would be left intact, except for revising the span lengths near the middle of the

bridges, but would remain at the existing profile elevation. With such a CSD concept, the existing earth berms and walls along the north side of Mistletoe Heights would remain intact, shielding the neighborhood, with the added construction for SH 121 being largely hidden beyond the railroad.

Farther to the southwest, the space between Vickery Boulevard and the railroad transitions out immediately west of the existing Hulen Street bridge over the railroad. As a CSD measure, the SH 121 location would cross the railroad in the same area as Hulen Street, avoiding the potential displacement of homes west of Hulen Street and north of Vickery Boulevard.

In addition, the SH 121 profile constitutes adoption of another CSD concept. The profile of the existing Hulen Street railroad crossing is high due to a former railroad requirement for clear sight distance from the yard operation tower. Such a railroad requirement is no longer needed, due to adoption of video cameras to assist yard operation. Alternative D would pass above the existing Hulen Street bridge, as the simplest design, which would create a very high level bridge above the neighborhood, but the recommended alternative C/A switches the levels. Even though the design that switches the profiles would be more complex, these CSD concerns would lead to the recommended C/A profile being set at the minimum clearance above the yard rails, with a reconstructed and widened Hulen Street bridge being overhead, with only a few feet of additional height.

The alignment proposed in 1973 continued southwest from the railroad, across vacant land, crossing the Clear Fork of the Trinity River about 4,000 ft downsteam from Bryant Irvin Road. Due to the extended delay of funding for the project, Overton Woods addition became developed on the south bank between the river and Bellaire Drive, extending up to the tentative ROW line.

Other developments farther south also grew into and across the original route. The advanced planning engineer for SH 121, in consultation with the Wedgwood Sector Planning Council, recognized that many changes south of IH 20 were needed, and saw the opportunity to change alignment to a limited extent between IH 20/SH 183 and the railroad. The existing interchange of IH 20 and SH 183 had been designed for later addition of SH 121 in the same area, to use overlapping

open spaces in a five leg interchange, so the location and design across the interchange was retained as a CSD conceptual measure.

North of the interchange, all of the remaining vacant land is owned and being held for future development by a private family entity. In conjunction with a planner for the property owners, with family members participating, a new route location was selected using CSD concepts, to be more compatible with future development. Crossing the river about 1,500 ft upstream from the west end of Overton Woods addition, the revised route then continued south to the earlier planned IH 20/SH 183 interchange area.

The entire route was moved farther to the west in the area south of IH 20. There were four still undeveloped properties abutting along a north-south line in the area south of Oakmont Boulevard. In an attempt to arrive at an alignment using CSD concepts, the City planning director coordinated joint action with the advanced planning engineer, along with planners for the property owners, to establish an alignment compatible with planning of these subdivisions and suitable for an exemplary roadway. The alignment needed to be on an intricately fitted curve, but tentative ROW lines were set successfully so that there would be no useless remainders from these properties. Each property owner was then expected to be able to proceed with developing the properties, moving gradually toward the ROW over time and agreed to preserve the roadway ROW.

In many areas along the project, the usual CSD concept now would include a buffer zone 80 ft in width outside the minimum usual ROW needs, to allow landscaping and/or earth berms to help make the highway more nearly compatible with the existing and future abutting homes. The earlier CSD effort south of Oakmont Boulevard almost succeeded in providing good clearance, except that one of the developers moved faster than the others. A row of homes has been built in the area where a frontage road would have been had the original freeway design concept been carried out. This area is approximately where the buffer strip would be under the present usual CSD concept.

In the Hulen Bend addition, acquiring the buffer strip would displace the most recently built strip of homes, a total of about 45 single-family homes. As a CSD measure, Alternative C/A would leave

the houses in place, and refrain from acquiring the usual buffer strip, and would erect a traffic noise barrier in the minimum usual ROW, as described in Section 5.11, Noise Impacts.

In response to land planning concerns in the area one to three miles from the south end of the project, the alignment would be shifted for Alternative C/A, as a CSD measure, to allow better future development opportunities desired by property owners.

Other limited area CSD measures would be used throughout the project, as detailed design work proceeds, developed in coordination with the CAG.

8.1.3. Public Involvement

The involvement of local groups and organizations during the planning process helps create better solutions that would be mutually beneficial for everyone. Throughout the development of this project, there has been extensive public involvement with citizens, property owners and affected local governments regarding the proposed facility. Many opportunities for public comment have been afforded and more opportunities for public involvement are planned for the future.

Due to public interest in this project, the City has requested additional public involvement as this project advances. While not traditionally provided at the FEIS stage, NTTA, TxDOT and FHWA have agreed to provide an additional Public Hearing after the FEIS is made available to the public. Before the execution of the ROD, a summary of this additional Public Hearing and analysis of comments received there would be made available to the public. Major comments not previously addressed in the FEIS will be noted in the ROD.

In August 2003, the City adopted Resolution No. 2982, which created the SH 121 CAG. The CAG has been charged by the Mayor and City Council to develop a Nature and Character Plan for the SH 121 corridor. The Nature and Character Plan would establish recommendations for aesthetic elements such as landscaping buffers, wall treatments, gateways for the arterial intersections, trails, natural elements, public art, toll plazas, lighting and signage. The CAG would present the Nature and Character Plan to the City Council for adoption. Following receipt of the ROD detailed design

of SH 121 would begin. At that time the City's adopted Nature and Character Plan recommendations would serve as a baseline for incorporation of aesthetic elements into the detailed design of SH 121. Continuing input from the CAG via the City would occur during the detailed design of SH 121.

8.1.4. Corridor Image

With a new facility throughout the corridor, it would be important to give the many varying facets a unified look. Careful design of signage, lighting, etc. would help to establish a complimentary appearance among the build elements of the project. Input from the CAG via the City during the design phase would help achieve a unified look.

8.1.5. Bridges and Interchanges

When seen at high speeds along the project, a bridge serves as a momentary focal point, giving motorists clues about the community above and/or adjacent. Although the bridges along the corridor are of the same design, distinctive elements on bridges can serve as landmarks, helping drivers determine their location. The overpass, whether viewed from the surface street or from the cross street below, helps identify the image of the project. Seen at much slower speeds, the detail in the columns and abutments can enhance that image. Attention to the underside of the bridge and its connection to the abutments and columns would provide visual clarity and organization, thus enhancing the overall appearance of the project.

Roadway interchanges are landmarks that signify thresholds from one area to another. Interchanges create substantial opportunities along the project to celebrate an area's identity with plantings or public art. They can become gateway experiences that reflect the adjacent land use or community. Moreover, interchanges can be dividers between distinct land uses. The unique structure of interchanges also creates special opportunities to implement landscape elements at a grander scale than is allowed by the narrower spaces along the project. Input from the CAG via the City during the design phase would help identify goals for detailed design.

8.1.6. Walls

The retaining wall as seen from the roadway side would be passed by quickly and would serve to reduce visual clutter, enabling the motorist to focus on the task at hand. On the frontage road, the wall would be passed by more slowly and may be viewed more closely. In either circumstance, the wall should be designed to be attractive and a cohesive element of the overall project design. Input from the CAG via the City during the design phase would help identify goals for detailed design.

8.1.7. Landscaping

As a design element, landscaping would be essential to soften the potential harshness of the project and can create continuity and visual relief along the entire project. Input from the CAG via the City during the design phase would help identify goals for landscaping detail. Landscape treatments would be limited to the project ROW. Landscaping would be in accordance with EO 13112 on "Invasive Species and the Executive Memorandum on Beneficial Landscaping" by seeding and replanting the ROW with native species of plants where possible. A mix of native grasses and native forbs would be used to re-vegetate disturbed areas within the ROW. Trees and shrubs would be added in open areas as appropriate for functional definition and enhancement. Landscaping would follow the *TxDOT Landscape and Aesthetics Design Manual*, but could be modified as appropriate to accommodate input from the City. NTTA has developed System-Wide Design Guidelines to provide aesthetic continuity on the tollroad projects that they operate and maintain. These guidelines include landscaping, which is considered an integral element in the roadway design. The System-Wide Design Guidelines could be modified as appropriate to accommodate input from the City.

Buffer zones would be provided along the alignment generally between Hulen Street and SH 183 as well as between Overton Ridge Road and Altamesa Boulevard. In addition, widened medians would be provided generally between Stonegate Boulevard and Arborlawn Drive as well as Oakmont Boulevard to south of Altamesa Drive. No defined landscaping/planting/maintenance plan for the buffer zones and medians has been developed.

8.1.8. Lighting

Continuous lighting of the main lanes, lighting of toll plazas, lighting of intersection and interchange areas and partial lighting of frontage roads is proposed for SH 121. As part of the environmental and public participation process for the project, NTTA and TxDOT have considered minimizing potential increases in light intrusion to designated historic areas. In response to neighborhood concerns over lighting levels elsewhere, NTTA performed lighting studies resulting in more cutoff and minimal-glare fixture use throughout the project in accordance with *Texas Health and Safety Code*, Chapter 425. Spill light would be limited in areas where it is considered undesirable. Full consideration would be given to energy conservation, reducing glare, minimizing light intrusion and preserving the natural night environment.

The design of the project would follow the *Highway Illumination Manual*, which provides procedures, guidelines and information concerning highway illumination. The design of the project would make every effort to apply the Manual's design criteria to select proper lighting (either continuous or safety lighting) for the project. As defined in the Manual, continuous lighting is defined as lighting that provides relatively uniform light on all main lanes, direct connections and complete interchange lighting of all interchanges. Frontage roads are not normally continuously lighted. The lighting units may be conventional luminaries but no high mast lighting would be used within 1,000 ft of SH 121/IH 30 interchange. Safety elements would be used to the extent necessary to provide for safety enhancement and the orderly movement of traffic.

With regard to the proposed SH 121 construction connection near Summit Avenue, the existing high-mast lighting would be removed to construct the proposed project and is proposed to be replaced with low-mast lighting.

8.2. Land Use Impacts

The project is consistent with the *Fort Worth Comprehensive Plan*, which was adopted by the Fort Worth City Council Development strategies are recommended by the Plan in relation to the project.

8.3. Prime and Unique Farmlands

Completion of Form AD-1006, Farmland Conversion Impact Rating, Part VI, for land south of IH 20 resulted in a total site assessment score of 32. If the assessment score is less than 60, no further soil evaluation is required. There was no unique farmland found from IH 20 north to the Hulen Street Bridge and no farmlands within this area had been designated as having Statewide or local significance. There is approximately 1.7 mi of prime farmland that follows the Clear Fork of the Trinity River, but this soil has not been under cultivation for some time and is currently zoned commercial. There are no unique soils found within the PSC and no farmlands have been designated as having Statewide or local significance.

8.4. Environmental Justice and Social Impacts

The construction of SH 121 would not negatively impact school districts, recreation areas, churches, police and fire protection nor would the project disproportionately adversely impact any social groups such as minorities, the elderly, low income or the handicapped.

8.5. Relocation Impacts

The relocation program for the SH 121 project would be conducted in accordance with the Uniform Relocation Assistance and *Real Property Acquisition Policies Act of 1970* and 49 CFR Part 24, as amended. Resources would be made available without discrimination for relocation assistance for residential and business displacements. Titles VI and VIII of the *Civil Rights Act of 1968*, the *HUD Amendment Act of 197*4 and Public Law 91-646 of the *Federal Relocation Assistance and Real Property Acquisition Policies Act of 1970* protect those displaced. Specifically, theses Acts help ensure that, no person may be required to move unless appropriate housing would be available.

8.6. Economic Impact

The improved accessibility is expected to have a positive influence on future development of land adjacent to the PSC, as well as that of established businesses. Therefore, the project is expected to have a positive economic impact.

8.7. Pedestrian and Bicycle Impacts

Temporary impacts to existing bicycle/pedestrian facilities are expected to occur during the construction phase of the project; however, long-term impacts would not occur. A temporary detour would be provided for the trails abutting the proposed project at the crossings of the Clear Fork of the Trinity River during certain construction operations in the interest of public safety.

8.8. Section 4(f) Impacts

The recommended alternative would not require takings from publicly owned parks, recreation, lands, wildlife and waterfowl refuge lands, or historic properties. Temporary impacts to existing bicycle/pedestrian facilities are expected to occur during the construction phase of the project; however, long-term impacts would not occur. A temporary detour would be provided for the trails abutting the proposed project at the crossings of the Clear Fork of the Trinity River during certain construction operations in the interest of public safety.

8.9. Air Quality Impacts

The *Mobility 2025-2004 Update* including the Build alternative of this project meets the transportation needs of the future.

8.10. Traffic Noise Impacts

Noise abatement measures such as: traffic management, alternation of horizontal/vertical alignments and the construction of noise barriers have been considered for the recommended alternative. Noise barriers have been proposed in three locations. Construction of noise barriers was investigated for all noise-impacted receptors along the project. In order for noise barriers to be constructed, they must be both feasible and reasonable:

- Feasibility relates to physical and acoustical restraints. Barriers are feasible where terrain, access, safety or other physical constraints do not preclude them and where they are able to achieve a substantial noise reduction. A reduction of eight to 10 *dBA* would be considered substantial.
- Reasonableness of noise barriers depends on a number of factors including the barrier cost

per residence benefited. Costs exceeding $25,000 per noise receiver benefited would not be considered reasonable. Additional details on the locations of these proposed walls are located in Chapter 5.11.4, Noise Abatement.

Visual screens could be placed at locations that do not qualify for traffic noise barriers, such as at the Sunset Terrace Neighborhood. These visual screens would provide some traffic noise reduction for the Sunset Terrace Neighborhood.

8.11. Water Quality Impacts

8.11.1. Surface Water Quality

Where appropriate, these erosion and sedimentation control structures would be in place prior to the initiation of construction and would be maintained throughout the duration of the construction. Clearing of vegetation would be limited and/or phased in order to maintain a natural water quality buffer and minimize the amount of erodible earth exposed at any one time. Upon completion of the earthwork operations, disturbed areas will be restored and reseeded.

In December 1996, the EPA issued the City and TxDOT an NPDES Storm Water Discharge Permit for its MS4, (Phase I). The EPA has delegated the program to TCEQ. The project would comply with the conditions of the MS4 permit.

8.11.2. Groundwater Resources

Due to the nature of the underlying aquifers, no groundwater contamination is expected to occur from the construction and use of SH 121. The project would not cross the recharge zone of any underlying aquifers.

8.11.3. Permits

Jurisdictional Waters of the United States and Wetlands Impacts

Following selection of the Preferred Alternative in the ROD, detailed design of the project would begin and detailed on-the-ground jurisdictional waters of the United States delineation and project

impacts assessment would be completed. In accordance with the CWA Section 404 (b)(1) guidelines, design of the project would include measures to avoid and minimize impacts to jurisdictional areas. Unavoidable impacts to jurisdictional areas would be compensated for during the 404 permitting process by providing mitigation for unavoidable losses of waters (functions and values) of the United States as required by any pertinent Section 404 permit administered by the USACE. The Section 404 permitting process would be conducted during preparation of the detailed design. Mitigation would be proposed at no less than a one-to-one ratio. It is estimated that Section 404 NWPs would authorize impacts to jurisdictional areas. In addition, as a result of impacts to jurisdictional waters associated with the construction of this project, Tier I Erosion Control, Post-Construction TSS Control and Sedimentation Control devices would be required under the TCEQ Section 401.

Construction General Permit

Because this project would disturb more than 1 ac, a TCEQ Phase II TPDES Construction General Permit would be required. This would be accomplished by filing a NOI to comply with the TPDES stating that a SW3P would be in place during construction of the project. No long-term water quality impacts are expected as a result of the project. Soil erosion and sediment-laden runoff from construction areas would present the most likely temporary impacts to streams and the river within the PSC. Impacts would be minimized through the implementation of erosion and sediment control practices (i.e., silt fence, rock berm and drainage swales) from the *TxDOT Standard Specifications for the Construction of Highways, Streets and Bridges Manual*. Other erosion and sedimentation control measures would likely include seeding and mulching disturbed areas, fiber mats, netting, dikes, dams, rock construction entrances, minimizing exposure of unprotected soil, temporary sedimentation ponds and proper construction of river and stream crossings. During construction of the proposed SH 121, the surface area of erodible soils that would be exposed at any one time would be limited. Where appropriate, these temporary control structures would be in place prior to the initiation of construction and would be maintained throughout construction. Clearing of the vegetation would be limited and/or phased in order to maintain a water quality buffer. Upon completion of earthwork operations, disturbed areas would be restored and reseeded according to the Department's specifications for "Seeding for Erosion Control." The contractor would take

preventive measures to minimize and control the spill of fuels, lubricants and hazmats during construction. Proper areas for spills disposals and materials storage would be designated and identified and would be protected from run-on and run-off. No long-term water quality impacts are expected as a result of the project.

In addition, as a result of impacts to jurisdictional waters associated with the construction of this project, Tier I Erosion Control, Post-Construction TSS Control and Sedimentation Control devices would be required under the TCEQ Section 401. At least one Erosion Control device would be implemented and maintained until construction is complete. Erosion Control devices to be used include temporary vegetation, blankets/matting, mulch and sod. In addition, at least one Sedimentation Control device would be maintained and remain in place until completion of the project. Sedimentation Control devices to be used include sand bag berms, silt fences, triangular filter dikes and rock berms. Also, at least one Post-Construction TSS Control device would be implemented upon completion of the project. Post-Construction TSS Control devices to be used include retention/irrigation, extended detention basins and vegetative filter strips.

8.12. Floodplain and Floodway Impacts

No major changes to streams and floodplains elevations are proposed. The proposed roadway would be designed to have adequate freeboard to prevent encroachment of water on the pavement in the regional (100-year) flood event. Presidential EO 11988 requires Federal agencies to avoid the long- and short-term adverse impacts associated with the occupancy and modification of floodplains and to restore and preserve the natural and beneficial values served by floodplains. In implementing the EO, it is FHWA's policy to:

- Encourage prevention of uneconomic, hazardous or incompatible use and development in the floodplain.
- Avoid longitudinal or other substantial encroachments where practicable.
- Minimize impacts that adversely affect base flood plains.
- Restore and preserve the natural and beneficial floodplain values.
- Avoid support of incompatible floodplain development.
- Be consistent with the intent of the Standards and Criteria of the National Flood Insurance Program and local floodplain management.

8.13. Wild and Scenic Rivers Impacts

There are no designated wild or scenic rivers within the PSC or vicinity.

8.14. Coastal Barriers and Coastal Zone Impacts

There are no coastal barriers or coastal zones located within the PSC or vicinity.

8.15. Threatened or Endangered Species

No impact on endangered/threatened species is likely to occur.

8.16. Trees, Vegetation and Wildlife Habitat

Vegetation clearing and disturbance within the ROW would be limited to the minimum needed to construct and maintain the roadway. A 30 ft clear zone from the edge of pavement, where no obstruction is allowed, is required for the Recommended Alternative. In accordance with EO 13112 on Invasive Species and the Executive Memorandum on Beneficial Landscaping, landscaping would be limited to seeding and replanting the ROW with native species of plants where possible. A mix of native grasses and native forbs would be used to re-vegetate the ROW within the 30 ft clear zone. The planting of native shrubs and trees would be allowed out side of the clear zone where appropriate.

The vegetation and trees within the PSC do not provide special habitat value for endangered or threaten species. No vegetation types exist in the PSC that fit the descriptions of rare vegetation series (S1, S2, or S3 series levels) as described by the TxDOT – TPWD MOU. No habitat types requiring mitigation per the provision (4)(A)(ii) of the TxDOT – TPWD MOU would be impacted by the proposed project.

8.17. Historic Resources Impacts

8.17.1. Archeological Sites

One prehistoric site (41TR170) was discovered during a March 1999 TxDOT survey of the project area. Based on TxDOT findings, the site is recommended as potentially eligible for listing in the NRHP and as a SAL. TxDOT has committed to further testing of the site in coordination with the THC to determine the site's formal NRHP and SAL eligibility status. The testing would be the responsibility of TxDOT and would be completed after the ROD during the PS&E design stage. In the event a potential archeological resource is encountered during construction, construction activities would cease and the resource would be evaluated per the TxDOT / THC MOU. The entity responsible for complying with the MOU would be the one within whose physical jurisdiction (as defined by the Interlocal Agreement among the City, NTTA and TxDOT) the impact to the potential resource would occur. All Section 106 requirements would be fulfilled prior to the beginning of construction for this project.

8.17.2. Historic Buildings and Structures

Consultation with THC has been finalized for all alternatives. Alternatives B and D have been identified as having potential impacts at the North Holly Water Plant, Lancaster Bridge and the Mistletoe Heights Neighborhood Historic District as either direct takes or indirect impacts. Those impacts would lead to a Section 4(f) evaluation. Alternatives A and C were developed to avoid impacts, such as the visual impacts to neighboring residential areas and historic resources, that were identified through the public involvement process. THC has concurred that Alternatives A and C would have no adverse effect on the historic properties. Consequently, Alternative C/A would have no adverse effect on the historic properties. By implementing Alternative A, C or C/A versus Alternative B or D, taking of property from the North Holly Water Plant is eliminated, the visual intrusion on the Lancaster Bridge is eliminated and the visual intrusion that the direct connection to Forest Park Boulevard may have had on the Mistletoe Heights Neighborhood Historic District or the Sunset Terrace neighborhoods is eliminated. The Recommended Alternative C/A would have no adverse effect on any historic property.

8.18. Construction Impacts

Construction of the proposed SH 121 project would have specific temporary affects related to air quality, noise, water and traffic. In addition, construction detours are at the IH 30 and IH 20 interchanges. Construction detours might be needed at other locations. Temporary impacts such as increased traffic, increased noise and increased vehicle emissions might occur because of these detours. However, these impacts would be temporary and would be minimized. Proper planning and implementation of specific mitigation procedures would reduce or eliminate the impacts realized during construction of the facility. The following are some of the impacts likely to be encountered during construction.

8.18.1. Construction Air Quality

Temporary air pollution from dust generated during the construction phase might create a nuisance to nearby residences, schools, churches and businesses along the PSC. Dust generated from construction activities would be controlled by sprinkling water on areas where intensive traffic occurs on non-paved areas, such as haul roads, equipment parking and cut and fill areas. Disposal of brush, vegetative spoil resulting from clearing operations and the control of dust during the construction phase would be in accordance with the TCEQ's Regulation 1, Rule 101 and Rule 104, respectively. Inspectors would be required by Federal contract to implement the applicable standards relating to dust suppression during the entire construction phase of the project. The inspectors would be responsible for putting into effect those pollution controls necessary to ensure compliance with the provisions of the contract.

8.18.2. Construction Noise

It is not practical to predict noise levels at a particular location during the construction of the proposed facility. Heavy machinery, the major source of noise during construction, is constantly moving in unpredictable patterns. There is a possibility that certain construction operations could produce temporary noise levels high enough to interfere with nearby noise sensitive activities. Provisions would be provided in the plans and specifications to require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work hour

controls, equipment muffler systems, etc. To further reduce the potential impact of construction noise, the project would require that motorized equipment shall be operated in compliance with all applicable local, State and Federal laws and regulations relating to noise. Construction equipment would be required to have mufflers constructed in accordance with the equipment levels permissible within and adjacent to the project construction site.

8.19. Secondary and Cumulative Project Impacts

Along IH 30 near Summit Avenue to Hulen Street, secondary effects are not anticipated for proposed SH 121. The nature of the urban area would not change with project implementation. The traditional transportation corridor would be used to the greatest extent possible and virtually no vacant land exists within this corridor for development.

From Hulen Street to the project's southern terminus at FM 1187, the proposed SH 121 would pass through vacant land. Future land use plans show a continuation of the development trends of the past 40 years with mostly residential and commercial uses. The proposed SH 121 project would make the southwest section of Fort Worth and Tarrant County more accessible and would reduce traffic on the majority of existing streets in the southwest quadrant, thus relieving traffic congestion and improving air quality. These positive cumulative effects would benefit the southwest quadrant of the City and the county.

No cause and effect relationship exists between the proposed SH 121 and secondary development. Such development would occur with or without SH 121 implementation.

8.20. Hazardous Materials

It is not anticipated that any of the sites described in Chapter 5.22, Hazardous Waste Sites would impact the development of the proposed facility. There would be no change to the environment along the project corridor related to hazardous waste conditions or established sites. Precautions and remediation measures would be necessary during the construction phase to ensure that all means are utilized to identify and remove any hazardous waste encountered while work is proceeding.

These conceptual mitigation efforts would be incorporated into the ROD and the details for all mitigation would be worked at during detailed design and with continued public involvement throughout the CAC/PDT.

8.21. Conclusion

This chapter has presented a conceptual mitigation description based on public input, Citizen's Advisory Committee input and Project Development Team input to date. The Record of Decision would include the final refined description of the conceptual mitigation presented in this FEIS. The final refined description of the conceptual mitigation would be based on public input following the Public Hearing on the FEIS and continuing input from the CAG via the City of Fort Worth. Mitigation for impacts to regulated areas such as jurisdictional waters of the US would be coordinated with the USACE in a permit application process. This coordination would occur during final project design when impacts to these areas can be better estimated.

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CHAPTER 9

AGENCY COORDINATION AND COMMENTS

9.0 AGENCY COORDINATION AND COMMENTS

9.1. Agency Coordination

From the very early stages of the proposed SH 121 project, several local, State and Federal agencies have had the opportunity to comment on various aspects of the proposed facility. TxDOT led early project coordination, in cooperation with NCTCOG, the City and Tarrant County. More recently, with the development of the project as a toll facility, the NTTA has assumed overall responsibility for the project.

Coordination was initiated with the EPA April 13, 1999. Based on the EPA's May 12, 1999 response letter, TxDOT would continue this coordination with the EPA during finalization of the EIS process. Coordination was initiated with the USACE April 13, 1999. Based on the USACE's May 13, 1999 response letter, TxDOT would continue this coordination with USACE during the finalization of the EIS process and during Section 404 of the CWA permitting process. TxDOT initiated coordination with the FWS on June 5, 2002 pursuant to 50 CFR 402.01. A BA was submitted to FWS at this time. FWS responded on June 12, 2002 with the determination that the recommended project is not likely to adversely affect listed species. THC concurrence for archeological resources for the project was obtained June 12, 2002. Prior to construction, site 41TR170 would be tested and coordinated. THC concurrence for historic structure resources for the project was obtained June 12, 2002. THC has requested that TxDOT consider minimizing or avoiding increases in traffic, noise and light pollution in designated historic areas. TxDOT has committed to THC's requests in a September 9, 2002 letter. The THC acknowledged this correspondence on September 18, 2002. All coordination letters are located in Appendix F.

It is the responsibility of all Federal agencies to consult with Native Americans on issues of cultural heritage that may affect them. Impacts to cultural and historic resources must also be considered during the NEPA process. Substantial provisions governing tribal consultation are found in Section 106 of the NHPA. In 1999, Congress modified the NHPA to include additional tribal consultation for Federal projects. The revised Section 106 regulations require agencies to consult with tribes that

currently reside or have ancestral history in the project area. No distinct Native American tribes were found to currently reside or demonstrate ancestral history in the proposed SH 121 project area.

In May of 2000, the FHWA sent out letters to known, potentially affected Native American tribal organizations in order to determine if information was available regarding sensitive areas of concern in the proposed SH 121 vicinity. There was one response received from the Tonkawa Tribal Council dated May 22, 2000 indicating that the Tonkawa Tribe had no knowledge of any specifically identified burial or sacred sites in the SH 121 area.

In the event that a historic or prehistoric cemetery is uncovered, then TxDOT Cemetery Guidelines would apply. Unearthing human remains is a sensitive issue and requires compliance with both State and Federal laws. The *Native American Graves Protection and Repatriation Act* (NAGPRA) outlines the efforts TxDOT must make to repatriate human remains with Federally recognized tribes.

9.2. Major Investment Study

A Major Investment Study (MIS) was required for all corridors where a transportation investment is anticipated to have regional impact, such as the proposed SH 121. The MIS is intended to foster a cooperative and collaborative decision-making process involving State DOTs, MPOs, transit operators, the FTA and FHWA. By performing integrated and thorough analyses in the planning stage of project development, potentially redundant steps can be reduced or eliminated in future stages.

Given the level of community and agency involvement exhibited throughout this project's development, the requirements and objectives of the MIS process have been met. As evidenced by the media and newspaper coverage directed toward this project, local interests have continued to be heard in a public forum. Beyond the immediate scope of the project, its inclusion in NCTCOG's *Mobility 2025 Plan Update*, as well as the *Mobility 2025-2004 Update* further demonstrates heavy public input and region-wide participation.

Public outreach and involvement activities were critical components of the 18-month development process of *Mobility 2025 Plan Update*. A series of technical workshops were held with local governments and other planning agencies to provide technical review of travel forecasts, the evaluation of alternatives and plan recommendations. Numerous presentations were provided to elected officials including the RTC, the NCTCOG Executive Board, County Commissioners Courts and City Councils throughout the region. Other transportation agencies, including DART, FWTA and TxDOT were regularly briefed at different stages of the plan development. Fifteen public meetings were held throughout the region, where the community was invited to ask questions or provide comments, which were all reviewed and incorporated into the plan as much as possible. Over 3,500 interested citizens and businesses were notified of the public meetings. Other outreach activities included the creation of an internet web site for *Mobility 2025 Plan Update*, presentations to civic and transportation advocacy groups and working closely with the media.

The identification of potential tollroads as a viable means of reducing the gap between transportation needs and available funds was a high priority throughout NCTCOG's *Mobility 2025 Plan Update* planning process. As such, it has been the policy of RTC to move forward as expeditiously as possible towards the implementation of these projects.

At a meeting attended by representatives from the NCTCOG, on August 29, 1997, it was determined that the project would be designated an "Option 3" MIS (concurrent MIS/NEPA followed by a Final EIS) because a complete range of alternatives had been studied through previous EIS and public involvement activities. The decision to reject a "freeway" facility along the southwest corridor was supported by a majority of the local community, elected officials and affected agencies. Alternatives for SH 121 such as transit, rail, HOV lanes, TSM/TDM improvements, bicycle/pedestrian improvements, parking management, ETR programs, etc., have been addressed in the regional CMS.

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APPENDIX A

LIST OF PREPARERS

LIST OF PREPARERS

Federal Highway Administration
C.D. Reagan, Division Administrator
Salvador Deocampo, District Engineer
Anita Wilson, Urban Programs Engineer
Tom Bruechert, Environmental Coordinator
Barbara C. Maley, AICP, Environmental and Transportation Planning Coordinator

North Central Texas Council of Governments
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Dan Rocha, Senior Transportation Planner
Mitzi Ward, Transportation Planner
Ken Cervenka, P.E., Principal Transportation Engineer
Dan Lamers, P.E., Principal Transportation Engineer
Michael Burbank, Senior Transportation Planner

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APPENDIX B

LIST OF RECIPIENTS

LIST OF FEIS RECIPIENTS

Others

City of Burleson
City of Cleburne
City of Crowley
City of Fort Worth
City of Joshua
Fort Worth Independent School District
Fort Worth Public Library
Historic Fort Worth, Inc.
Johnson County
North Central Texas Council of Governments
Tarrant County
Texas Historical Commission

APPENDIX C

LOCAL PROJECT

AUTHORIZATIONS

LOCAL PROJECT AUTHORIZATIONS

Attachment 1: City of Fort Worth, Mayor and Council Communication No. G-6454. Approval of Minute Order 83516 Providing for the Construction of SH 121 from IH 35W to FM 1187 (Southwest Freeway).

Attachment 2: City of Fort Worth Resolution No. 1886 in Support of a Study of Toll Road Financing of all or Portions of the SH 121 Extension from IH 35W in the City of Fort Worth to US 67 in the City of Cleburne.

Attachment 3: City of Fort Worth Resolution No. 2474 Authorizing an Agreement Between the City of Fort Worth, The North Texas Tollway Authority and the Texas Department of Transportation Concerning Development of the Southwest Parkway.

Mayor and Council Communication No. C-17178 Resolution Authorizing Southwest Parkway Interlocal Agreement Between the City of Fort Worth, Texas Department of Transportation and the North Texas Tollway Authority.

Attachment 4: City of Fort Worth Resolution No. 2482 Creating a Citizen Advisory Committee to the City Council Relating to the Southwest Parkway (SH 121) Project.

Attachment 5: City of Fort Worth Resolution No. 2923 a Resolution Adopting the Recommended Locally Preferred Alternative for the Southwest Parkway (SH 121) and Transmitting the Recommended Locally Preferred Alternative to the Texas Department of Transportation for the Texas Department of Transportation's Hearing on the Draft Environmental Impact Statement for SH 121.

Attachment 6: City of Fort Worth Resolution No. 2982 a Resolution Creating the Citizens' Advisory Group and Establishing its Charge for the Southwest Parkway (SH 121).

Attachment 7: City of Fort Worth Resolution No. 3009 a Resolution Appointing the Membership of the SH 121 Citizen's Advisory Group.

Mayor and Council Communication

DATE	REFERENCE NUMBER	SUBJECT:	PAGE
10-8-85	G-6454	APPROVAL OF MINUTE ORDER 83516 PROVIDING FOR THE CONSTRUCTION OF S.H. 121 FROM I-35W TO FM 1187 (SOUTHWEST FREEWAY)	2 of

RECOMMENDATION

It is recommended that the City Council accept the attached Minute Order 83516 as outlined below.

BACKGROUND

On January 3, 1984 (M&C G-5864), the City Council formally endorsed the Southwest Freeway and a related implementation strategy. On December 11, 1984, (M&C G-6185), the Council approved the hiring of a consultant to perform a feasibility study of the eastern alignment as proposed by City staff. This alignment did, in fact, prove feasible and that fact has been accepted by appropriate State Highway Commission authority. The Highway Commission, meeting in regular session on August 29, 1985, approved an order canceling the previously approved Route A presented in a public meeting on May 2, 1973 and further provided for in Minute Order 68084, and ordered the Engineer-Director to tender Minute Order 83516 containing the following basic provisions:

Providing the City and/or County will:

1. Furnish all necessary right-of-way clear of obstructions and free of cost to the State from Hulen Street south to FM 1187, with acquisition procedures to be in accordance with federal and state laws governing same; and

2. Donate to the State all of the right-of-way required for this project that is on property owned by the City (not acquired for public road proposes) immediately upon approval of a geometric layout and being furnished a right-of-way map and instruments of conveyance. The City retains the right to use the donated R.O.W. until needed for construction purposes.

3. Secure all necessary right-of-way and adjust utilities from Hulen Street, northeast to Interstate Highway 35W, according to policies of the State Department of Highways and Public Transportation, with acquisition procedures to be in accordance with Federal and State laws governing the acquisition policies for acquiring real property. Reimbursement to the City or County will be in accordance with Article 6702-1, Sec. 4.301, Subsec. C., V.A.C.S., as amended. The City and/or County may request the State to assume responsibility of acquisition under the "Alternate Procedure" authorized by the State Highway and Public Transportation Commission by Minute Order 80312. The City and County will contribute ten percent (10%) of the right-of-way cost in a manner prescribed by the State Department of Highways and Public Transportation.

4. Provide for construction of approved frontage roads from Hulen Street south to Farm to Market Road 1187.

5. Secure authority to obtain acceptable and necessary earth construction material at no cost to the State from the channel of the West Fork of the Trinity River, as needed to construct embankment in an economical manner.

The State Department of Highways and Public Transportation will:

1. Proceed with route, location and design studies, including engineering, social, economic, and environmental studies, and hold appropriate public meetings and hearings to establish a route and design that is consistent with the goals and objectives of the community.

2. Provide Relocation Assistance as may be required and determined to be eligible under the Relocation Assistance Program.

3. Provide for construction of main lanes, necessary frontage roads and interchanges between Interstate Highway 35W and Hulen Street, and construction of main lanes from Hulen Street to Farm to Market Road 1187, all as required by traffic and as funds become available.

4. Maintain the facility upon completion of construction.

The State Department of Highways and Public Transportation will control location and design of the entire project and will retain the right to inspect, approve or disapprove all engineering work, construction plans, specifications and construction.

The State Department of Highways and Public Transportation will not be bound to a firm commitment to future construction schedules due to the many related factors over which the Department has no control.

The City will probably ask the S.D.H.P.T. to assume responsibility for R.O.W. acquisition from Hulen Street northeast to I-35W under the "alternative procedure" described above in order to avoid adding a large number of temporary staff. The task of acquiring the R.O.W. south of Hulen Street will be substantial. Although the City expects to get substantial land donations from developers, the cost for excess R.O.W. required for interchanges and grade separations, and R.O.W. from small holders will be quite large. This minute order places the responsibility for utility relocation south of Hulen on the City/County without any possibility of partial reimbursement from State or federal funds. The dollar amounts required for R.O.W. and utility relocation cannot be determined at this time, but will be significant.

APPROVED BY CITY COUNCIL

OCT 15 1985

Ruth Alexander

DAI:dj

SUBMITTED FOR THE CITY MANAGER'S OFFICE BY: David O. Lowry	DISPOSITION BY COUNCIL: ☐ APPROVED ☐ OTHER (DESCRIBE)	PROCESSED BY City Secretary of the City of Fort Worth, Texas
ORIGINATING DEPARTMENT HEAD: Gary Santerre		CITY SECRETARY
FOR ADDITIONAL INFORMATION CONTACT: Jim Anderson 7906		DATE

STATE DEPARTMENT OF HIGHWAYS
AND PUBLIC TRANSPORTATION

MINUTE ORDER

TARRANT County

District No. 2

WHEREAS, in TARRANT COUNTY, Minute Order 68084 dated October 4, 1973 designated a STATE HIGHWAY extending from Interstate Highway 35W and State Highway 121, southwest to Farm to Market Road 1187 and approved Route A as displayed at the public hearing which was held on May 2, 1973; and

WHEREAS, appropriate local officials no longer support all of said Route A;

NOW, THEREFORE, IT IS ORDERED that the previous approval of Route A in Minute Order 68084 be and is hereby cancelled and the Engineer-Director is directed to tender the following proposal to the City of Fort Worth and Tarrant County:

Provided the City and/or County will:

1. Furnish all necessary right of way clear of obstructions and free of cost to the State from Hulen Street, south to Farm to Market Road 1187, with acquisition procedures to be in accordance with Federal and State laws governing the acquisition policies for acquiring real property.

2. Donate to the State all of the right of way required for this project that is on property owned by the City (not acquired for public road purposes), immediately upon approval of a geometric layout and being furnished a right of way map and instruments of conveyance. The City retains the right to use the donated right of way until needed for construction purposes.

3. Secure all necessary right of way and adjust utilities from Hulen Street, northeast to Interstate Highway 35W, according to policies of the State Department of Highways and Public Transportation, with acquisition procedures to be in accordance with Federal and State laws governing the acquisition policies for acquiring real property. Reimbursement to the City or County will be in accordance with Article 6702-1, Sec. 4.301, Subsec. C, V.A.C.S., as amended. The City and County may request the State to assume responsibility of acquisition under the "Alternate Procedure" authorized by the State Highway and Public Transportation Commission by Minute Order 80312. The City and County will contribute ten percent (10%) of the right of way cost in a manner prescribed by the State Department of Highways and Public Transportation.

4. Provide for construction of approved frontage roads from Hulen Street, south to Farm to Market Road 1187.

5. Secure authority to obtain acceptable and necessary earth construction material at no cost to the State from the channel of the West Fork of the Trinity River, as needed to construct embankment in an economical manner.

Rev. 5-85

TARRANT County

District No. 2

STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION

MINUTE ORDER

The State Department of Highways and Public Transportation will:

1. Proceed with route, location and design studies, including engineering, social, economic, and environmental studies, and hold appropriate public meetings and hearings to establish a route and design that is consistent with the goals and objectives of the community.

2. Provide Relocation Assistance as may be required and determined to be eligible under the Relocation Assistance Program.

3. Provide for construction of main lanes, necessary frontage roads and interchanges between Interstate Highway 35W and Hulen Street, and construction of main lanes from Hulen Street to Farm to Market Road 1187, all as required by traffic and as funds become available.

4. Maintain the facility upon completion of construction.

This action is taken with the understanding that the State Department of Highways and Public Transportation will control location and design of the entire project and will retain the right to inspect, approve or disapprove all engineering work, construction plans, specifications and construction.

This action is also taken with the further understanding that the State Department of Highways and Public Transportation cannot be bound to firm commitment to future construction schedules due to the many related factors over which the Department has no control.

Upon acceptance of the provisions of this Order by the appropriate officials of the City of Fort Worth and Tarrant County, the Engineer-Director is directed to enter into any necessary agreements with the City of Fort Worth and Tarrant County for development of plans for construction and to proceed with the work outlined herein.

This Order shall become operative upon acceptance by the City of Fort Worth and Tarrant County and if not accepted within 90 days of the date hereof, the action contained herein shall be automatically cancelled.

Submitted by: Guy L. F. E.

(Title) Program Engineer

Examined and recommended by:

Approved

Deputy Director

Engineer-Director

Approved:

Commissioner

Commissioner

Commissioner

Minute Number 83516

Date Passed AUG 29 85

A Resolution

RESOLUTION NO. 1886

IN SUPPORT OF A STUDY OF TOLL ROAD FINANCING
OF
ALL OR PORTIONS OF THE S.H.121 EXTENSION
FROM I.H.35W IN THE CITY OF FORT WORTH
TO U.S. 67 IN THE CITY OF CLEBURNE

WHEREAS, the City of Fort Worth and its citizens have repeatedly demonstrated their support for the timely completion of the S.H. 121 Extension from I.H. 35W in Fort Worth, Texas to U.S. 67 in Cleburne, Texas through resolutions and public testimony; and,

WHEREAS, public funding of major transportation projects continues to face significant obstacles; and,

WHEREAS, S.H. 121 will compete for funding with many other highly worthwhile transportation projects throughout our State, and,

WHEREAS, there exists the potential for financing of all or some portion of the S.H. 121 Extension through the use of toll road financing should the Texas Turnpike Authority determine the viability of such financing for this project; and,

WHEREAS, the Federal Intermodal Surface Transportation and Efficiency Act of 1991 (ISTEA), allows for toll road bond funds to be augmented with federal transportation funds to build toll roads under certain conditions;

NOW THEREFORE BE IT RESOLVED, that the City Council of the City of Fort Worth does hereby respectfully request that the Texas Turnpike Authority take such actions and conduct such studies as may be required to determine the viability of financing all or any portion of the S.H. 121 Extension from I.H. 35W in Fort Worth, Texas to U.S. 67 in Cleburne, Texas with toll road bonds or with a combination of toll road bonds and federal transportation funds; and,

BE IT FURTHER RESOLVED, that the City Council of the City of Fort Worth does hereby request that the Texas Department of Transportation consider various project phases to expedite construction of the S.H. 121 Extension and assist the Texas Turnpike Authority in determining the feasibility of toll road financing of all or any portion of the S.H. 121 Extension.

APPROVED
CITY COUNCIL
FEB 9 1993

IN WITNESS WHEREOF, we have hereunto set our hand and caused the great seal of the City of Fort Worth to be affixed this 9th day of February, 1993.

Kay Granger, Mayor

City Secretary of the City of Fort Worth, Texas

Carlos Puente, Council Member

Jewel Woods, Council Member

Chuck Silcox, Council Member

William Meadows, Council Member

Morris Matson, Council Member

Virginia Nell Webber, Council Member

Eugene McCray, Council Member

David Chappell, Council Member

CITY OF FORT WORTH

A Resolution

Adopted Resolution No. 2474

AUTHORIZING AN AGREEMENT BETWEEN THE CITY OF FORT WORTH, THE NORTH TEXAS TOLLWAY AUTHORITY, AND THE TEXAS DEPARTMENT OF TRANSPORTATION CONCERNING DEVELOPMENT OF THE SOUTHWEST PARKWAY

WHEREAS, the timely extension of State Highway 121 south and west from Interstate Highway 30 in Fort Worth to U.S. Highway 67 in Cleburne (the "Southwest Parkway") is a crucial element in the successful development of the City of Fort Worth (the "City"), as well as benefiting the surrounding region and the State of Texas; and

WHEREAS, the City acknowledges that the entire S.H. 121 (I-35 W to U.S. Highway 67) project is unlikely to be completed due to cost and issues related to routing through existing neighborhoods, (some of which are historically significant) and physical obstacles in the project section from I-35 W to approximately I-30; and

WHEREAS, the City desires to delete from further consideration this segment of the project (I-35 W to approximately I-30); and

WHEREAS, the Southwest Parkway has been on the City's Thoroughfare Plan since the 1960's; and

WHEREAS, the City commissioned an intermediate level feasibility study to consider whether various phases or segments of the Southwest Parkway could be developed as a turnpike; and

WHEREAS, the City, other local governing bodies and private sector interests presented their study to the Texas Transportation Commission (the "Commission") in July 1995, and requested the participation of the Texas Department of Transportation ("TxDOT") in the development and funding of some portion of the Southwest Parkway, and by adopted minute order the Commission committed to support the development of the Southwest Parkway; and

WHEREAS, public funding of major transportation projects continues to face significant obstacles, and the Southwest Parkway is competing for funding with other worthwhile transportation projects; and

WHEREAS, the North Texas Tollway Authority (the "Authority") is authorized to build and operate "turnpike projects", as that term is defined in the Turnpike Act (Tex. Transportation Code, Chapter 366) throughout Collin, Dallas, Denton and Tarrant Counties; and

WHEREAS, there exists the potential for expediting the completion of the Southwest Parkway by financing a portion of that projects' design and construction costs through the use of turnpike financing if the Authority can establish that the Southwest Parkway is a feasible turnpike project; and

WHEREAS, TxDOT has determined that the Southwest Parkway is necessary to alleviate congestion and ameliorate air quality, and supports the development of the Southwest Parkway as a turnpike project if the applicable legal requirements and other conditions can be satisfied; and

WHEREAS, the Fort Worth City Council and the Tarrant County Commissioner's Court have adopted resolutions requesting that the Authority take such actions and conduct such studies as may be necessary to determine the viability of jointly developing and financing the Southwest Parkway with a combination of turnpike revenue bonds, City funds, and federal and/or state transportation funds;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FORT WORTH, TEXAS:

That the City Manager is authorized to execute an agreement between the City, TxDOT and the Authority, which agreement shall:

(1) Acknowledge the approval and support of the City and TxDOT for the financing, design, construction, operation and maintenance by the Authority of the Southwest Parkway as a turnpike project.

(2) Acknowledge the approval and acceptance of certain design assumptions in connection with that portion of the Southwest Parkway extending from its interchange with Interstate Highway 30 to the intersection with Alta Mesa Drive (the "Initial Turnpike Portion"), which design assumptions may be utilized by the Authority in further evaluating the feasibility of the Southwest Parkway as a turnpike project.

(3) Provide for the allocation of estimated project costs for the Initial Turnpike Portion.

(4) Set forth the obligations of the City, TxDOT and the Authority with regard to the Initial Turnpike Portion.

(5) Provide for the creation of a Technical Work Group composed of representatives of the City, TxDOT, the Authority, and the Federal Highway Administration, and such other members representing affected governmental or quasi-governmental bodies as designated by the City, TxDOT or the Authority (such other members being selected for the purpose of providing technical assistance only and shall not have the authority to bind the City, TxDOT or the Authority).

ADOPTED, this 8th day of December, 1998

Mayor

City Secretary

APPROVED AS TO FORM AND LEGALITY:

Assistant City Attorney

APPROVED
CITY COUNCIL
DEC 8 1998

City Secretary of the
City of Fort Worth, Texas

CITY OF FORT WORTH

City of Fort Worth, Texas

Mayor and Council Communication

DATE	REFERENCE NUMBER	LOG NAME	PAGE
12/8/98	C-17178	20SWPKWAY	1 of 2
SUBJECT	RESOLUTION AUTHORIZATING SOUTHWEST PARKWAY INTERLOCAL AGREEMENT BETWEEN THE CITY OF FORT WORTH, TEXAS DEPARTMENT OF TRANSPORTATION, AND THE NORTH TEXAS TOLLWAY AUTHORITY		

RECOMMENDATION:

It is recommended that the City Council adopt the attached resolution authorizing the City Manager to execute an interlocal agreement between the City, Texas Department of Transportation (TXDOT) and the North Texas Tollway Authority (the Authority) concerning the development of the Southwest Parkway (S.H. 121).

DISCUSSION:

The proposed interlocal agreement between the City, TXDOT, and the Authority concerns the extension of State Highway 121 south and west from Interstate 30 at Forest Park Boulevard, southwest of downtown Fort Worth to U.S. Highway 67 in Cleburne, also known as the Southwest Parkway.

The agreement supports the development of the Southwest Parkway as a turnpike project if the Authority can establish its feasibility as such. The Authority has provided for the preparation of a preliminary rate and revenue evaluation indicating potential feasibility for that portion of the Southwest Parkway extending from its interchange with I-30 to the intersection with Alta Mesa Drive (the "Initial Turnpike Portion"). This is predicated upon the assumption of a design of two lanes in each direction within a right of way of approximately 220 feet in width. The agreement approves these design assumptions, subject to modification in response to the Environmental Impact Study and review of design standards by the parties. The City may propose additional amenities and design features and will have approval rights over design through the schematic design phase (which will incorporate both structural and aesthetic elements) and the ability to review and comment subsequent to that phase.

Total estimated costs for the Initial Turnpike Portion is approximately $180 million. The Authority estimates that the Initial Turnpike Portion could generate sufficient revenues to support the issuance of $65-70 million in turnpike revenue bonds. The City commits to acquire, or cause to be acquired, all required right of way (with the exception of right of way at the I-30 and I-20/183 interchanges). TXDOT will provide for the construction of interchanges and provide other support including the preparation of Environmental Impact Statements. The City, TXDOT and the Authority agree to work collaboratively to address any remaining funding shortfalls, including investigation of funding from the North Central Texas Council of Governments and/or the use of federal funding.

In addition to providing right of way, the City also agrees to assist the Authority in obtaining necessary approvals, permits and further agreements; to relocate city-owned utilities; to extend City-owned utilities to the outside boundary of the right of way to facilitate utility service to toll plazas and other facilities; to permit connection to City storm water drainage systems; and, with TXDOT, to provide for the operation, maintenance, policing and regulating of service roads and other adjacent, intersecting and crossing streets.

City of Fort Worth, Texas

Mayor and Council Communication

DATE	REFERENCE NUMBER	LOG NAME	PAGE
12/8/98	C-17178	20SWPKWAY	2 of 2

SUBJECT	RESOLUTION AUTHORIZATING SOUTHWEST PARKWAY INTERLOCAL AGREEMENT BETWEEN THE CITY OF FORT WORTH, TEXAS DEPARTMENT OF TRANSPORTATION, AND THE NORTH TEXAS TOLLWAY AUTHORITY

The agreement provides for the creation of a Technical Work Group composed of representatives of the parties. The Technical Work Group will review and comment upon the proposed standards, design features, and aesthetic design of the project, and will conduct regularly scheduled meetings to discuss the schematic design, and preparation of plans, specifications and estimates.

The agreement further provides for public involvement through a series of public meetings to be held by the Authority during the schematic design process.

FISCAL INFORMATION/CERTIFICATION:

The Finance Director certifies that the execution of the attached interlocal agreement will not have a material impact on City funds. City funding for its portion of the project is contingent upon the establishment of project feasibility by the Authority and will be the subject of future agreements.

MG:j

Submitted for City Manager's Office by:		FUND	ACCOUNT	CENTER	AMOUNT	CITY SECRETARY
		(to)				
Mike Groomer	6140					
Originating Department Head:						
Hugo Malanga	7801	(from)				
Additional Information Contact:						
Hugo Malanga	7801					

A Resolution

CREATING A CITIZEN ADVISORY COMMITTEE TO THE CITY COUNCIL RELATING TO THE SOUTHWEST PARKWAY (SH-121T) PROJECT

NO. 2482

WHEREAS, on December 8, 1998, the City Council approved an agreement with the North Texas Tollway Authority and the Texas Department of Transportation (TxDOT) concerning the development of the Southwest Parkway; and

WHEREAS, the proposed Southwest Parkway is necessary to alleviate congestion and ameliorate air quality; and

WHEREAS, the proposed Southwest Parkway requires federal, state, tollway and local funding to provide for the design and construction of the project; and

WHEREAS, the proposed Southwest Parkway represents a combination of design options, which are necessary to achieve construction of the project within the identified revenues and to assure the completion of the project in a timely manner; and

WHEREAS, all parties to the agreement are committed to incorporating a high degree of aesthetic and urban design standards to the extent reasonably possible; and

WHEREAS, all parties to the agreement have agreed that the North Texas Tollway Authority, TxDOT and/or the City of Fort Worth may propose additional amenities, design features and standards, which may not necessarily have been included in initial concepts; and

WHEREAS, all parties to the agreement have agreed that the final approval of the schematic design must be made in writing by the City and TxDOT; and

WHEREAS, it is the desire of the Fort Worth City Council to assure that adequate citizen involvement continues prior to the final approval of the schematic design by the City.

NOW THEREFORE BE IT RESOLVED THAT:

1) A Citizen Advisory Committee is hereby created to provide the City Council with recommendations and comments on the design of the Southwest Parkway (SH 121 T) project.

2) The Citizen Advisory Committee is to be appointed by the City Council and shall work through the City representative to the Technical Work Group (comprised of NTTA, TXDOT and City staff per the agreement) and within the work schedule of the Technical Work Group, to assure the comments are received in a timely manner consistent with the project construction time schedule.

3) The committee membership must be diverse and reflect a balance of community interests – including neighborhoods, historic preservation, scenic preservation, general business, and residential and commercial land development interests. The members must be committed to ensuring the best design possible for building the Southwest Parkway within identifiable, practical and available resources.

4) Upon approval by the City of the final schematic design, the Citizen Advisory Committee shall cease to exist.

Adopted this 12th day of January 1999.

Kenneth Barr

Mayor Kenneth Barr

APPROVED
CITY COUNCIL
JAN 12 1999

City Secretary of the
City of Fort Worth, Texas

CITY OF FORT WORTH

THE STATE OF TEXAS |

COUNTY OF TARRANT |

I, RUTH ALEXANDER, City Secretary of the City of Fort Worth, Texas, do hereby certify that the above and foregoing is a true and correct copy of Mayor and Council Communication No. G-6454, duly presented and adopted by the City Council of the City of Fort Worth, Texas, at a regular session held on the 15th day of October, A. D. 1985, as same appears of record in The City Council Minute Book Page 407 & 408, Book B-3 in The City Secretary Office.

WITNESS MY HAND and the Official Seal of the City of Fort Worth, Texas, this the 21st day of October A. D. 1985.

Ruth Alexander

City Secretary of the
City of Fort Worth, Texas

A RESOLUTION

No. 2923

A RESOLUTION ADOPTING THE RECOMMENDED LOCALLY PREFERRED ALTERNATIVE FOR THE SOUTHWEST PARKWAY (SH-121T) AND TRANSMITTING THE RECOMMENDED LOCALLY PREFERRED ALTERNATIVE TO THE TEXAS DEPARTMENT OF TRANSPORTATION FOR THE TEXAS DEPARTMENT OF TRANSPORTATION'S HEARING ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR SH-121T.

WHEREAS, the proposed Southwest Parkway (SH-121T) is necessary to alleviate congestion, enhance regional mobility, sustain economic development and enhance air quality; and

WHEREAS, the proposed SH-121T (Project) requires federal, state, tollway and local funding for the design and construction of the project; and

WHEREAS, on December 8, 1998, the Fort Worth City Council authorized the negotiation and execution of an agreement with the North Texas Tollway Authority (NTTA) and the Texas Department of Transportation (TxDOT) concerning the development of the Project; and

WHEREAS, on November 28, 2000, the City of Fort Worth (City) entered into an agreement with NTTA and TxDOT (2000 Tri-Party Agreement) concerning the funding for the Project, as well as the rights and obligations of the City, NTTA and TxDOT (Project Partners) for the design, construction and operation of the Project; and

WHEREAS, the 2000 Tri-Party Agreement contained an estimate of the total Project cost of $180 million, inclusive of right-of-way acquisition and the interchanges at IH-30 and IH-20; and

WHEREAS, if the estimated total Project cost of $180 million is exceeded, the parties in the 2000 Tri-Party Agreement have agreed that they will work collaboratively to address any remaining funding shortfalls; and

WHEREAS, the estimated total Project cost in 2003 exceeds $300 million; and

WHEREAS, the 2000 Tri-Party Agreement calls for a final agreement among the Project Partners before the City will be committed financially to the Project; and

WHEREAS, all parties to the 2000 Tri-Party Agreement are committed to incorporating a high degree of aesthetic and urban design standards to the extent reasonably necessary; and

CITY OF FORT WORTH

WHEREAS, the City established the Citizens' Advisory Committee (CAC) and, subsequently, the Project Development Team (PDT) to provide a process for stakeholder involvement related to the schematic design of the Project and the desired features and themes; and

WHEREAS, the PDT, building on the community process started by CAC, recommended a Preferred Design for the Project, as is delineated in the "Summary and Recommendations" of the January 2001 Transportation Design Study Report, attached hereto and incorporated by reference as **Exhibit A**; and

WHEREAS, the City Council, in Resolution No. 2693, accepted the recommendations of the PDT and adopted them as the City's Preferred Design for evaluation by TxDOT and NTTA as part of the preparation of the Draft Environmental Impact Statement (DEIS) for the federally mandated environmental clearance process under the National Environmental Policy Act (NEPA); and

WHEREAS, the City Council, in Resolution No. 2693, also provided that the final design of the Parkway must satisfy Federal Highway Administration (FHWA), TxDOT and NTTA engineering standards for safety and operation, and that the City, NTTA and TxDOT work cooperatively to identify and obtain funding to construct SH-121T and to implement the Project at the earliest possible date; and

WHEREAS, the City Council, in Resolution No. 2693, urged TxDOT and NTTA to follow the recommendations contained in the City's Preferred Design (Alternative A) as closely as practical, absent insurmountable environmental problems or unacceptable conflicts with safety and engineering standards; and

WHEREAS, NTTA and TxDOT assessed Alternative A, accepting a substantial portion of the design elements of Alternative A in the subsequent design alternative known as Alternative C; and

WHEREAS, the 2000 Tri-Party Agreement provides that NTTA shall not proceed to the preparation of plans, specifications and estimates (PS&E) for construction until the Schematic Design for the Project has been approved by the City and TxDOT; and

WHEREAS, the City, the Tarrant Regional Water District (TRWD) and Streams & Valleys, Inc. have partnered to conserve and enhance the Trinity River Corridors as a focal point for Fort Worth Neighborhoods and as a means to link virtually every part of the City via the Trinity Trails System; and

WHEREAS, the City, the TRWD and Streams & Valleys, Inc. have worked cooperatively to develop the Trinity River Master Plan Vision; and TRWD and Streams & Valleys, Inc. have developed a program within that vision as it relates to SH-121T, as delineated by Streams & Valleys, Inc. and the TRWD in the letter addressed to the Mayor of Fort Worth (Mayor), dated January 28, 2003, for the two crossings of the Trinity River by SH-121T, attached hereto and incorporated by reference as **Exhibit B;** and for which the Mayor and City Manager have recommended that an appropriate level of funds be committed based on that which is necessary to complement the investment of NTTA and TxDOT, as is memorialized by the letter from the Mayor to Streams & Valleys, dated February 12, 2003, attached hereto and incorporated by reference as **Exhibit C,** not to exceed that funding commitment as is referenced in Paragraph 2 Page 4 of this Resolution; and in which TxDOT will partner with the City and

TRWD to develop a transportation project that will compliment the Trinity River Corridor as stated in a letter dated February 18, 2003 from Maribel Chavez, P.E., District Engineer, Fort Worth District, attached hereto and incorporated by reference as **Exhibit D**; and

WHEREAS, the City recognizes that NTTA is developing landscape and other design guidelines for its tollway system; and

WHEREAS, the City has proposed to develop cooperatively with NTTA a comprehensive plan (Corridor Enhancement/Mitigation Design Master Plan) for the Project in order to facilitate an overall design theme, the Trinity River Master Plan Vision as it relates to the Project, buffer designs, architectural details of bridges and other structures, neighborhood gateways, bridge span impact mitigation, trail locations, landscaping and other aesthetic details, and lighting methods, so that the City can effectively consider the Schematic Design for approval before the preparation of PS&E so as to ensure that those design elements are implemented for the Project, as is provided for in the 2000 Tri-Party Agreement; and

WHEREAS, the FHWA has approved the DEIS for public comment, as it was prepared by TxDOT with input from NTTA and various resource agencies; and

WHEREAS, TxDOT will assess all comments regarding the DEIS that are received during the public comment period in order to prepare a Final Environmental Impact Statement (FEIS); and

WHEREAS, the FHWA will consider the FEIS to determine whether the Project should be cleared environmentally; and, during the process of determining whether the Project should be cleared environmentally, a Locally Preferred Alternative for the Project will be considered; and

WHEREAS, the City is a partner in the development of SH-121T as memorialized in the 2000 Tri-Party Agreement because, in part, the City will be providing funding for the project, and because the project is located in the City's corporate limits; and because the City is a partner in the Project, the City should recommend a Locally Preferred Alternative for the Project; and

WHEREAS, after substantial public input, coordination with the City's Project partners, and technical evaluation, the City has determined that its Locally Preferred Alternative shall be the PDT Recommendations, Alternative A, with modifications as adopted by City Council.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FORT WORTH, TEXAS:

1) The City adopts the PDT Recommendations, Alternative A, as the City's Locally Preferred Alternative with the following modifications:

   a) Utilize the buffers as delineated in Alternative C; and

   b) Utilize the "C/A Combo" design for the IH-30/SH-121T Interchange; and

c) Utilize the Trinity River Vision Master Plan design elements as delineated by Streams & Valleys, Inc. and the TRWD in the letter addressed to the Mayor of Ft. Worth, dated January 28, 2003, for the two crossings of the Trinity River by SH-121T, attached hereto and incorporated by reference as **Exhibit B**; and

d) North of the Trinity River in the Stonegate Area, shift SH-121T northwards towards the UP Rail Yard, and shift future Stonegate Boulevard southward, in order to facilitate better development opportunities between SH-121T and the Trinity River, including enhanced conservation of the Trinity River Corridor, which also requires Stonegate Boulevard to be constructed at grade; and

e) In the Bellaire Area:

i.) SH 121T constructed as low and as close to grade as practical between the Trinity River and SH 183/I-20 interchange;
ii.) Arborlawn Drive serves as the primary East-West roadway between Hulen Drive and Bryant Irvin Road;
iii.) Bellaire Drive extended to Arborlawn Drive upon construction of the Arborlawn Drive extension to SH 121T;
iv.) Arborlawn Drive constructed over SH 121T;
v.) A full diamond interchange constructed at the intersection of SH 121T and adjacent to Arborlawn Drive, as far north as practical to aid in the safe design of the Bellaire Drive/Arborlawn Drive intersection;
vi.) Land to be designated as "Parkland" purchased east of SH 121T adjacent to Arborlawn Drive/Bellaire Drive, an area at least 50 feet in width measured from the right-of-way line along both sides of Arborlawn Drive from SH 121T to the Bellaire Drive/Arborlawn Drive intersection and continuing 50 feet beyond that intersection, to serve as an additional buffer;
vii.) Construct a frontage road along the west side of SH 121T between the Arborlawn Drive interchange and the SH 183/I-20 interchange;
viii.) Do not construct a frontage road along the east side of SH 121T between the SH 183/I-20 interchange and the Arborlawn Drive interchange;
ix.) Do not construct frontage roads along SH 121T north of Arborlawn Drive; and
x.) Utilize uniform traffic control devices at the Arborlawn Drive/Bellaire Drive intersection and encourage the use of Arborlawn Drive instead of Bellaire Drive.

f) Utilize direct connection ramps between SH-121T and SH-183; and

g) Do not reconstruct and lower Overton Ridge Boulevard nor Dutch Branch Road.

2) The City's funding for the project shall include $8 million for design enhancements consistent with a Corridor Enhancement/Mitigation Design Master Plan.

3) In order to realize the Trinity River Vision design elements delineated in the Trinity River Vision Master Plan program referenced in **Exhibit B,** attached hereto, an appropriate level of funds shall

be committed by the City, based on that which is necessary to complement the investment of NTTA and TxDOT.

4) The City shall provide its approval of the Project Schematic Design pursuant the 2000 Tri-Party only if the Schematic Design incorporates the Corridor Enhancement/Mitigation Master Plan.

5) The City shall proceed with negotiations for the Final Agreement with NTTA and TxDOT only after the Project Partners agree on and commit to a process for the development of the Corridor Enhancement/Mitigation Master Plan to be included in the Project Schematic Design.

6) The City shall establish a Citizens' Advisory Group to provide a process for stakeholder involvement related to development of the Corridor Enhancement/Mitigation Master Plan as well as the completion and approval of the Project Schematic Design and the desired features and themes consistent with the Locally Preferred Alternative.

7) The City Council hereby authorizes the Mayor and City Manager to transmit and present this resolution to TxDOT during the public comment period for the DEIS.

ADOPTED this 25th day of February, 2003

Mayor Kenneth Barr

City Secretary

APPROVED AS TO FORM

City Attorney

APPROVED
CITY COUNCIL
FEB 25 2003

City Secretary of the
City of Fort Worth, Texas

CITY OF FORT WORTH

A RESOLUTION

No. 2982

A RESOLUTION CREATING THE CITIZENS' ADVISORY GROUP AND ESTABLISHING ITS CHARGE FOR THE SOUTHWEST PARKWAY (SH-121T)

WHEREAS, the proposed Southwest Parkway, SH-121T, (Project) is necessary to alleviate congestion, enhance regional mobility, sustain economic development and enhance air quality; and

WHEREAS, on November 28, 2000, the City of Fort Worth (City) entered into an agreement with NTTA and TxDOT (2000 Tri-Party Agreement) concerning the funding for the Project, as well as the rights and obligations of the City, NTTA and TxDOT (Project Partners) for the design, construction and operation of the Project; and

WHEREAS, the 2000 Tri-Party Agreement requires a final agreement among the Project Partners before the Project shall commence; and

WHEREAS, all parties to the 2000 Tri-Party Agreement have committed to incorporating a high degree of aesthetic and urban design standards for the Project; and

WHEREAS, the City established the Citizens' Advisory Committee (CAC) and, subsequently, the Project Development Team (PDT) to provide a process for stakeholder involvement related to the Schematic Design, aesthetic standards, urban design standards, as well as the desired features and themes of the Project; and

WHEREAS, the PDT, building on the community process started by CAC, recommended a Preferred Design for the Project, as is delineated in the "Summary and Recommendations" of the January 2001 Transportation Design Study Report, which was adopted as the City's initial preferred design by the City Council in Resolution No. 2693; and

WHEREAS, the City Council, in Resolution No. 2923, adopted a Recommended Locally Preferred Alternative (LPA) as the City's Preferred Design recommendation for the preparation of the Final Environmental Impact Statement (FEIS) under the federally mandated environmental clearance process pursuant to the National Environmental Policy Act (NEPA); and

WHEREAS, the City, the Tarrant Regional Water District (TRWD) and Streams & Valleys, Inc. have partnered to conserve and enhance the Trinity River Corridors as a focal point for Fort Worth Neighborhoods and as a means to link virtually every part of the City via the Trinity Trails System; and the City has committed an appropriate level of funds to implement the Trinity River Vision Master Plan

program elements as they relate to the crossing of the Trinity River by SH-121T, based on that which is necessary to complement the investment of NTTA and TxDOT for those program elements, by Resolution No. 2923; and

WHEREAS, the City recognizes that NTTA has developed and approved landscape and other design guidelines for its tollway system in order to apply those guidelines on all of its facilities; and

WHEREAS, the City has proposed to develop cooperatively with NTTA a comprehensive plan (Corridor Enhancement/Mitigation Design Master Plan) for the Project in order to facilitate an overall design theme, the Trinity River Master Plan Vision as it relates to the Project, buffer designs, architectural details of bridges and other structures, neighborhood gateways, bridge span impacts, trail locations, landscaping and other aesthetic details, and lighting methods, so that the City can effectively consider and approve the Schematic Design to ensure that those design elements will be incorporated into the plans, specifications and estimates (PS&E); and

WHEREAS, the 2000 Tri-party Agreement provides that NTTA shall not proceed to the preparation of plans, specifications and estimates (PS&E) for construction until the Schematic Design for the Project has been approved by the City and TxDOT; and

WHEREAS, the features, themes, and enhancements delineated in the PDT recommendations as modified in the City's Locally Preferred Alternative, adopted by Resolution No. 2923, are critical to the City's support for the Project; and

WHEREAS, the City's approval of the Schematic Design is dependent on the implementation of the features, themes, and enhancements delineated in the PDT's recommendations as modified in the City's recommended LPA; and

WHEREAS, ongoing community input is critical to the overall success of the Project; and

WHEREAS, ongoing community input is fundamental for the City effectively and credibly working with NTTA and TxDOT in the development of the Corridor Enhancement/Mitigation Design Master Plan and to ultimately providing City approval of the Project's Schematic Design; and

WHEREAS, Resolution No. 2923 adopted by the City Council stated that "[t]he City shall establish a Citizens' Advisory Group to provide a process for stakeholder involvement related to development of the Corridor Enhancement/Mitigation Master Plan as well as the completion and approval of the Project Schematic Design and the desired features and themes consistent with the Locally Preferred Alternative";

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FORT WORTH, TEXAS:

1) The Citizens' Advisory Group (CAG) is hereby created to facilitate ongoing community input for the Project.

2) The City Council hereby authorizes the appointment of 15 members for the CAG as follows:

   a) The Mayor shall appoint one member who will serve as chairperson.
   b) The Mayor shall appoint two additional members.
   c) District 3 Council Member shall appoint two members.
   d) District 6 Council Member shall appoint two members.
   e) District 9 Council Member shall appoint two members.
   f) The City Council shall appoint one member nominated by the Ft. Worth Chamber of Commerce.
   g) The City Council shall appoint one member nominated by Streams & Valleys, Inc.
   h) The City Council shall appoint one member nominated by I-CARE.
   i) The City Council shall appoint one member from the Citizens' Advisory Committee.
   j) The City Council shall appoint one member residing north of IH 20 nominated by the League of Neighborhoods.
   k) The City Council shall appoint one member residing south of IH 20 nominated by the League of Neighborhoods.

3) Committee Charge—the CAG shall:

   a) Provide input for (i) the Project's features and themes consistent with the Locally Preferred Alternative adopted by the City Council in Resolution No. 2923 and other relevant City Council Policy, and (ii) the development by the City and NTTA of the Corridor Enhancement/Mitigation Master Plan to be incorporated into the Project's Schematic Design, PS&E and ultimate construction, facilitated by the City's SH-121T Project Team; and
   b) Work with the City's SH-121T Project Team to provide periodic community updates about (i) the project development process leading up to release of the FEIS and the Record of Decision (ROD), and (ii) the development of the Project's Schematic Design as it relates to the Project's features, themes, enhancements and mitigation; and
   c) Provide a recommendation regarding the City of Fort Worth's approval of the Schematic Design per the 2000 Tri-Party Agreement; and
   d) Prepare a recommendation regarding future CAG activities, if needed, during the construction phase of SH-121T, including both preparation of construction plans and actual roadway construction.

4) To assist the CAG in the administration of this charge, the City of Fort Worth shall enter into an agreement with NTTA to provide and fund landscape/urban design consultant(s) to assist the

City's SH-121T Project Team in translating input from the CAG into the preparation of the Corridor Enhancement/Mitigation Plan.

5) Reporting process—the CAG shall provide:

a) A final report and recommendations to the City Council's Capital Improvement & Infrastructure Committee for the Corridor Enhancement/Mitigation Master Plan, facilitated by the City's SH-121T Project Team; and

b) A report and recommendation to the City Council regarding the City's consideration of the approval of the Project's Schematic Design per the 2000 Tri-Party Agreement, in coordination with the City's SH-121T Project Team.

ADOPTED this 19th day of August, 2003

Mayor Mike Moncrief

City Secretary

APPROVED AS TO FORM

City Attorney

APPROVED
CITY COUNCIL
AUG 19 2003

City Secretary of the
City of Fort Worth, Texas

CITY OF FORT WORTH

A RESOLUTION

No. 3009

A RESOLUTION APPOINTING THE MEMBERSHIP OF THE SH-121 CITIZEN'S ADVISORY GROUP

WHEREAS, the City Council created the Citizen Advisory Group establishing the framework for appointment of membership, group charge, and reporting process in Resolution 2982.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FORT WORTH, TEXAS:

1) The City Council hereby appoints the 15 members for the Citizen Advisory Group as follows:

   a) The Mayor appoints Elaine Petrus as chairperson.
   b) The Mayor appoints Brian Newby and Beth Rivers.
   c) The District 3 Council Member appoints Vic Tinsley and Jack Baxley.
   d) The District 6 Council Member appoints Mike Noskin and Kim Dignum.
   e) The District 9 Council Member appoints Tom Reynolds and Michelle Key.
   f) The City Council appoints Ray Dickerson as nominated by the Fort Worth Chamber of Commerce.
   g) The City Council appoints Jim Beckman as nominated by Streams & Valleys, Inc.
   h) The City Council appoints Jon Nelson as nominated by I-CARE.
   i) The City Council appoints Louise Appleman as nominated by the Citizen's Advisory Committee.
   j) The City Council appoints Judy Harman and Eva Bonilla as nominated by the League of Neighborhoods.

2) Committee Charge—the Citizen Advisory Group shall:

   a) Provide input for (i) the Project's features and themes consistent with the Locally Preferred Alternative adopted by the City Council in Resolution No. 2923 and other relevant City Council Policy, and (ii) the development by the City and NTTA of the Corridor Enhancement/Mitigation Master Plan to be incorporated into the Project's Schematic Design, PS&E and ultimate construction, facilitated by the City's SH-121T Project Team; and

CITY OF FORT WORTH

b) Work with the City's SH-121T Project Team to provide periodic community updates about (i) the project development process leading up to release of the FEIS and the Record of Decision (ROD), and (ii) the development of the Project's Schematic Design as it relates to the Project's features, themes, enhancements and mitigation; and

c) Provide a recommendation regarding the City of Fort Worth's approval of the Schematic Design per the 2000 Tri-Party Agreement; and

d) Prepare a recommendation regarding future CAG activities, if needed, during the construction phase of SH-121T, including both preparation of construction plans and actual roadway construction.

4) To assist the CAG in the administration of this charge, the City of Fort Worth shall enter into an agreement with NTTA to provide and fund landscape/urban design consultant(s) to assist the City's SH-121T Project Team in translating input from the CAG into the preparation of the Corridor Enhancement/Mitigation Plan.

5) Reporting process—the Citizen Advisory Group shall provide:

a) A final report and recommendations to the City Council's Capital Improvement & Infrastructure Committee for the Corridor Enhancement/Mitigation Master Plan, facilitated by the City's SH-121T Project Team; and

b) A report and recommendation to the City Council regarding the City's consideration of the approval of the Project's Schematic Design per the 2000 Tri-Party Agreement, in coordination with the City's SH-121T Project Team.

ADOPTED this 11th day of November, 2003

Mayor Mike Moncrief

City Secretary

APPROVED AS TO FORM

City Attorney

APPROVED
CITY COUNCIL

NOV 11 2003

City Secretary of the
City of Fort Worth, Texas

CITY OF FORT WORTH

APPENDIX D

NOTICE OF INTENT LETTERS

Texas Department of Transportation

Notice of Intent

Pursuant to 43 TAC §2.43 (e)(3), the Texas Department of Transportation (TxDOT) is issuing this notice to advise the public that the scope of the environmental impact statement (EIS) for the proposed State Highway 121 (S.H. 121) project in Tarrant County, Texas, will be revised.

The project was initially planned to be studied in a single EIS with limits from Interstate Highway 35 West (I.H. 35W) in Fort Worth, Tarrant County, to State Highway 174 (S.H. 174) in Johnson County. A first Notice of Intent (NOI) was published in the August 4, 1988, Federal Register with the S.H. 121 EIS limits being proposed for the South Section of the project from I.H. 20 to S.H. 174. A second NOI was published in the April 5, 1990, Federal Register with the S.H. 121 EIS limits being proposed for the North Section of the project from I.H. 35W to I.H. 20. This third NOI will change the scope of the EIS. The result will be a change of the limits and scope of the freeway project with portions that are proposed to be developed as a toll road where it is determined to be economically feasible.

The limits of the EIS for the proposed project are now portions of the North and the South Sections of S.H. 121 and will extend from Interstate Highway 30 (I.H. 30) in Fort Worth to Farm to Market Road 1187 (F.M. 1187), all within Tarrant County. The previous documentation was subdivided into a Draft EIS (DEIS) for the North Section with another DEIS for the South Section. The DEIS for the South Section was completed and a public hearing was held but a Record of Decision was not issued. The DEIS for the North Section was not completed and work was suspended. The new EIS for the proposed facility will cover a part of the South Section from I.H. 20 to F.M. 1187 and part of the North Section from I.H. 30 to I.H. 20. Companion documentation is being prepared separately for the remainder of the North Section of the proposed facility from I.H. 35W to I.H. 30 in Fort Worth, Tarrant County, as well as the remainder of the South Section of the proposed facility from F.M. 1187 in Tarrant County to U.S. Highway 67 (U.S. 67) in Cleburne, Johnson County.

Numerous public involvement activities have taken place during the development of the proposed project and will continue until a general consensus is reached on a preferred alternative. Many alternatives and routes have been considered. Among the alternatives considered for the proposed project are no-build, freeway development, and toll road development. To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties.

Agency Contact: Comments or questions concerning the proposed action and the EIS should be directed to Randy Bowers, P. E., Design Engineer, Texas Department of Transportation, 2501 SW Loop 820, Fort Worth, Texas 76133, (817) 370-6746.

TRD-9808200

Bob Jackson

Acting General Counsel

Texas Department of Transportation

Filed: May 20, 1998

[Federal Register: May 14, 1998 (Volume 63, Number 93)]
[Notices]
[Page 26840-26841]
From the Federal Register Online via GPO Access [wais.access.gpo.gov]
[DOCID:fr14my98-123]

==========

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Tarrant County, TX

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing a third notice to advise the public that the scope of the environmental impact statement (EIS) for the proposed State highway **121** (**SH 121**) project in Tarrant County, Texas, will be revised.

FOR FURTHER INFORMATION CONTACT:
Walter C. Waidelich, District Engineer, Federal Highway Administration, 826 Federal Office Building, 300 E 8th Street, Austin, Texas 78701 Telephone: (512) 916-5988 or Dianna F. Noble, Director, Environmental Affairs Division, Texas Department of

[[Page 26841]]

Transportation, 125 East 11th Street, Austin, Texas 78701-2483 Telephone: (512) 416-2734.

SUPPLEMENTARY INFORMATION: The project was initially planned to be studied in a single EIS with limits from Interstate Highway 35 West (IH 35W) in Fort Worth, Tarrant County, to State Highway 174 (**SH** 174) in Johnson County. A first Notice of Intent (NOI) was published in the August 4, 1988, Federal Register with the **SH 121** EIS limits being proposed for the South Section of the project. A second NOI was published in the April 5, 1990, Federal Register with the **SH 121** EIS limits being proposed for the North Section of the project. This third NOI will change the scope of the EIS. The result will be a change of the limits and scope of the freeway project with portions that are proposed to be developed as a toll road where it is determined to be economically feasible. The limits of the EIS for the proposed project are now portions of the North and the South Sections of **SH 121** and will extend from Interstate Highway 30 (IH 30) in Fort Worth to Farm-to-Market Road 1187 (FM 1187), all within Tarrant County. The previous documentation was subdivided into a Draft Environmental Impact Statement (DEIS) for the North Section with another DEIS for the South Section. The DEIS for South Section was completed and a public hearing was held but a Record of Decision was not issued. The DEIS for the North Section was not completed and work was suspended. The new EIS for the proposed facility will cover a part of the South Section from IH 20 to FM 1187 and part of the North Section from IH 30 to IH 20. Companion documentation is being prepared separately for the remainder of the

North Section of the proposed facility from IH 35W to IH 30 in Fort Worth, Tarrant County, as well as the remainder of the South Section of the proposed facility from FM 1187 in Tarrant County to U.S. Highway 67 (US 67) in Cleburne; Johnson County.

Numerous public involvement activities have taken place during the development of the proposed project and will continue until a general consensus is reached on a preferred alternative. Many alternatives and routes have been considered. Among the alternatives considered for a proposed project are build nothing, freeway development, and toll road development.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning the proposed action and the EIS should be directed to the FHWA or TxDOT at the address provided.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

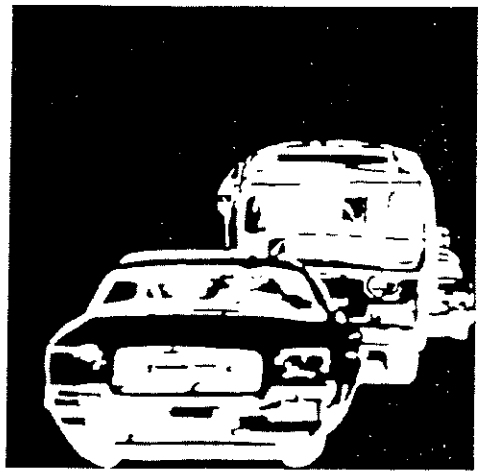
Walter C. Waidelich,
District Engineer.

[FR Doc. 98-12876 Filed 5-13-98; 8:45 am]
BILLING CODE 4910-22-M

APPENDIX E

SOUTHWEST FORT WORTH SUBAREA STUDY

Final Report



Southwest Fort Worth Subarea Study

April 1984

City of Fort Worth
Barton-Aschman Associates, Inc.
North Central Texas Council of Governments

The North Central Texas Council of Governments

The North Central Texas Council of Governments is a voluntary association of cities, counties, school districts and special districts within the sixteen-county North Central Texas region - established in January 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development.

The Council of Governments is an organization of, by, and for local governments. Its purpose is to strengthen both the individual and collective power of local governments - and to help them recognize regional opportunities, resolve regional problems, eliminate unnecessary duplication, and make joint regional decisions - as well as to develop the means to assist in the implementation of those decisions.

North Central Texas is a sixteen-county metropolitan region centered around Dallas and Fort Worth. It has a population of 3.9 million and an area of 12,627 square miles. NCTCOG currently has 189 member governments. The membership includes 16 counties, 141 municipalities, 19 independent school districts, and 13 special purpose districts.

NCTCOG's Department of Transportation and Energy

Since 1974 NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation for the Dallas-Fort Worth area. NCTCOG's Department of Transportation and Energy is responsible for the regional planning process for all modes of transportation. The Department provides technical support and staff assistance to the Regional Transportation Council and its technical committees, which compose the MPO policy-making structure. In addition the Department provides technical assistance to the local governments of North Central Texas in planning, coordinating, and implementing transportation decisions.

William J. Pitstick
Executive Director

North Central Texas Council
of Governments
P. O. Drawer COG
Arlington, Texas 76005-5888
(817) 640-3300

Gordon A. Shunk
Director of Transportation
and Energy

The NCTCOG offices are located in Arlington in the Centerpoint Two Office Building, 616 Six Flags Drive. Take Hwy. 360 exit off I-30 (turnpike) and proceed .5 mile southwest on Six Flags Drive.

The preparation of this report was financed in part through grants for technical studies from the Urban Mass Transportation Administration and the Federal Highway Administration of the U. S. Department of Transportation.

April 1984

PROJECT PARTICIPANTS

Project Staff

North Central Texas Council of Governments:

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Dan Kessler, Transportation Planner II
Marty Minkoff, Transportation Planner
Julie Dunbar, Transportation Planner

City of Fort Worth:

Robert L. Herchert, City Manager
David Ivory, Assistant City Manager
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Brad Taylor, Assistant Director of Planning
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Sheldon Johnson, Barton-Aschman Associates, Inc.
William G. Barker, William G. Barker and Associates

Staff Review Committee Members

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Mark Sowa, City of Burleson
Linda Watson, CITRAN
Jim Moore, Tarrant County
Kenneth Neystel, City of Benbrook
Dennis Woodard, City of Crowley
Chuck Talbot, Town of Edgecliff Village
Ed Callagher, City of Benbrook
Commissioner Cardwell, Parker County
Howard Reily, Texas Turnpike Authority

Southwest Quadrant Citizen Advisory/Review Committee Members

Robert Abels, Burleson Mayor
Berne Alger, South Area Chamber of Commerce
Dick Andersen, Tarrant County Commissioner
Rev. Jan Cain, Southside Area Ministries
Pablo Calderon, Rockwood Sector
Margaret DeMoss, CandleRidge Homeowners Association
Jerry Dunn, Benbrook Mayor
Walton Eller, Crowley Mayor

Abstract

TITLE: Final Report: Southwest Fort Worth Subarea Study

AUTHORS: City of Fort Worth
Barton-Aschman Associates, Inc.
North Central Texas Council of Governments

SUBJECT: A summary of a transportation study done for the southwest quadrant of Fort Worth to address long-range transportation alternatives.

SOURCE OF COPIES: Regional Data Center
NCTCOG
P. O. Drawer COG
Arlington, Texas 76005-5888
(817) 640-3300

NUMBER OF PAGES: 68

ABSTRACT: The southwest quadrant of Tarrant County is one of the most rapidly growing areas in the Dallas-Fort Worth region. Because of this anticipated demand and the lack of a major radial roadway facility in this corridor, the Southwest Fort Worth Subarea Study was initiated. The study recommends long-range transportation alternatives for the subarea which includes the Fort Worth central business district; the cities of Burleson, Edgecliff Village, Crowley, and Benbrook; and some nearby rural areas in and just beyond Tarrant County. Short-range transportation recommendations are documented in Technical Report 36, Southwest Fort Worth Subarea Study: Analysis of TSM/TCM Actions.

Southwest Quadrant Citizen Advisory/Review Committee Members (Continued)

Terri Ellis, Mistletoe Heights Association
Curtis Frazier, Central Area Chamber of Commerce
Dr. John Freese, Medical District Task Force
Joseph Gearhart, Arlington Heights Sector
John Glenn, Jr., Cassco Land Company
Rachel Gooch, P.T.A.C.
Bud Hughes, Western Hills Sector
Dr. Marie Kelly, Arlington Heights Sector
A. J. Lambert, Johnson County Commissioner
Gene Livesay, Sycamore Sector
William Marquardt, CBD Sector
Jon Nelson, Ryan Place Association
Joe Nichols, Wedgwood Sector
Don Otto, Cultural District
Tom Purvis, Park Board
Tom Reynolds, CBD Sector
Elizabeth Riggs, Southside Sector
Norm Robbins, Fort Worth Chamber of Commerce
Dan Roberts, Northeast Sector
Charles Robeson, Edgecliff Village
Jack Sallee, Parker County Commission
Betty June Shelvey, Sector One Sector
Herman Stute, Fort Worth City Council
Weldon Ward, Fort Worth Plan Commission
Kathy Wetherby, Fort Worth City Council
Gary Woodward, Hulen Mall

City Plan Commission Members

Weldon Ward (Chairman)
John Randolph Thompson, Jr.
Patricia L. Rangel
Earl Cox
Reuben Vallejo
Martin S. Moore (Vice Chairman)
Linda C. Baker
Rev. Nehemiah Davis
Carmen Smith

City Council Members

Bob Bolen, Mayor
Louis J. Zapata, District 2
Dwaine Johnson, District 3
Russell Lancaster, District 4
Bert C. Williams, District 5
Kathy Wetherby, District 6
Richard C. Newkirk, District 7 (Mayor Pro Tem)
Jim A. Bagsby, District 8
Herman F. Stute, District 9

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SUMMARY

The southwest quadrant of Tarrant County is one of the most rapidly growing areas in the Dallas-Fort Worth region. Because of this anticipated demand and the lack of a major radial roadway facility in this corridor, the Southwest Fort Worth Subarea Study was initiated. This two-year study was jointly sponsored by the Regional Transportation Council of the North Central Texas Council of Governments (NCTCOG) and the City of Fort Worth.

The study recommends both short- and long-range transportation alternatives for the subarea which includes the Fort Worth central business district; the cities of Burleson, Edgecliff Village, Crowley, and Benbrook; and some nearby rural areas in and just beyond Tarrant County.

By examining expected demographic, roadway, and transit ridership changes between 1980 and 2000, this study projects a 69 percent population increase and a 60 percent employment increase for the subarea. Vehicle miles of travel are expected to increase 105 percent, while presently committed increases in overall freeway, arterial, and collector capacities amount to only 36 percent. Peak-period vehicle speeds are projected to decrease 35 percent -- from 28 mph in 1980 to 18 mph in 2000. Need for downtown parking spaces would increase 108 percent, while the transit outlook would improve -- with a 99 percent passenger increase.

Growth-related traffic congestion has increased in this subarea during recent years primarily due to the lack of a main traffic artery to provide radial access to downtown Fort Worth. This results in increased delays and excessive travel times as congestion worsens.

Fort Worth voters approved a portion of the study's short-range recommendations in a May 1982 bond election. Projects were chosen for cost effectiveness, positive mobility, energy, and air quality impacts. Included in this bond package was a $1 million traffic signal system for the subarea.

The study findings represent involvement by many individuals and organizations. Since mid-1981, two advisory groups have examined the future of this subarea and reviewed short- and long-range transportation alternatives. A Citizen/Policy Committee (composed of mayors, city councilmembers, and community representatives) provided direction for the Staff Committee. The Staff Committee, responsible for technical support, included staff from NCTCOG's Transportation and Energy department and the five subarea cities. The consulting firm of Barton-Aschman Associates assessed cost and engineering aspects of each alternative. The two advisory groups reviewed subarea goals and projected land use, population growth, and travel. They also reviewed the various options and endorsed the recommended alternative.

Transportation impacts of 18 alternatives, including an "existing plus committed" option, were evaluated. These 18 options were narrowed to 4 alternatives, by considering cost and transportation impacts. The study further concluded that a combination of non-freeway options -- including parkway concepts, arterial improvements, bus improvements, and a transit guideway -- would not adequately serve future subarea transportation needs alone.

The study recommends a radial freeway through the subarea to downtown, to be constructed within the next 6 to 8 years. This 11.7 mile recommended freeway would extend from the I.H. 35W/S.H. 121 interchange southwest to Sycamore

School Road. This route exhibits the most favorable performance and cost impacts -- with minimal negative effects on residential or business neighborhoods, parks, the Cultural District, and other community facilities. Early funding of this alternative will avoid expected development pressures on the right-of-way. Also recommended were immediate examination of funding options and a preliminary engineering study for the selected freeway alignment.

PUBLIC INVOLVEMENT PROCESS AND PROJECT COMMITMENT

The Fort Worth City Council unanimously endorsed the Southwest Fort Worth Subarea Study Findings on January 3, 1984. The Council also instructed the City Manager to pursue potential funding from the State Department of Highways and Public Transportation, Tarrant County, and other agencies and individuals (Mayor and Council Communication, January 3, 1984). The Tarrant County Commissioners' Court endorsed the recommended alternative on January 30, 1984.

Several organizations have approved the recommended freeway alignment. Organizations and boards that have formally endorsed the recommended route include:

- Southwest Quadrant Transportation Study Citizen Advisory Committee
- Park and Recreation Advisory Board
- Fort Worth Streams and Valleys Committee
- Fort Worth Chamber of Commerce
- Cultural District Committee
- Fort Worth Independent School District
- Fort Worth Downtown, Incorporated
- Fort Worth City Plan Commission
- Sector One Planning Council
- Tarrant County Water Improvement District No. 1
- Fort Worth City Council
- Tarrant County Commissioners' Court

The City of Fort Worth is presently negotiating with private developers and land owners along the freeway alignment in order to determine the amount of right-of-way which will be provided by private individuals as well as the

amount of construction costs that will be assessed to the land owners. For example, it is anticipated that a share of cost for frontage roads will be assessed to property owners.

BACKGROUND AND STUDY PURPOSE

The Southwest Fort Worth Subarea is and will likely continue to be one of the most rapidly growing areas of the Dallas-Fort Worth metropolitan area. The growth in population and employment coupled with the lack of radial access and inadequate capacity from major arterials will result in severe transportation problems.

The purpose of this study is to:

1. Identify the desired land use and redevelopment objectives for the southwest quadrant.
2. Estimate the land use and population growth areas and rates.
3. Predict future transportation demand.
4. Evaluate all feasible transportation solutions including public transit and private automobile solutions.
5. Select an alternative that best accommodates the transportation demand in a cost-effective manner and promotes the land use and environmental objectives.

In July of 1980, the Regional Transportation Council, the Metropolitan Planning Organization for the Dallas-Fort Worth area, authorized study of the Southwest Fort Worth Subarea. Planning funds were provided by the Federal Highway Administration and the Urban Mass Transportation Administration. This project

is contained in the 1980 through 1984 Unified Planning Work Programs for North Central Texas.

This subarea contains a land area of approximately 180 square miles (see Exhibit 1). The subarea includes the Fort Worth central business district, the southwest quadrant of Fort Worth, and the cities of Benbrook, Crowley, Edgecliff Village, and Burleson. This subarea also represents the southwest portion of Tarrant County.

STUDY METHODOLOGY

The study began with the development of goals and objectives. From these study requirements, 18 alternatives were developed for evaluation and were studied in three phases. Exhibit 2 highlights the process used to determine the recommended alternative.

Also obtained from goals and objectives were the evaluation criteria and performance measures used in selecting the recommended alternative. Exhibit 3 documents these measures and illustrates the comprehensiveness of the evaluation process.

The first phase of the evaluation procedure considered only the transportation performance measures and reduced the original 18 alternatives to 10. This decision was based on an alternative's ability to remedy anticipated congestion levels. The second phase of study added cost considerations and eliminated six additional alternatives because of low benefit-cost ratios. The third and final phase evaluated the final four alternatives and considered transportation, cost, and environmental factors. The recommended alternative is the product of the Phase III evaluation.

EXHIBIT 1

SOUTHWEST FORT WORTH SUBAREA

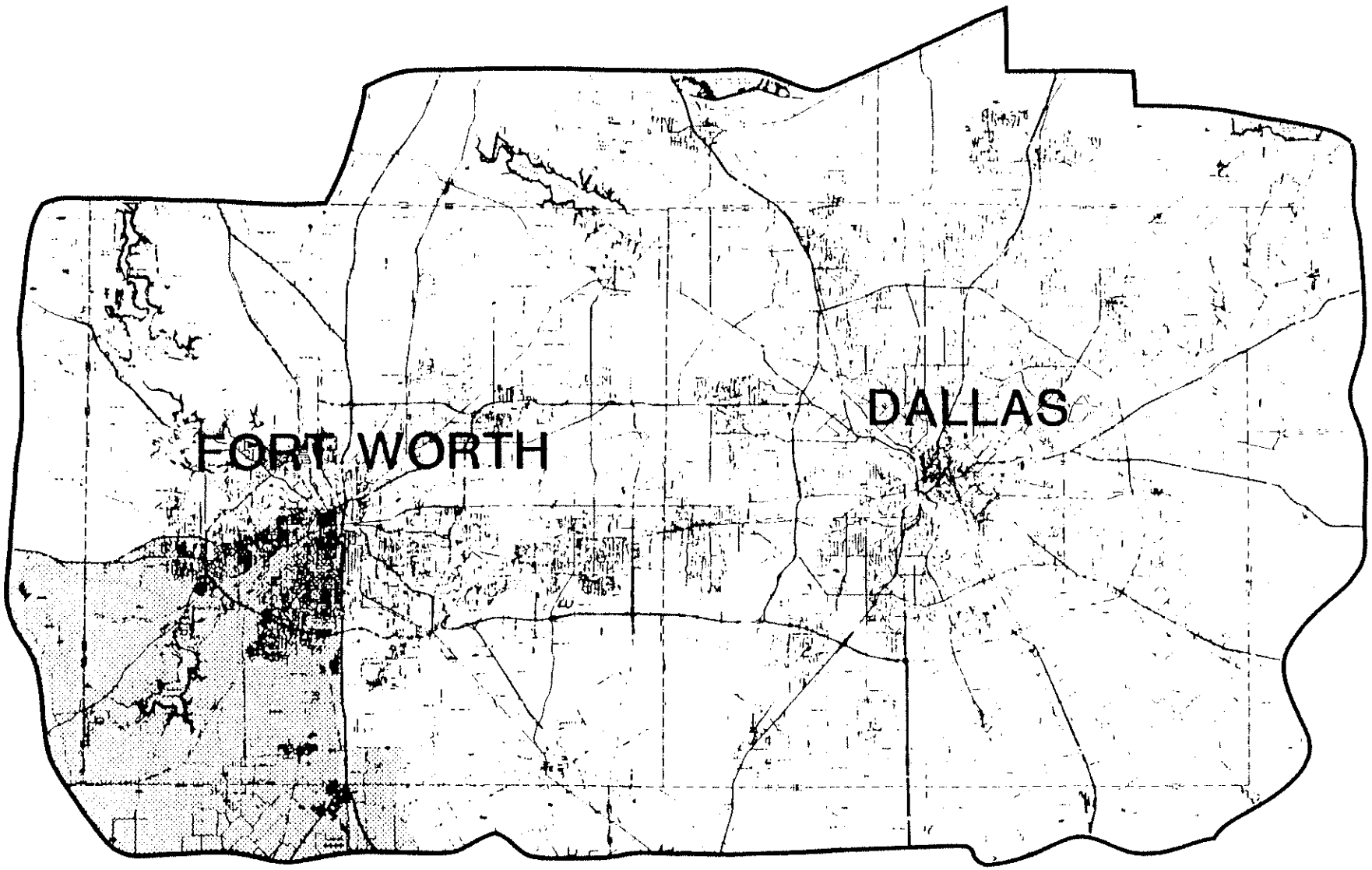


EXHIBIT 2

EVALUATION PROCESS

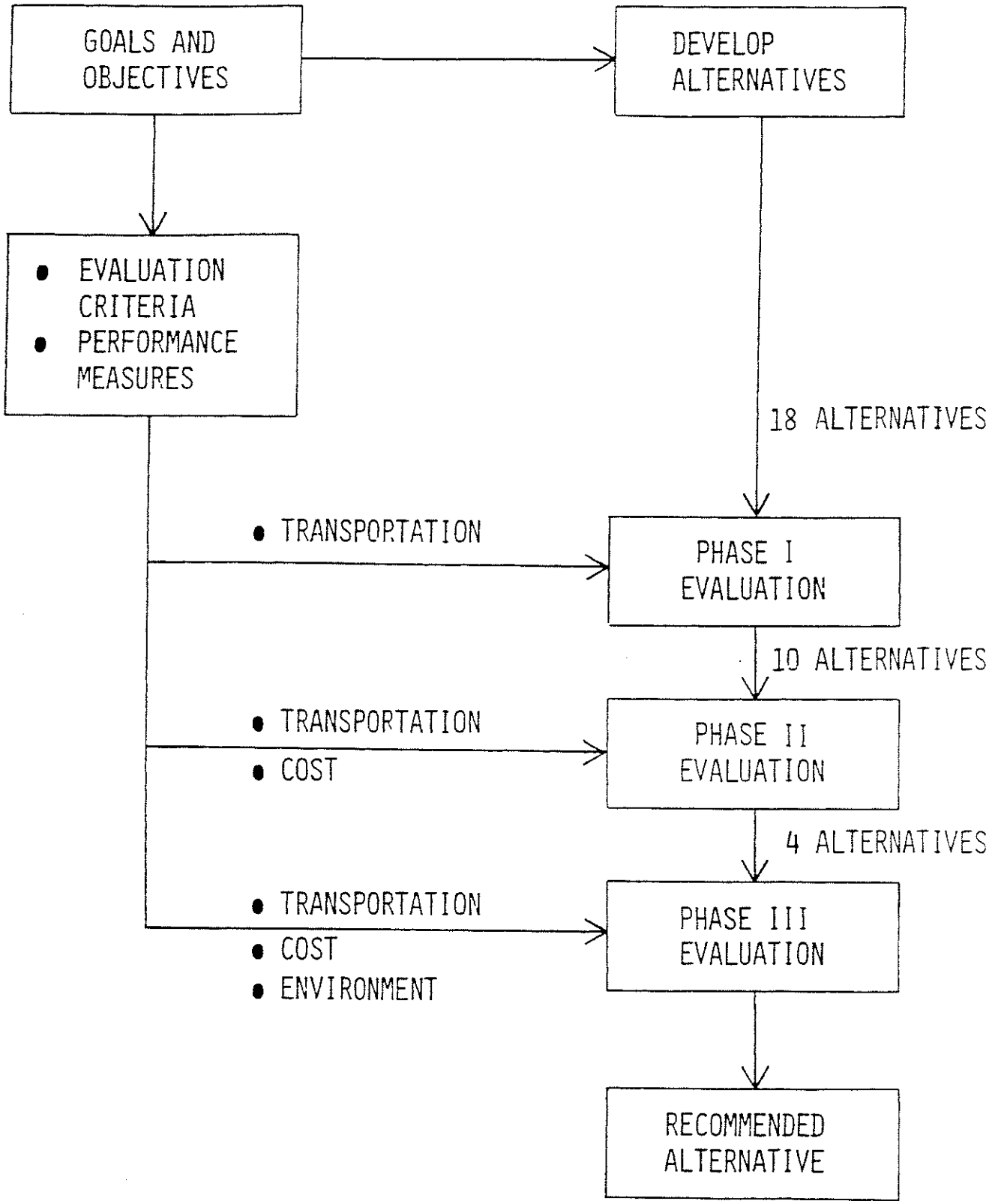


EXHIBIT 3

CRITERIA USED IN PHASE III EVALUATION

Evaluation Criteria	Performance Measure(s)
Cost	Annual Capital Costs, Right-of-Way Costs, and Operating and Maintenance Costs
Mobility	Total Vehicle Hours of Delay, Vehicle Miles of Travel, Level of Service, Peak-Period Speeds, and Transit Ridership
Environmental Impacts	
• Air Quality	Annual Hydrocarbon Emissions
• Water Quality	Runoff Surface Area (Sq. Ft.)
• Biological/Zoological	Extent Impacted
• Visual	Extent Impacted
• Historic Bldgs.	No. of Historic Bldgs./Extent Impacted
• Noise	Noise levels (dB)
• Energy	Annual Gallons of Fuel Consumed
Business/Residential Neighborhood Impacts	
• Household Displacements	No. of Households Displaced
• Business Displacements	No. of Businesses and Square Footage Displaced
• Disruption/Integrity	Extent Impacted
• Access	Extent Impacted
• Collector Street Travel	Collector VMT/Extent Impacted in Specific Areas
CBD Impacts	CBD Auto Speed
Growth/Redevelopment/Economic Impacts	Extent Impacted
Safety	Annual Property Damage
Construction Disruption	Duration in Days

NEED FOR ACTION

There are a variety of reasons behind the need for a transportation solution in the southwest quadrant of Fort Worth. Not only is the area experiencing rapid growth, but a substantial portion of that growth is located in the central corridor. It is this central corridor that has the greatest need for improvement since there is currently no available direct access route to the CBD.

The southwest quadrant of Fort Worth is projected to experience a substantial growth in population and employment by the year 2000. There were two different levels of year 2000 development used in the evaluation of alternatives. The first, referred to as Scenario 1, represents a conservative population growth estimate of 45.9 percent over the 1980 base year. Scenario 2 incorporates recent rezoning and platting activity approved for the southwest quadrant. This scenario results in a population growth estimate of 68.8 percent over the 1980 base year. Scenario 2 represents what is felt to be the most realistic development scenario. The population and employment values for 1980 and 2000 are shown in Exhibit 4.

The roadway and transit networks used to simulate the transportation conditions in 2000 consist of the existing 1980 system and those projects that are committed to be operative by 2000. By comparing 1980 conditions to those that would exist in 2000, the need for action in the southwest quadrant of Fort Worth is clearly demonstrated.

EXHIBIT 4

COMPARISON OF 1980 AND 2000 WEEKDAY SUBAREA PERFORMANCE

	1980	2000 Scenario 2	Percent Change
Demographic			
Population	207,614	350,393	68.8
Employment	142,636	228,042	59.9
Roadway			
Peak-Period Speed (mph)	27.7	17.9	-35.4
Peak-Period Arterial Speed (mph)	23.0	13.6	-40.9
Vehicle Miles of Travel	3,668,000	7,515,000	104.9
Roadway Capacity (Vehicle Miles of Capacity)	984,085	1,337,746	35.9
Parking Spaces Downtown	23,750	50,840	114.1
Transit			
Vehicle Miles of Travel	8,266	12,411	50.2
Peak Vehicles	83	163	96.4
Passengers	17,644	35,048	98.6
Speed	11.88	11.33	-4.6
Operating Cost (1983$)	$18,134	$31,011	71.0
Revenue (1983$)	$ 7,267	$14,370	97.7
Operating Ratio	40.1	46.3	15.5

The following list highlights the most significant performance changes between the 1980 and 2000 freeway and arterial systems:

- Projected increase in vehicle miles of travel of 105 percent
- Projected increase in roadway capacity of 36 percent
- Projected decrease in peak-period speed of 35 percent
- Projected increase in needed downtown parking spaces of 108 percent

Exhibit 4 contains the subarea roadway performance measures for 1980 and 2000. Along with the previously mentioned forecasts, the central corridor of the southwest quadrant demonstrates high peak-period travel times. In 1980, a person could travel 4.4 miles in 15 minutes. In 2000, it is projected that a driver could only travel 2.9 miles in this same period. A summary of the projected changes in the transit system follows:

- Projected increase in transit vehicle miles of travel of 50 percent
- Projected increase in the number of peak vehicles of 96 percent
- Projected increase in passengers of 99 percent
- Projected increase in operating cost of 71 percent
- Projected increase in revenue of 98 percent
- Projected improvement in the operating ratio of 16 percent

The population and employment growth in the southwest quadrant results in travel demand which far exceeds presently expected roadway improvements.

TRANSPORTATION ALTERNATIVES CONSIDERED

The need for a transportation solution is clearly demonstrated by the comparison of the 1980 and 2000 transportation system performance. However, in order to determine the appropriate solution, a comprehensive set of 18 alternatives was compiled for evaluation. To assist in the generation of

alternatives, a number of planning documents and alignment plans were reviewed for this subarea. In addition to these previous studies, additional suggestions were-obtained from various citizen groups, including the Southwest Quadrant Transportation Study Citizen Advisory Committee. The Fort Worth City Council, Fort Worth City Plan Commission, Park and Recreational Advisory Board and staff also provided input which helped in the formulation of the alternatives. Computer-generated data also guided the formulation of alternatives. The set of alternatives includes transit and roadway options in various combinations. All of the alternatives fall under one of the following descriptions:

- a Transportation Systems Management (TSM) strategy consisting of signal progression, street widenings, intersection grade separations, High-Occupancy-Vehicle lanes, and peripheral parking lots
- combinations of the above TSM alternative and three different horizontal parkway alignments
- a tollroad
- four different horizontal freeway alignments of varying lengths
- a passenger rail line or busway with a feeder bus system

The freeway alignments were considered in various sections in order to address the appropriate location and phasing of freeway construction.

The alternatives evaluated in this study covered a wide spectrum. Every feasible mode, whether it be bus, rail or auto, was included in the analysis. Consequently, the recommended solution was not obtained without examining all reasonable options.

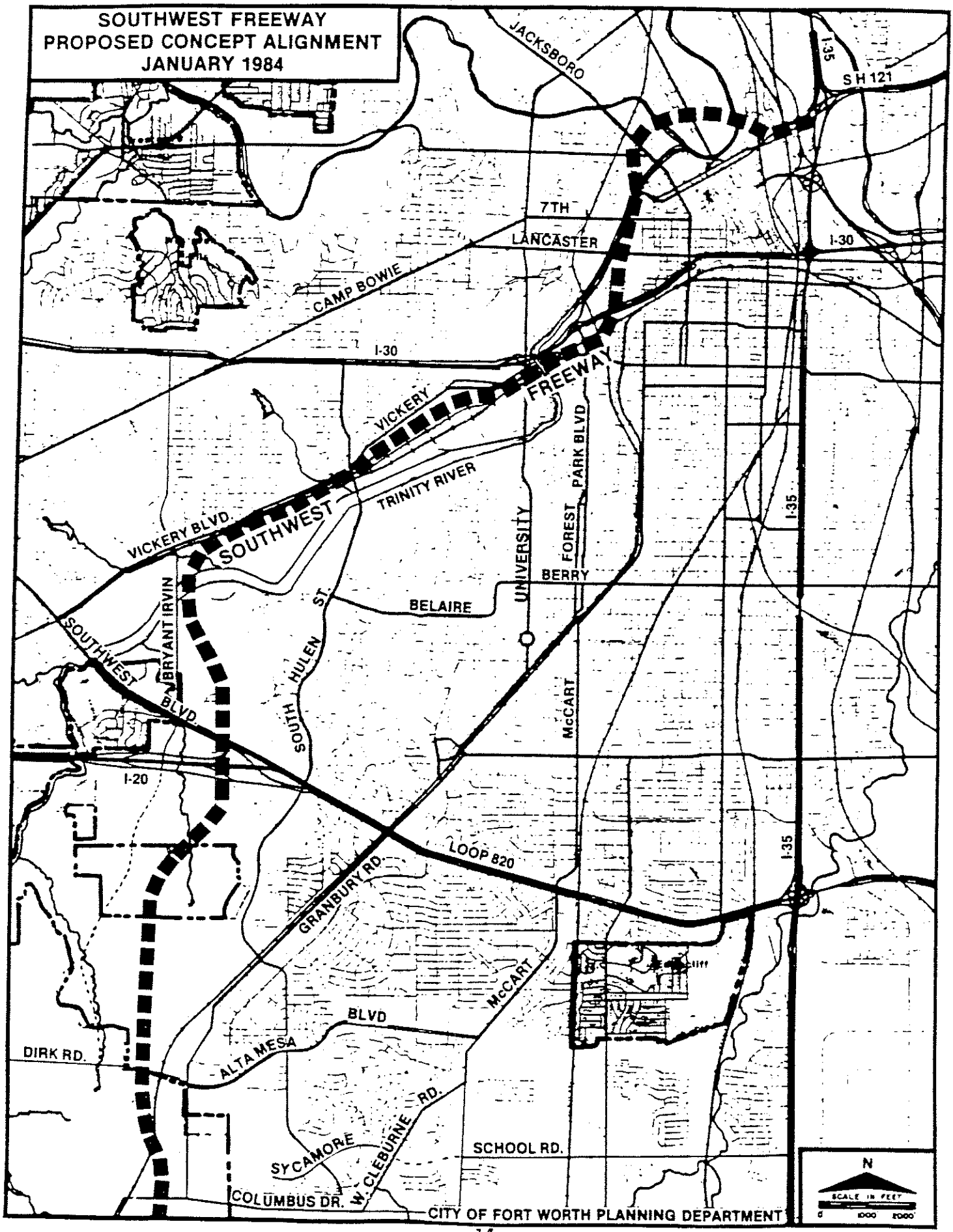
RECOMMENDED ALTERNATIVE

The alternative that has been selected for implementation consists of an 11.7 mile freeway extending from the existing S.H. 121/I.H. 35W interchange in downtown Fort Worth, southwest to Sycamore School Road. Exhibit 5 demonstrates this alignment. Based on the anticipated traffic volumes, it is recommended that the facility have six lanes throughout its entire length and have frontage roads from Hulen Street to Sycamore School Road. This recommended freeway creates very favorable impacts on transportation performance while minimizing negative impacts on residential and business neighborhoods, parks, and other community facilities. It is the least expensive option of the four freeway alignments evaluated in Phase III.

There were a variety of criteria that were used to evaluate each of the proposed alternatives. The proposed freeway alternative performs very well with respect to mobility as demonstrated by the 40 percent improvement in peak-period speed and the 156 percent improvement in peak-period corridor travel time over the 2000 existing plus committed system. This freeway also provides for a substantial decrease in the hours of delay experienced (46 percent). As a result of the proposed freeway, the cost to save one hour of delay is $0.74.

The capital cost of this alternative is $204.09 million. This cost includes lanes, bridges, frontage roads, right-of-way, relocation, and retaining walls. There are an estimated 43 residential displacements and 1,042,000 square feet of non-residential displacements associated with this alignment. Of the four freeway alignments that were considered, this proposed route has the highest benefit/cost ratio at 4.8.

EXHIBIT 5


SOUTHWEST FREEWAY
PROPOSED CONCEPT ALIGNMENT
JANUARY 1984
JACKSBORO
I-35
S H 121
7TH
LANCASTER
I-30
CAMP BOWIE
I-30
FREEWAY
VICKERY
PARK BLVD
TRINITY RIVER
SOUTHWEST
VICKERY BLVD.
UNIVERSITY
FOREST
I-35
BERRY
BELAIRE
ST.
SOUTHWEST
BRYANT IRVIN
BLVD.
SOUTH HULEN
McCART
I-20
LOOP 820
I-35
GRANBURY RD.
McCART
BLVD
ALTA MESA
DIRK RD.
RD.
SYCAMORE
W. CLEBURNE
SCHOOL RD.
COLUMBUS DR.
CITY OF FORT WORTH PLANNING DEPARTMENT
N
SCALE IN FEET
0
1000
2000

The recommended freeway alignment demonstrates a substantial improvement in safety, energy consumption, and air quality for the southwest quadrant of Fort Worth. Because the freeway would provide access to an area where travel would otherwise have to occur on arterial streets, the vehicle miles of travel on the arterial streets would decrease and so would the number of automobile accidents. The fuel consumption and vehicle emissions in the subarea would improve significantly from the levels demonstrated in the 2000 system. This improvement results from the more direct routes that would be available for travel on the freeway as well as the improved speed and efficiency of vehicle operation on the new facility. Because of the close proximity of this facility to the western and northern portions of the Fort Worth CBD, increased access to downtown is achieved through the use of direct ramping.

As is shown above, there are a number of criteria that can be highlighted to demonstrate the positive performance of this recommended transportation solution for the southwest quadrant of Fort Worth. By weighing all of these criteria, it is evident that this proposed 11.7 mile, 6-lane freeway is the best, most cost-effective solution to the transportation problems in the southwest quadrant of Fort Worth.

SOUTHWEST FORT WORTH SUBAREA STUDY - MAJOR FINDINGS AND RECOMMENDATIONS

The following eight recommendations were endorsed by the Fort Worth City Council on January 3, 1984:

1. The southwest quadrant has excellent growth potential. Achieving quality growth with a mix of low, medium, and high density development is in the best interest of Fort Worth, Crowley, Benbrook, Burleson, and Edgecliff

Village. Through careful planning, such growth would have positive economic and social impacts.

2. A freeway is needed within the next six-to-eight years to accommodate the transportation needs in the southwest quadrant that will result from the above mentioned growth. This study analyzed several non-freeway alternatives. No one or combination of non-freeway alternatives adequately serves future transportation needs.

3. Several freeway routes were studied and evaluated with respect to engineering feasibility, traffic performance, cost, and environmental impacts. The "Freeway-Eastern Alignment" alternative is recommended because of very favorable impacts on performance and cost, while minimizing negative impacts on residential and business neighborhoods, parks, the Cultural District, and other community facilities. The "Freeway-Eastern Alignment" produces benefits which best outweigh the direct and indirect costs. A "Freeway-West Alignment" through the Cultural District was also studied as a depressed facility. Compared to the eastern route, this western alternative would have practically the same traffic performance, slightly more cost, but has some significantly higher environmental costs primarily related to business displacement and impact on the existing and future integrity of the Cultural District/Botanic Garden/Trinity Park area.

However, it should be noted that the negative impact of a depressed "Freeway-West Alignment" is substantially reduced as compared to the same alternative at grade and elevated through the Cultural District.

4. It is recommended that the 11.7 mile continuous "Freeway-East Alignment" including the "South Alignment North of CBD," extending from I.H. 35/S.H. 121 southwest to Sycamore School Road be endorsed and scheduled for construction in the six-to-eight year time frame. However, if financial constraints necessitate construction phasing, it is recommended that the 8.3 mile stretch between I.H. 30 and Sycamore School Road be constructed as a first phase while assuring that the right-of-way between I.H. 35/S.H. 121 and I.H. 30 be protected for Phase II construction.

5. The need to endorse, fund, and implement this freeway is urgent because of heavy demand and also because the right-of-way is subject to development pressures in the next few years which could preclude the project's feasibility. Right-of-way purchase may be required in the near future in order to keep the project feasible.

6. Funding sources for right-of-way purchase and construction of this facility should be pursued immediately. An assessment of possible City, County, State, and Federal resources should be conducted. A tollroad facility may be feasible and should be considered as a funding option.

7. It is recommended that the freeway include special design elements to mitigate noise impacts, visual intrusion, etc. Small adjustments in route alignment, grade, construction of noise barriers, amenities to bridge and structural appearance and landscaping should be included as needed.

8. A preliminary engineering study should be conducted on the recommended alternative. This phase of study is the next logical step in a series of steps leading to implementation. Fort Worth, Tarrant County, Texas

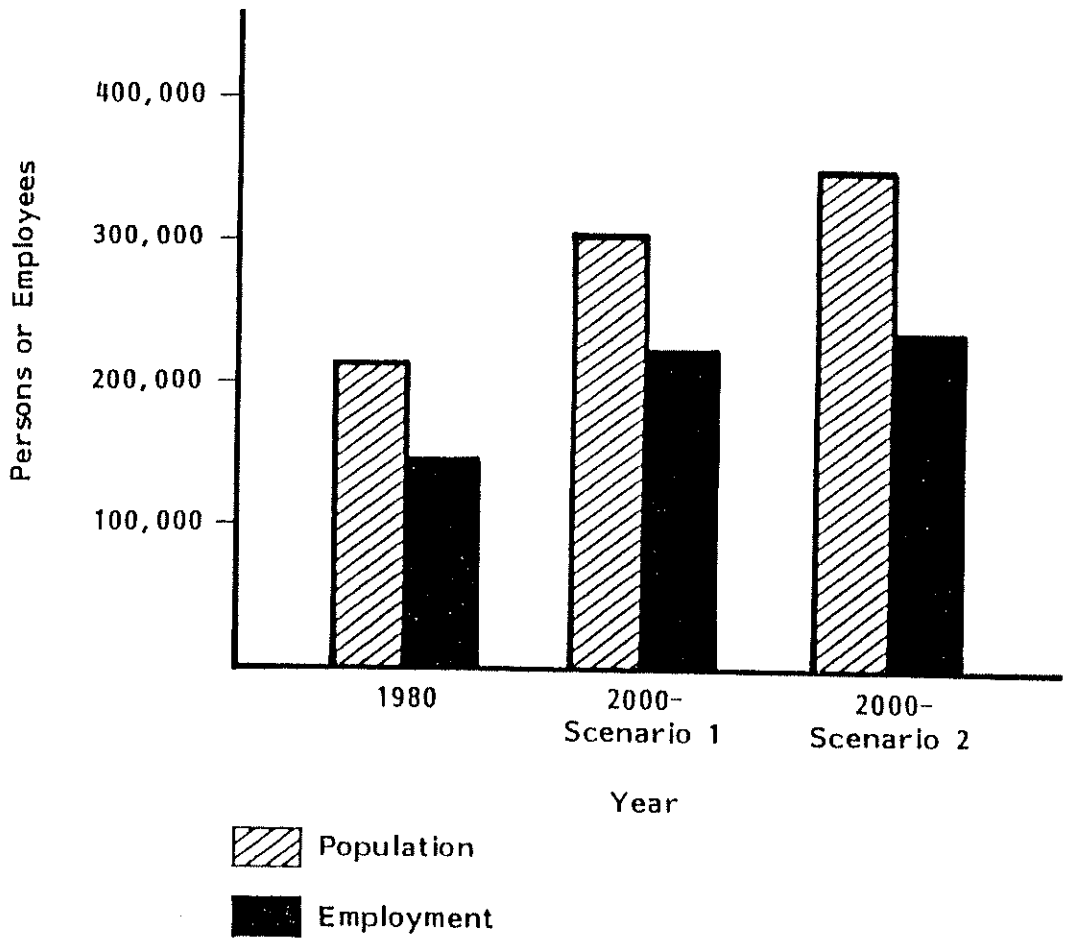
Department of Highways and Public Transportation, and Texas Turnpike Authority resources should be pursued in order to continue the process leading to the implementation of the recommended alternative.

APPENDIX 1: 1980 AND 2000 COMPARISON

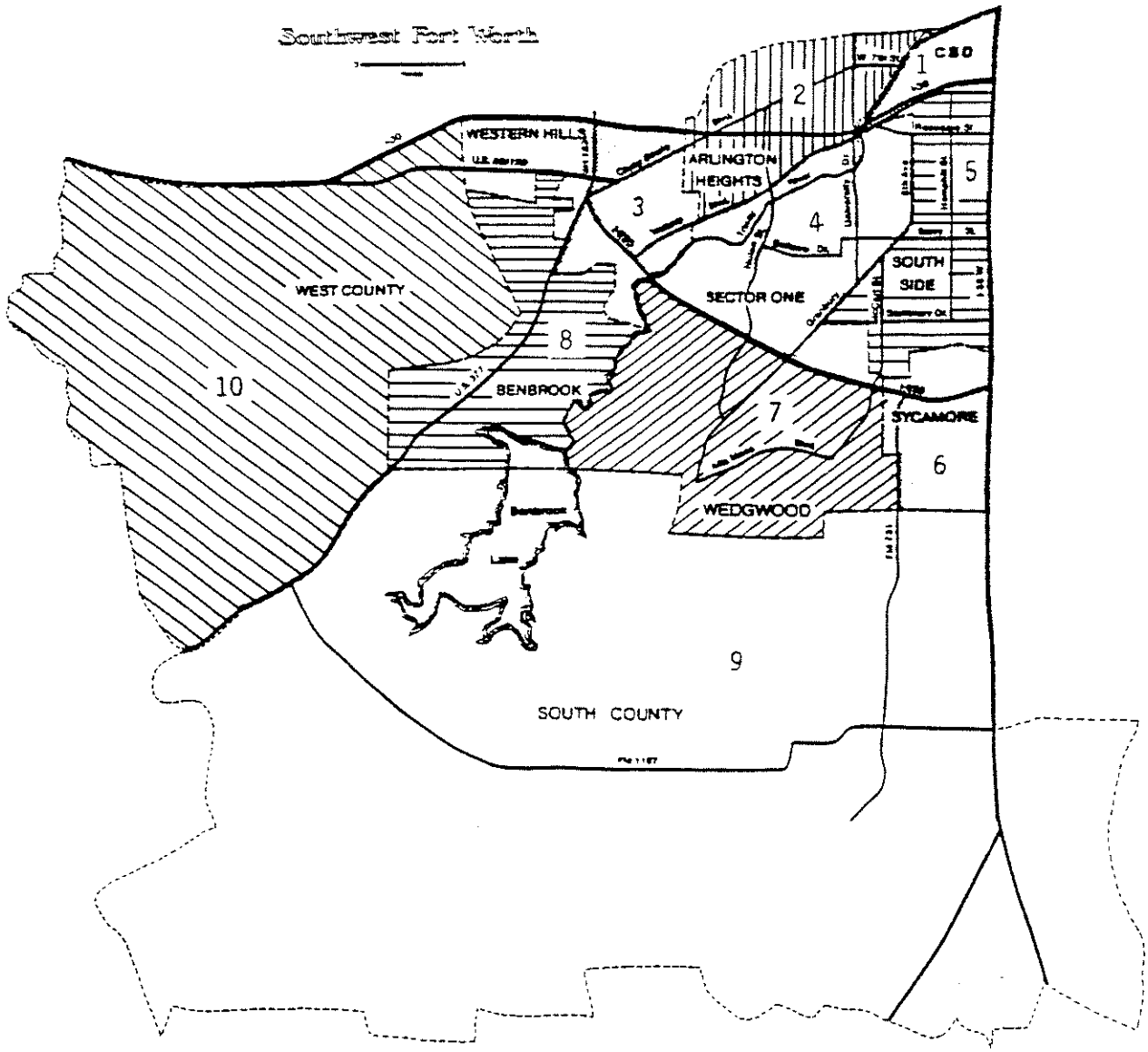
This section highlights a comparison of the 1980 and projected travel conditions for the year 2000. The data considers different population scenarios-1980, 2000-Scenario 1, and 2000-Scenario 2 and different roadway networks-1980 and 2000. The 1980 population is from the 1980 Census. The 2000-Scenario 1 population represents a conservative estimate of growth in the Southwest Quadrant. The 2000-Scenario 2 population demonstrates a more substantial amount of growth in the Subarea, especially south of I.H. 820. The roadway network used in the 1980 simulation represents what was on the ground for that year. The 2000 roadway network includes the existing system as well as those roadway projects that are committed to be in place by 2000. Some of these committed projects are:

- widening I.H. 30 from U.S. 80/U.S. 180 to I.H. 35W
- extending I.H. 20 from S.H. 183 to I.H. 30
- widening I.H. 20 from S.H. 183 to U.S. 287
- widening I.H. 820 from U.S. 80/U.S. 180 to I.H. 20
- widening I.H. 35W from Spur 280 to I.H. 20
- extending S.H. 121 from I.H. 35W to S.H. 199
- widening Berry from 6th to I.H. 35W
- extending Alta Mesa from McCart to I.H. 35W
- extending Hemphill from I.H. 20 to Risinger Road

Population and Employment in Subarea



DISTRICT DEFINITION



POPULATION BY DISTRICT

District	1980	2000 Scenario 1	2000 Scenario 2
1 - Central Business District	3,128	5,663	5,663
2 - Arlington Heights	25,492	26,532	26,532
3 - Western Hills	24,994	32,324	32,324
4 - Sector One	28,338	37,700	37,700
5 - Southside	41,282	42,825	42,825
6 - Sycamore	12,734	16,292	16,292
7 - Wedgwood	29,768	67,469	92,695*
8 - Benbrook	15,725	20,372	20,372
9 - South County/Crowley/Burleson	23,678	44,406	66,724*
10 - West County	2,475	9,266	9,266
TOTAL SUBAREA	207,614	302,849	350,393

* The Scenario 2 population increase represents additional development projected to occur by 2000 in Districts 7 and 9.

EMPLOYMENT BY DISTRICT

District	1980	2000 Scenario 1	2000 Scenario 2
1 - Central Business District	51,309	89,445	89,445
2 - Arlington Heights	18,233	22,930	22,930
3 - Western Hills	8,097	11,792	11,792
4 - Sector One	11,001	18,470	18,470
5 - Southside	36,990	46,693	46,693
6 - Sycamore	3,179	4,120	4,120
7 - Wedgwood	5,600	13,697	13,697
8 - Benbrook	1,729	2,984	2,984
9 - South County/Crowley/Burleson	6,029	7,653	7,653
10 - West County	469	595	595
TOTAL SUBAREA	142,636	218,379	228,042*

* The increase in employment (9,663) results from the 2000-Scenario 2 increase in population. A portion of this employment may be distributed outside the subarea.

DISTRICT PEAK PERIOD SPEED
(MPH)

District	1980	2000 * Scenario 1	2000 Scenario 2
1 - Central Business District	21.9	22.8	21.3
2 - Arlington Heights	26.4	25.6	21.7
3 - Western Hills	26.6	24.1	19.4
4 - Sector One	24.9	21.3	15.0
5 - Southside	24.2	24.6	21.1
6 - Sycamore	36.1	36.0	25.9
7 - Wedgwood	28.9	28.0	11.4
8 - Benbrook	23.0	29.9	23.3
9 - South County/Crowley/Burleson	45.0	39.0	21.1
10 - West County	49.5	47.7	47.2
TOTAL SUBAREA	27.7	27.3	17.9

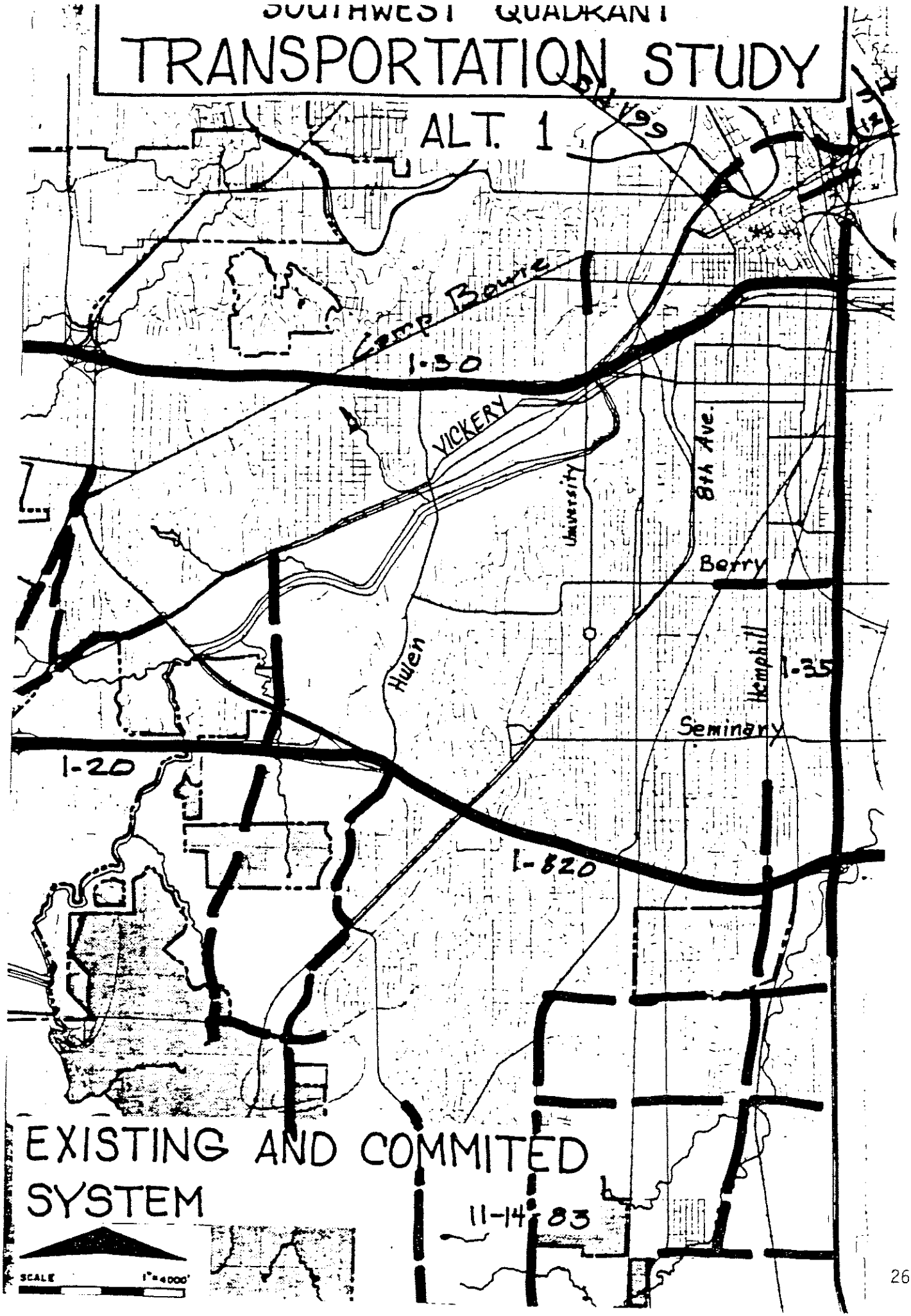
* The roadway network used for the 2000 evaluation represents the existing plus committed system only. The existing plus committed system is a substantial improvement over the 1980 roadway system. The speeds shown under Scenario 1 are significantly higher than would be exhibited without the committed projects.

APPENDIX 2: DESCRIPTION OF TRANSPORTATION ALTERNATIVES

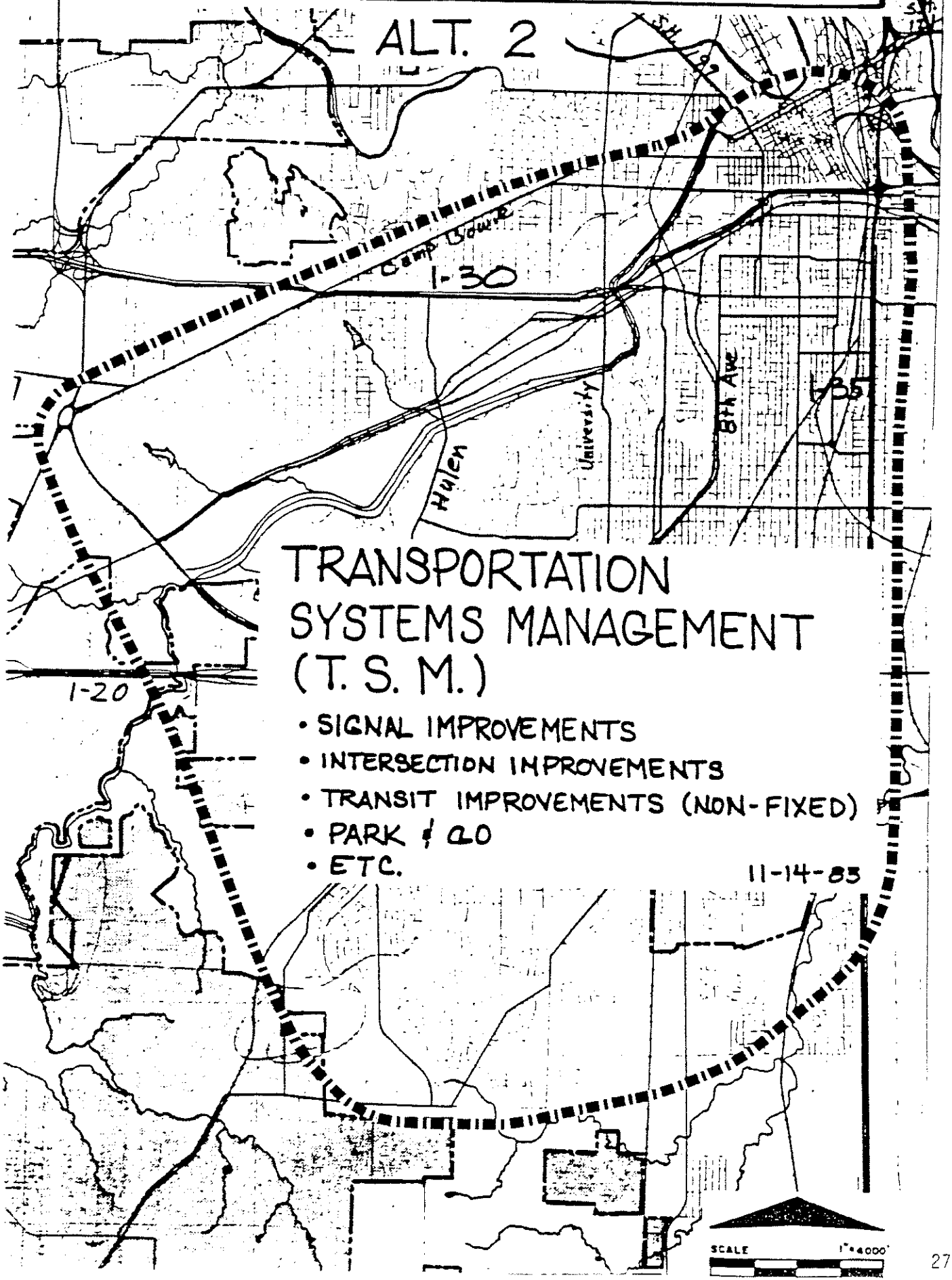
This section contains maps describing the major alternatives analyzed and evaluated in this study. The specific alternatives are described as follows:

Alternative(s)	Map Description
1	Existing and Committed System
2	Transportation System Management (TSM)
3	TSM + Parkway #1
4	TSM + Parkway #2
5	TSM + Parkway #3
6	Tollroad
7, 8, 9, 10	Freeway--East
11, 12, 13, 14, 15, 16	Freeway--West
17	Rail, Express, and Feeder Bus
18	20/30 Connection

Please note that several combinations of facility alignment, length, and downtown approach were examined for some of these alternatives.


SOUTHWEST QUADRANT
TRANSPORTATION STUDY
ALT. 1
Bl. 199
Camp Bowie
I-30
VICKERY
University
8th Ave.
Berry
Hulen
Hemphill
I-35
Seminary
I-20
I-820
EXISTING AND COMMITED
SYSTEM
11-14-83
SCALE
1"=4000'

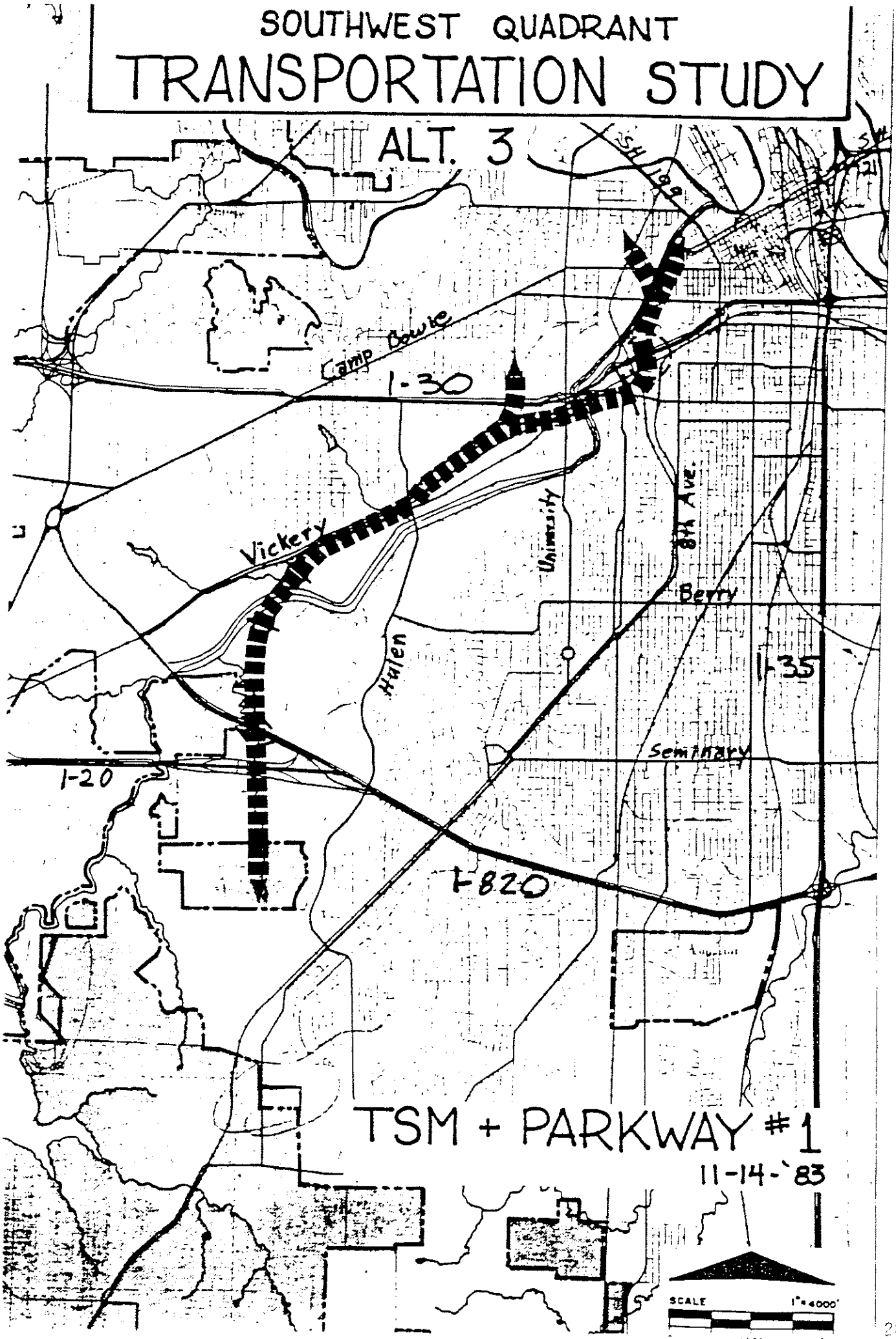
SOUTHWEST QUADRANT TRANSPORTATION STUDY

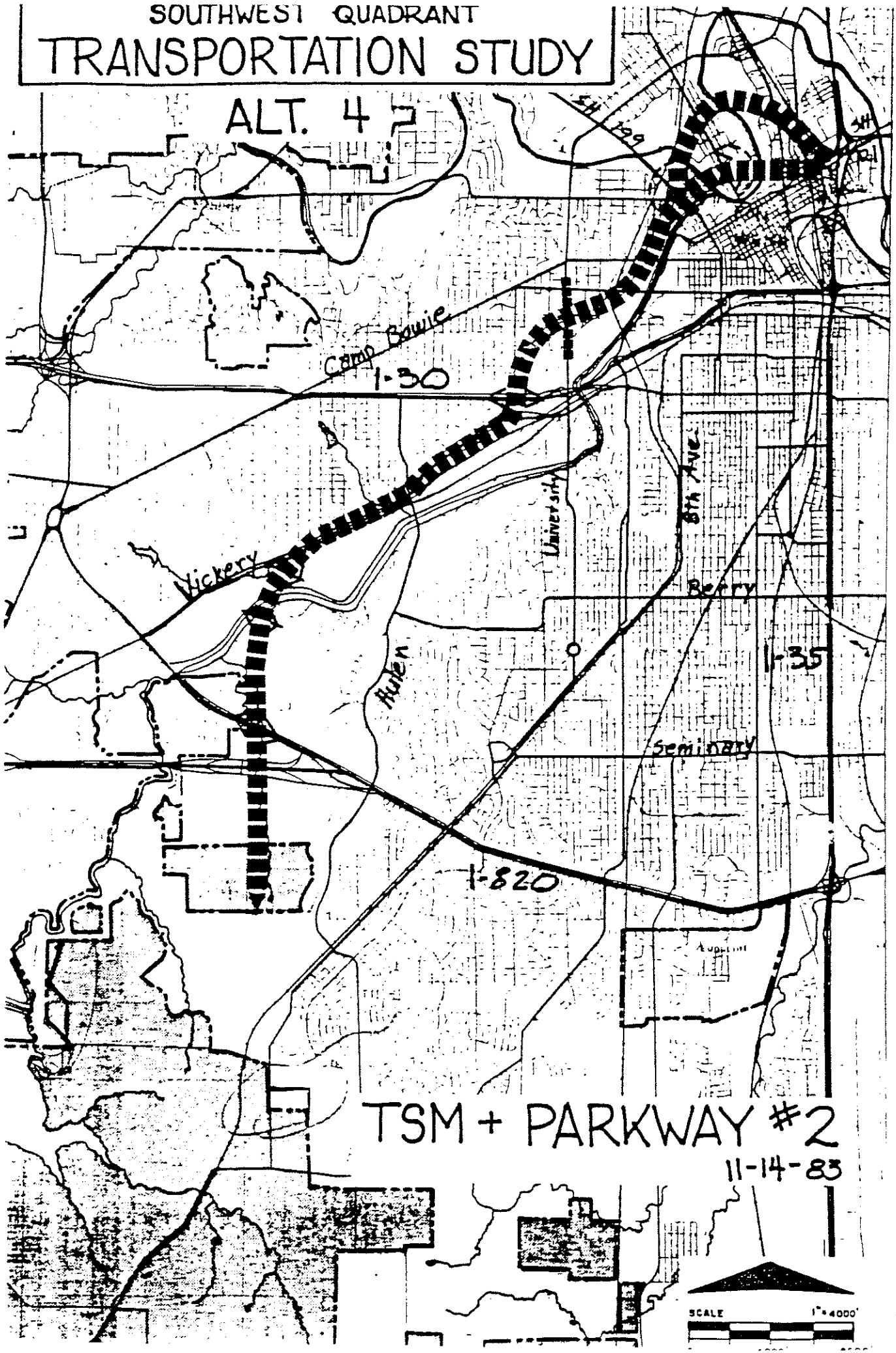


TRANSPORTATION SYSTEMS MANAGEMENT (T. S. M.)

- SIGNAL IMPROVEMENTS
- INTERSECTION IMPROVEMENTS
- TRANSIT IMPROVEMENTS (NON-FIXED)
- PARK & RIDE
- ETC.

11-14-85


SOUTHWEST QUADRANT
TRANSPORTATION STUDY
ALT. 3
SH 199
Camp Bowie
I-30
Vickery
University
84th Ave.
Berry
Hulen
I-35
Seminary
I-20
I-820
TSM + PARKWAY #1
11-14-'83
SCALE
1" = 4000'


SOUTHWEST QUADRANT
TRANSPORTATION STUDY
ALT. 4
Camp Bowie
I-30
Vickery
University
8th Ave
Berry
I-35
Hulen
Seminary
I-820
TSM + PARKWAY #2
11-14-83
SCALE
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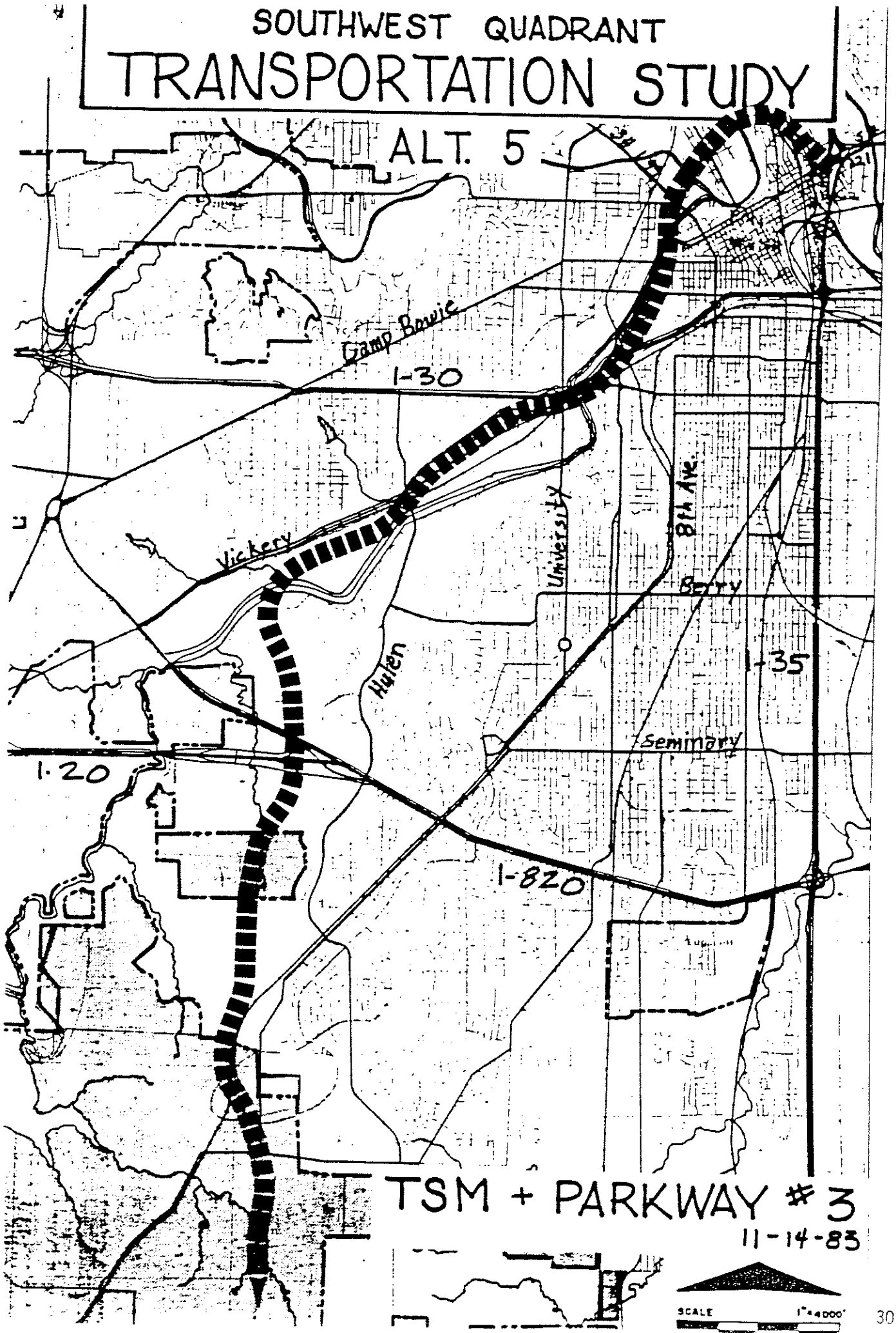
SOUTHWEST QUADRANT
TRANSPORTATION STUDY
ALT. 5
Camp Bowie
I-30
Vickery
University
8th Ave.
Berry
I-35
Hulen
Seminary
I-20
I-820
TSM + PARKWAY #3
11-14-83
SCALE
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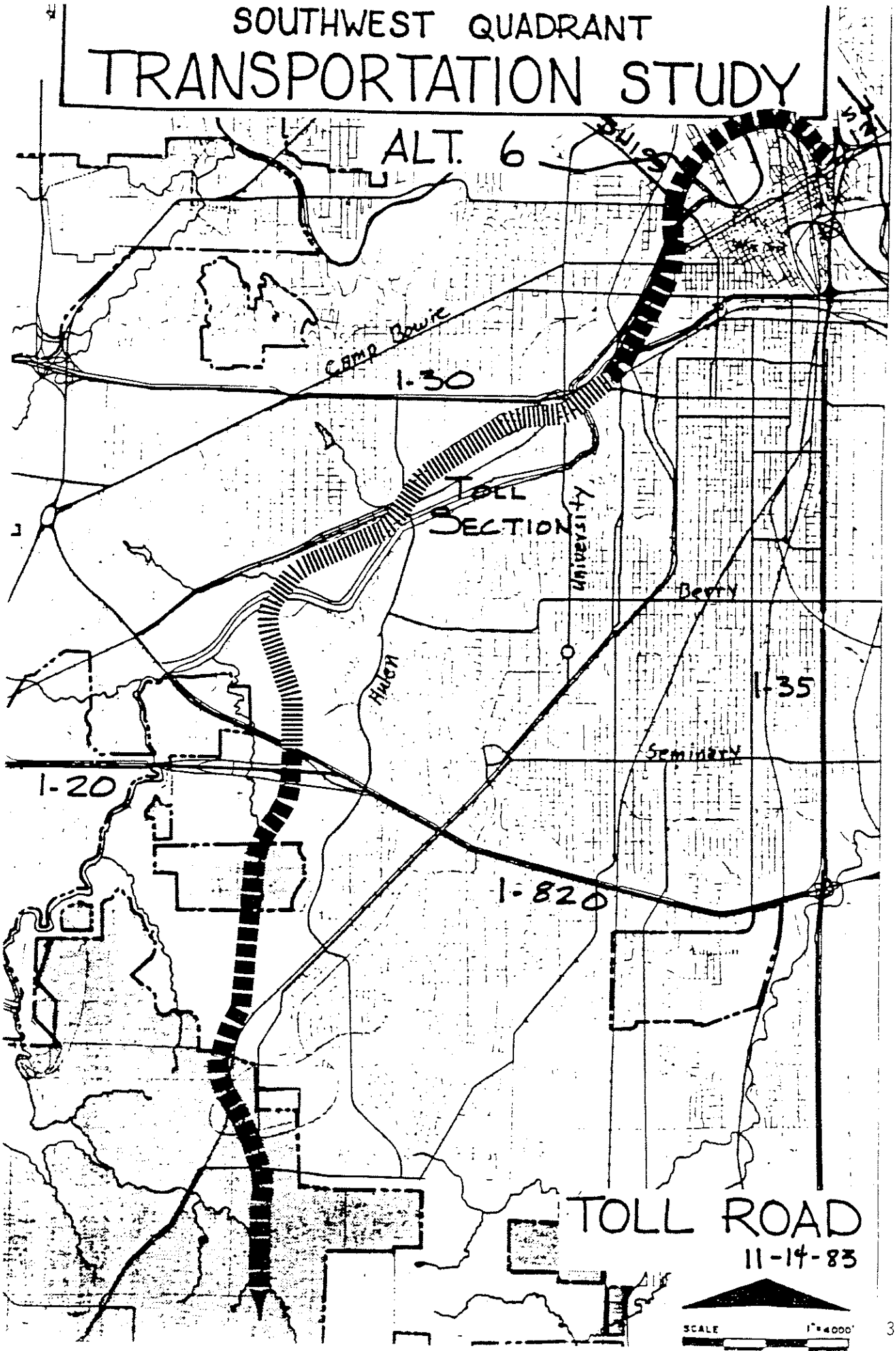
SOUTHWEST QUADRANT
TRANSPORTATION STUDY
ALT. 6
Camp Bowie
I-30
TOLL SECTION
University
Berry
Hulen
I-35
Seminary
I-20
I-820
TOLL ROAD
11-14-83
SCALE
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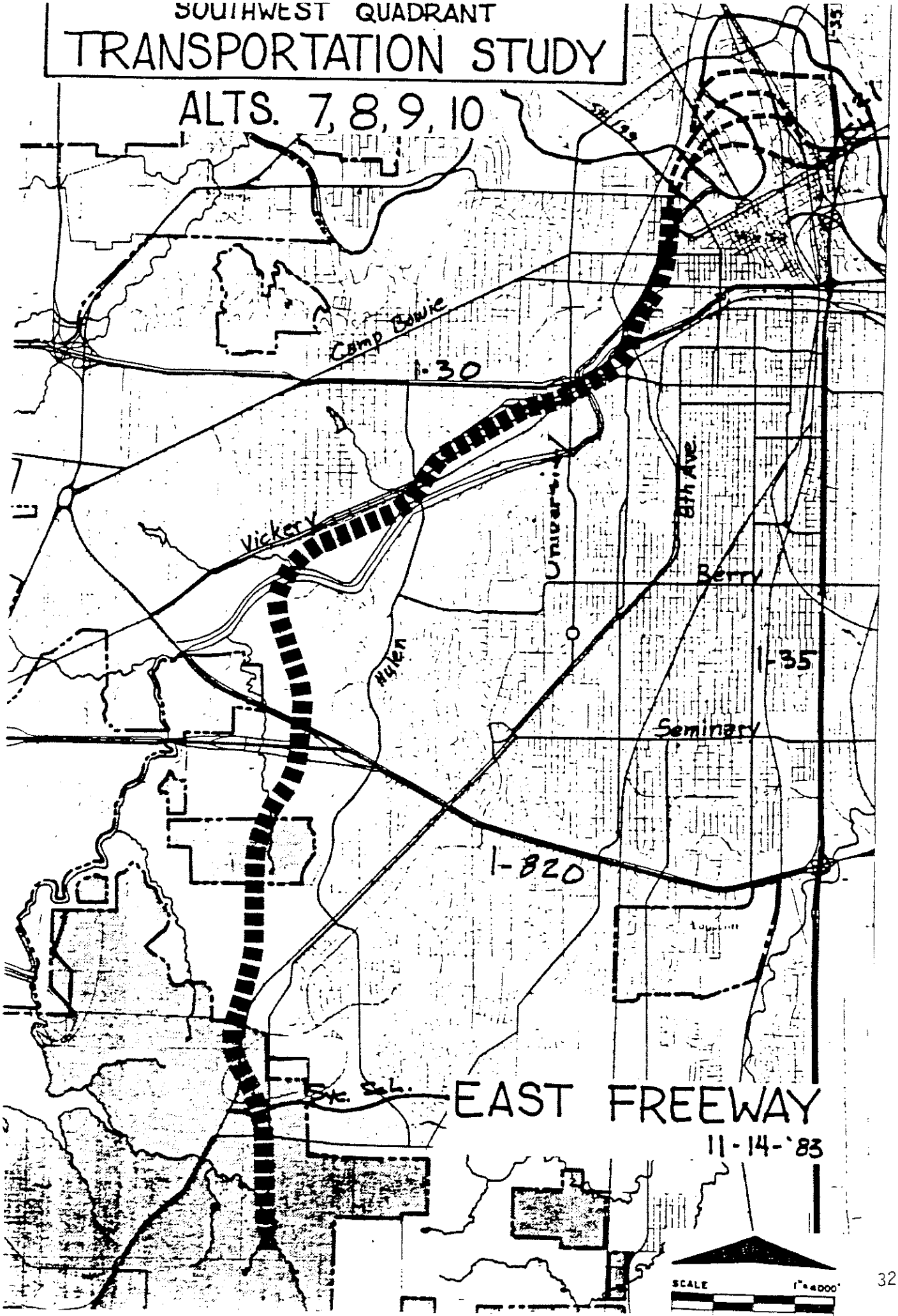
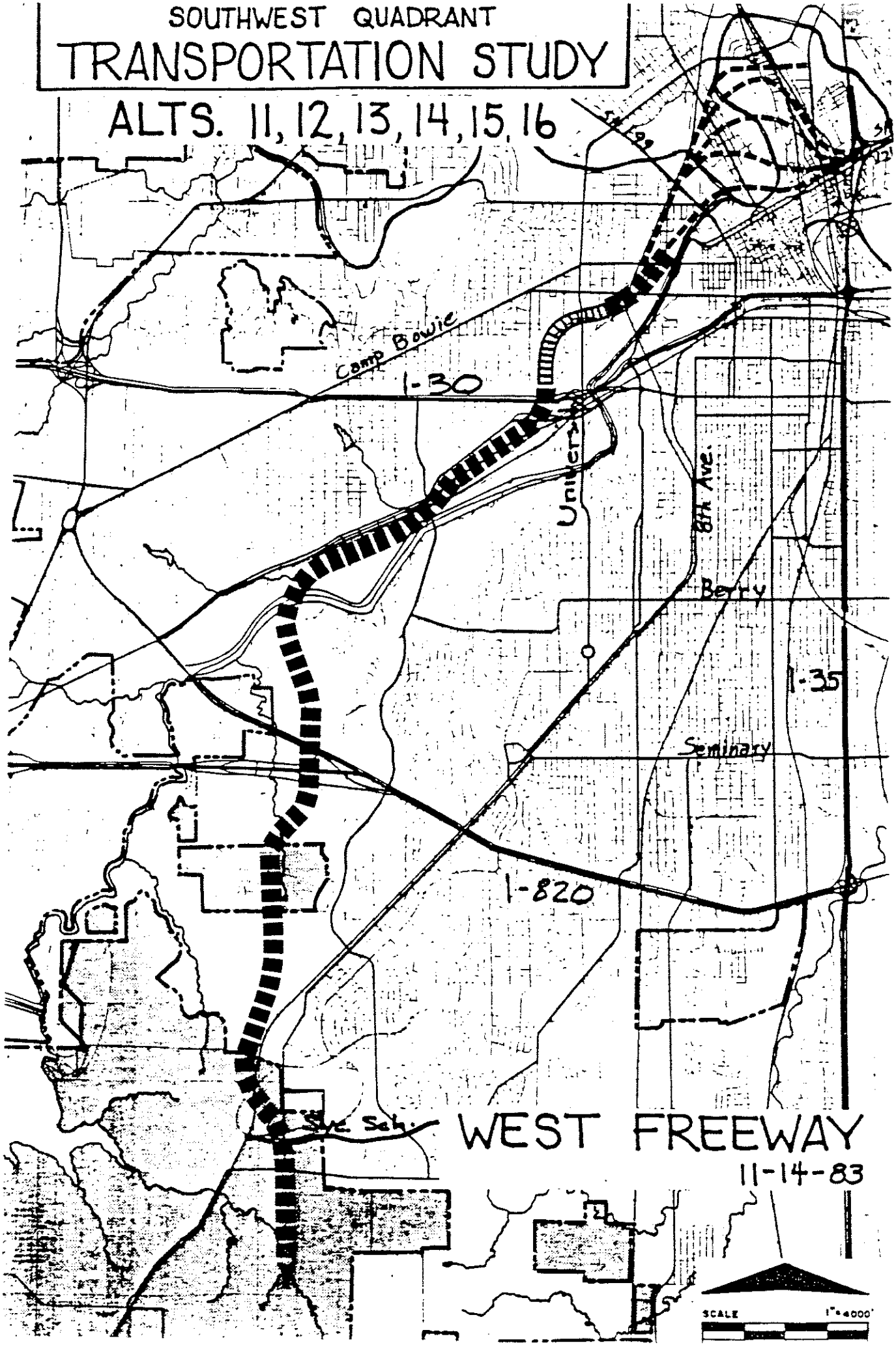
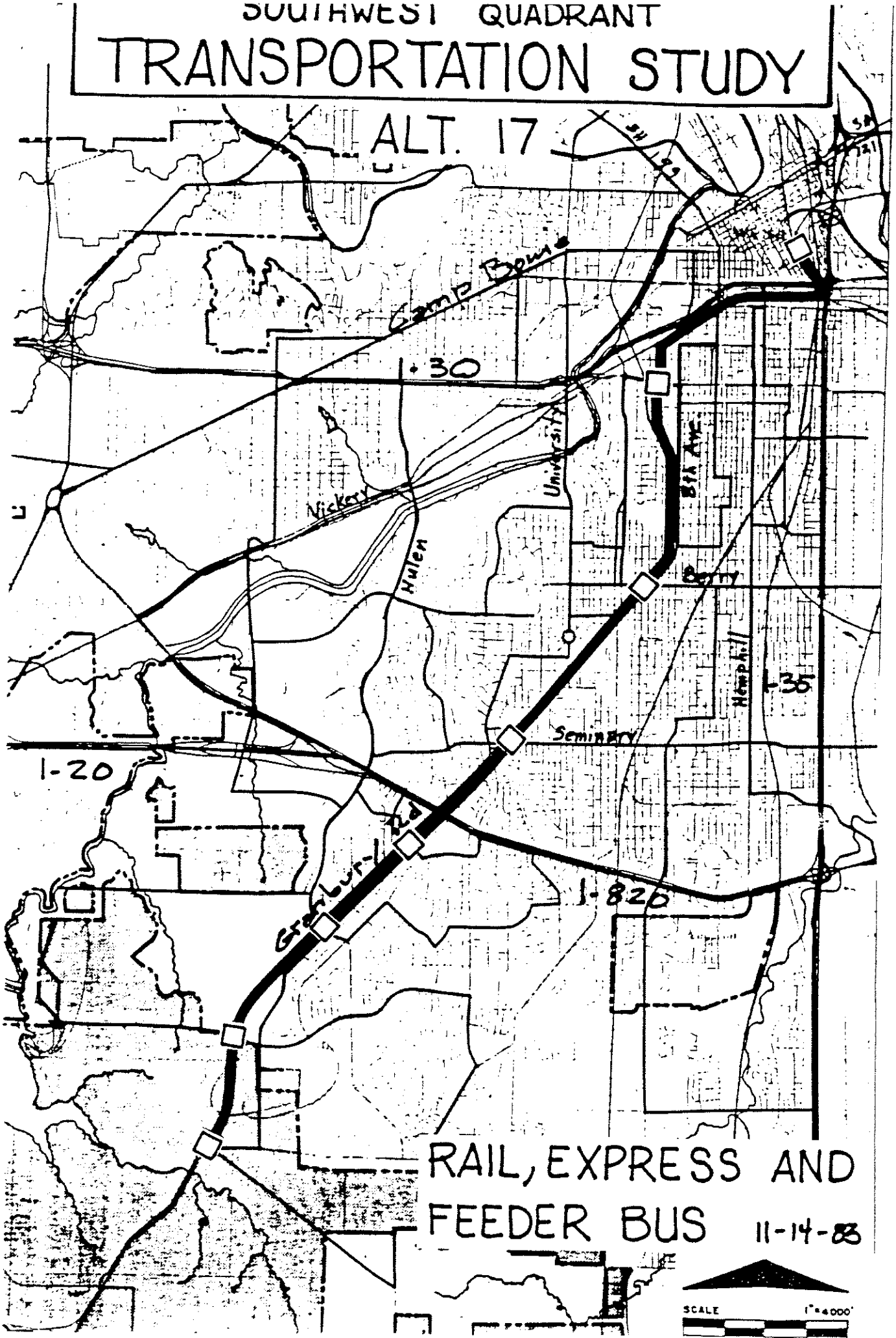

SOUTHWEST QUADRANT
TRANSPORTATION STUDY
ALTS. 7, 8, 9, 10
Camp Bowie
I-30
Vickery
University
8th Ave.
Berry
I-35
Seminary
I-820
EAST FREEWAY
11-14-'83
SCALE


SOUTHWEST QUADRANT
TRANSPORTATION STUDY
ALTS. 11, 12, 13, 14, 15, 16
Camp Bowie
I-30
Univ.
8th Ave.
Berry
I-35
Seminary
I-820
WEST FREEWAY
11-14-83
SCALE
1"=4000'


SOUTHWEST QUADRANT
TRANSPORTATION STUDY
ALT. 17
Camp Bowie
I-30
University
Nickery
Hulen
8th Ave
Berry
Hemphill
I-35
Seminary
I-20
Granbury
I-820
RAIL, EXPRESS AND
FEEDER BUS
11-14-83
SCALE
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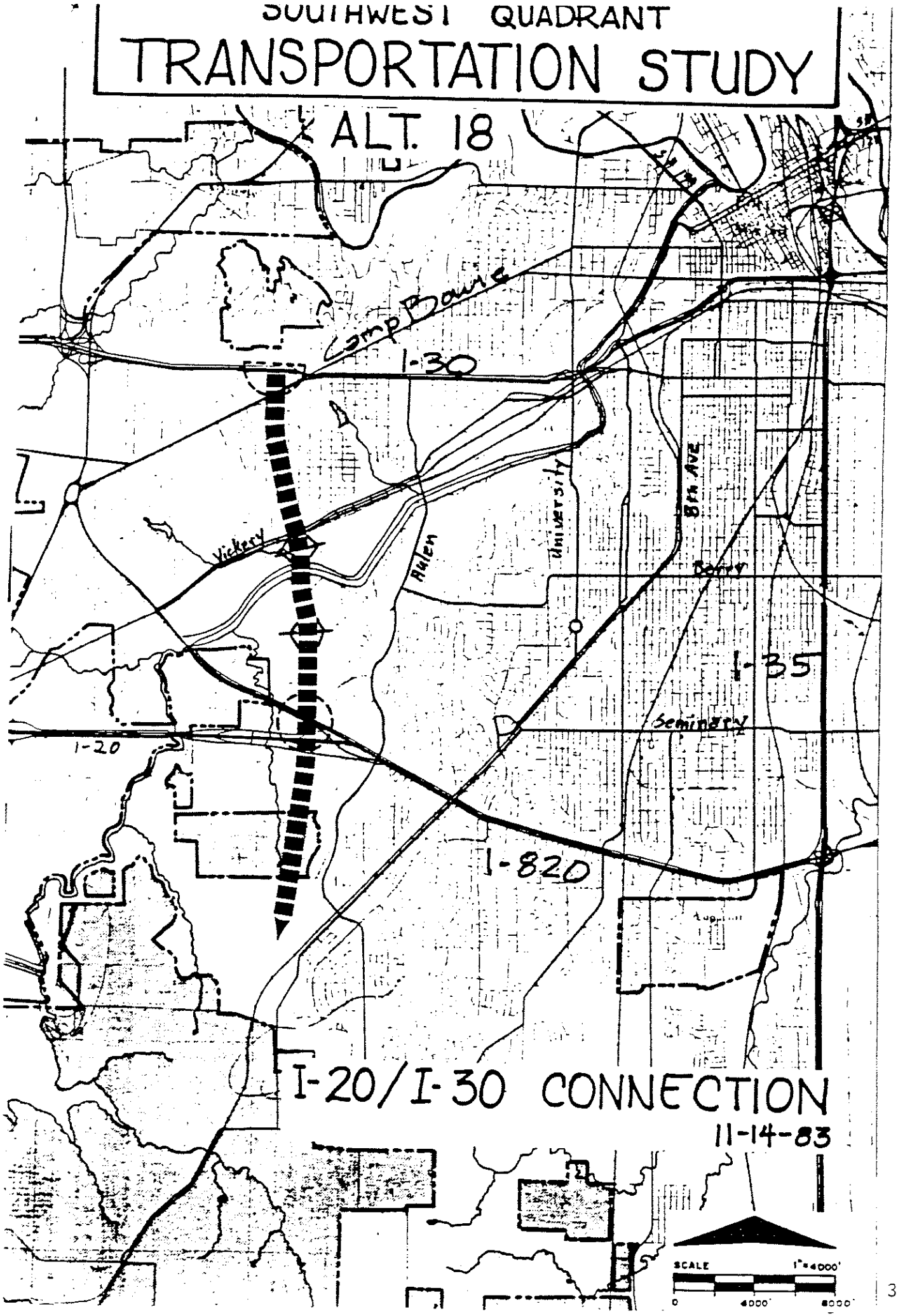

SOUTHWEST QUADRANT
TRANSPORTATION STUDY
ALT. 18
Camp Bowie
I-30
Vickery
Allen
University
Berry
I-35
Seminary
I-20
I-820
I-20/I-30 CONNECTION
11-14-83
SCALE
1"=4000'
0
4000'
8000'

APPENDIX 3: PHASE I EVALUATION

This section contains an assessment of each alternative developed in the study. Transportation performance measures were used to eliminate alternatives that were not effective in improving mobility.

PHASE I EVALUATION OF ALTERNATIVES

REVIEW

Freeway from I.H. 35W to ISA Boundary -

East/Far North - Low Volume
East/North - O.K., stop at Sycamore School
East/South - O.K., stop at Sycamore School
West/North - O.K., stop at Sycamore School
West/South - O.K., stop at Sycamore School

Freeway without I.H. 30 - S.H. 199 Section

East/North - Low Volume
West/North - Low Volume

Freeway without I.H. 30 - I.H. 35W Section

East - O.K., stop at Sycamore School

West - O.K., stop at Sycamore School

Far West - High residential displacements, difficult to interchange with I.H. 30, misdirection of travel, no extension possible

Tollroad between I.H. 30 and I.H. 20 - O.K., Parkway or Freeway South of I.H. 20

Parkway from I.H. 35W to Sycamore School - Too Expensive

Parkway from I.H. 30 to Sycamore School
East - Duplication with Parkway/TSM + Alternative
West - Duplication with Parkway/TSM + Alternative

Parkway using Bryant Irvin, Vickery and M.H. 50 - Need Existing Capacity

Parkway using Bryant Irvin, Vickery and Forest Park - Need Existing Capacity

Parkway/TSM + Alternative (Parkway I.H. 30 to Sycamore School)
East - O.K.
West - O.K.

Rail (8th/Granbury) - Low Ridership

Busway (8th/Granbury) - Low Ridership

SUMMARY: Remaining Alternatives for Phase II Screening

Existing Plus Committed
Freeway (East/North) from I.H. 35W to Sycamore School
Freeway (West/North) from I.H. 35W to Sycamore School
Freeway (East/South) from I.H. 35W to Sycamore School
Freeway (West/South) from I.H. 35W to Sycamore School
Freeway (East) - South of I.H. 30
Freeway (West) - South of I.H. 30
Tollroad south of I.H. 30
Parkway/TSM + (West) from I.H. 30 to Sycamore School
Parkway/TSM + (East) from I.H. 30 to Sycamore School

APPENDIX 4: PHASE II EVALUATION

This section contains the evaluation of the 10 most effective transportation alternatives developed for this subarea. This Phase II evaluation includes the detailed examination of the cost as well as the mobility aspects of each of the remaining alternatives.

COST COMPONENTS:

- LANES
- BRIDGES
- FRONTAGE ROADS
- TOLL BOOTHS (IF APPLICABLE)
- RIGHT-OF-WAY
- RELOCATION
- OPERATING
- MAINTENANCE
- RETAINING WALLS (IF APPLICABLE)

LEVEL OF SERVICE

A

D

B

E

C

F

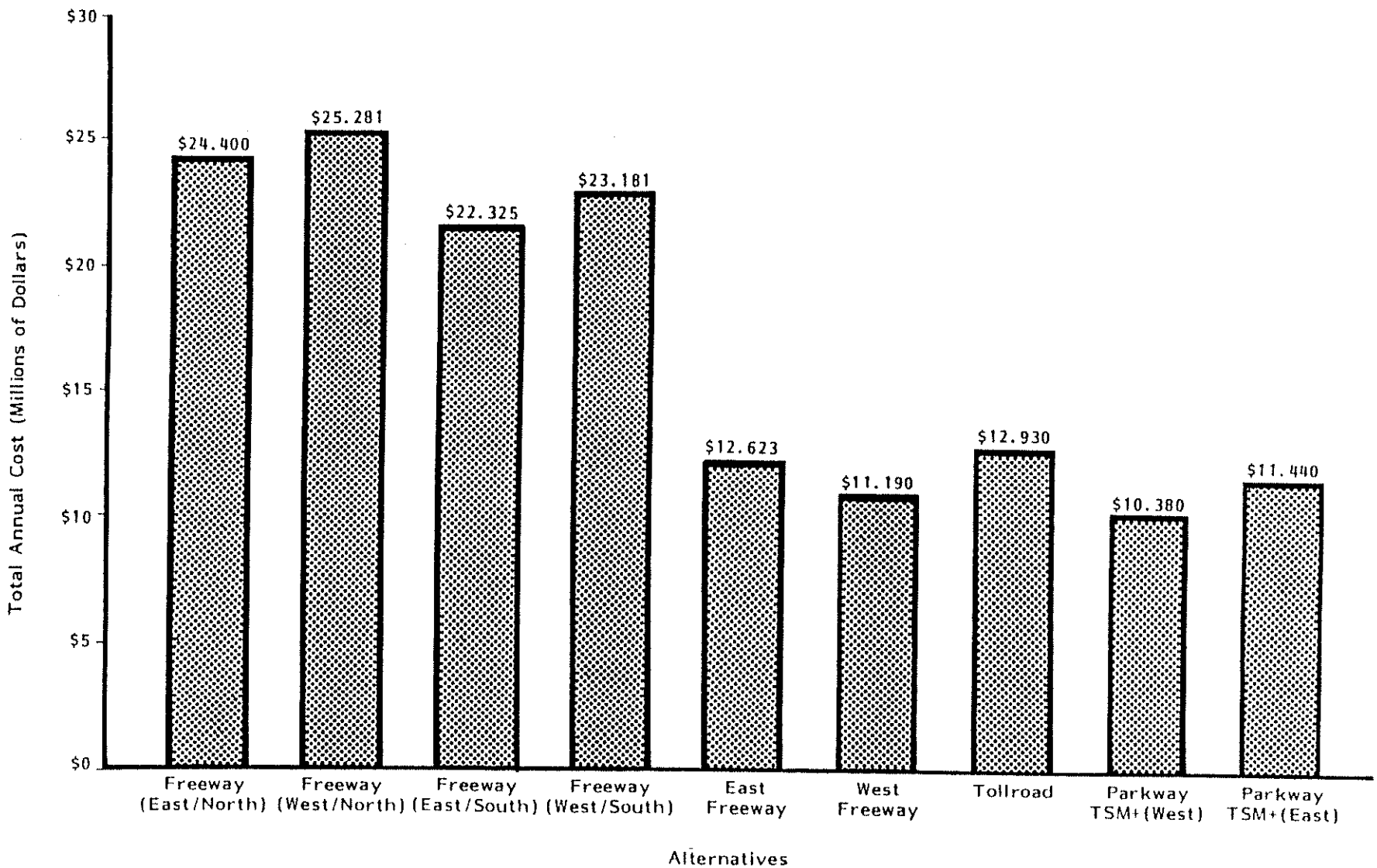
Source: John E. Baerwald, ed., Transportation and Traffic Engineering Handbook (Englewood Cliffs, N.J.: Institute of Transportation Engineers, 1976), pp. 316-317.

IMPACT OF SELECTED ALTERNATIVES - SCENARIO 2 ($1983)

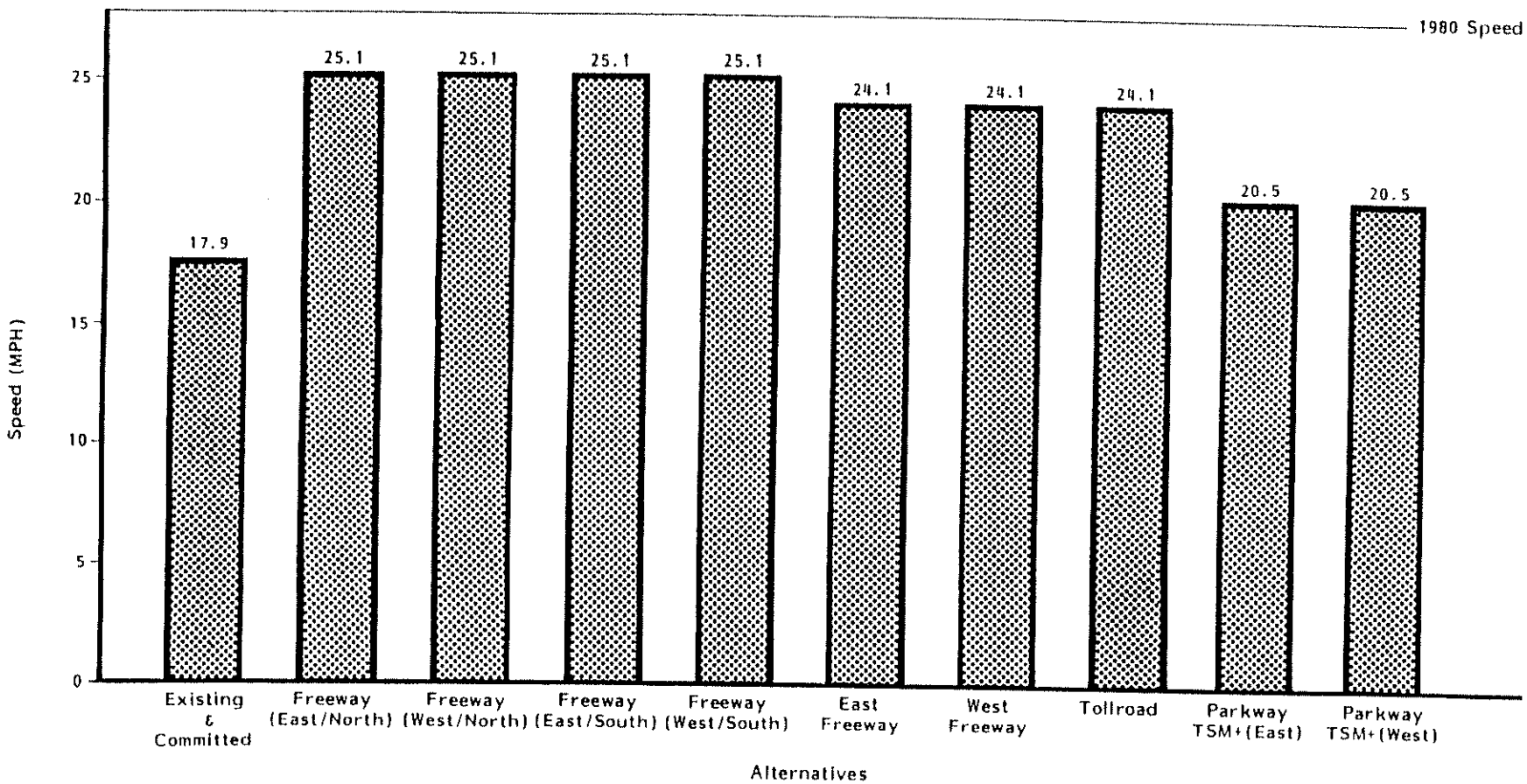
ALTERNATIVES	Total Annual Cost (Millions)	Vehicle Miles of Travel on Facility (in 1000's)	Energy Consumption-Gallons (in 1000's)	Percent of Subarea Roadways at LOS E and F	Total Vehicle Hours of Delay (in 1000's)	Peak Period Speed (mph)	Average Peak Period Travel Time (min.)
Existing Plus Committed	----	----	138,700	22.9	46,990	17.9	28.7
Freeway (East/North) (35-SS)	24.400	356,568	122,700	16.0	25,430	25.1	20.5
Freeway (West/North) (35-SS)	25.281	356,568	122,700	16.0	25,430	25.1	20.5
Freeway (East/South) (35-SS)	22.325	374,809	122,700	15.2	25,420	25.1	20.5
Freeway (West/South) (35-SS)	23.181	374,809	122,700	15.2	25,420	25.1	20.5
Freeway (East) (30-SS)	12.623	212,925	126,800	21.0	27,240	24.1	21.3
Freeway (West) (30-SS)	11.190	212,925	126,800	21.0	27,240	24.1	21.3
Tollroad (30-20)	12.930	183,039	126,900	21.0	27,270	24.1	21.3
Parkway/TSM + (West) (30-SS)	10.380	125,817	140,400	18.1	39,671	20.5	25.1
Parkway/TSM + (East) (30-SS)	11.440	125,817	140,400	18.1	39,671	20.5	25.1

SS=Sycamore School Road

Total Annual Cost



Peak Period Subarea Speed



RELATIVE IMPACT OF EACH ALTERNATIVE ($1983)

ALTERNATIVES	Total Annual Cost (Millions)	Vehicle Miles of Travel on Facility (in 1000's)	Energy Consumption Saved-Gallons (in 1000's)	Percent of Subarea Roadways at LOS E and F Improved	Total Vehicle Hours of Delay Reduced (in 1000's)	Peak Period Speed Improved (mph)	Average Peak Period Travel Time Saved (min.)
Existing Plus Committed	----	----	----	----	----	---	---
Freeway (East/North) (35-SS)	24.400	356,568	16,000	6.9	21,560	7.2	8.2
Freeway (West/North) (35-SS)	25.281	356,568	16,000	6.9	21,560	7.2	8.2
Freeway (East/South) (35-SS)	22.325	374,809	16,000	7.7	21,570	7.2	8.2
Freeway (West/South) (35-SS)	23.181	374,809	16,000	7.7	21,570	7.2	8.2
Freeway (East) (30-SS)	12.623	212,925	11,900	1.9	19,750	6.2	7.4
Freeway (West) (30-SS)	11.190	212,925	11,900	1.9	19,750	6.2	7.4
Tollroad (30-20)	12.930	183,039	11,800	1.9	19,720	6.2	7.4
Parkway/TSM + (West) (30-SS)	10.380	125,817	*	4.8	7,319	2.6	3.6
Parkway/TSM + (East) (30-SS)	11.440	125,817	*	4.8	7,319	2.6	3.6

* does not improve conditions

SS=Sycamore School Road

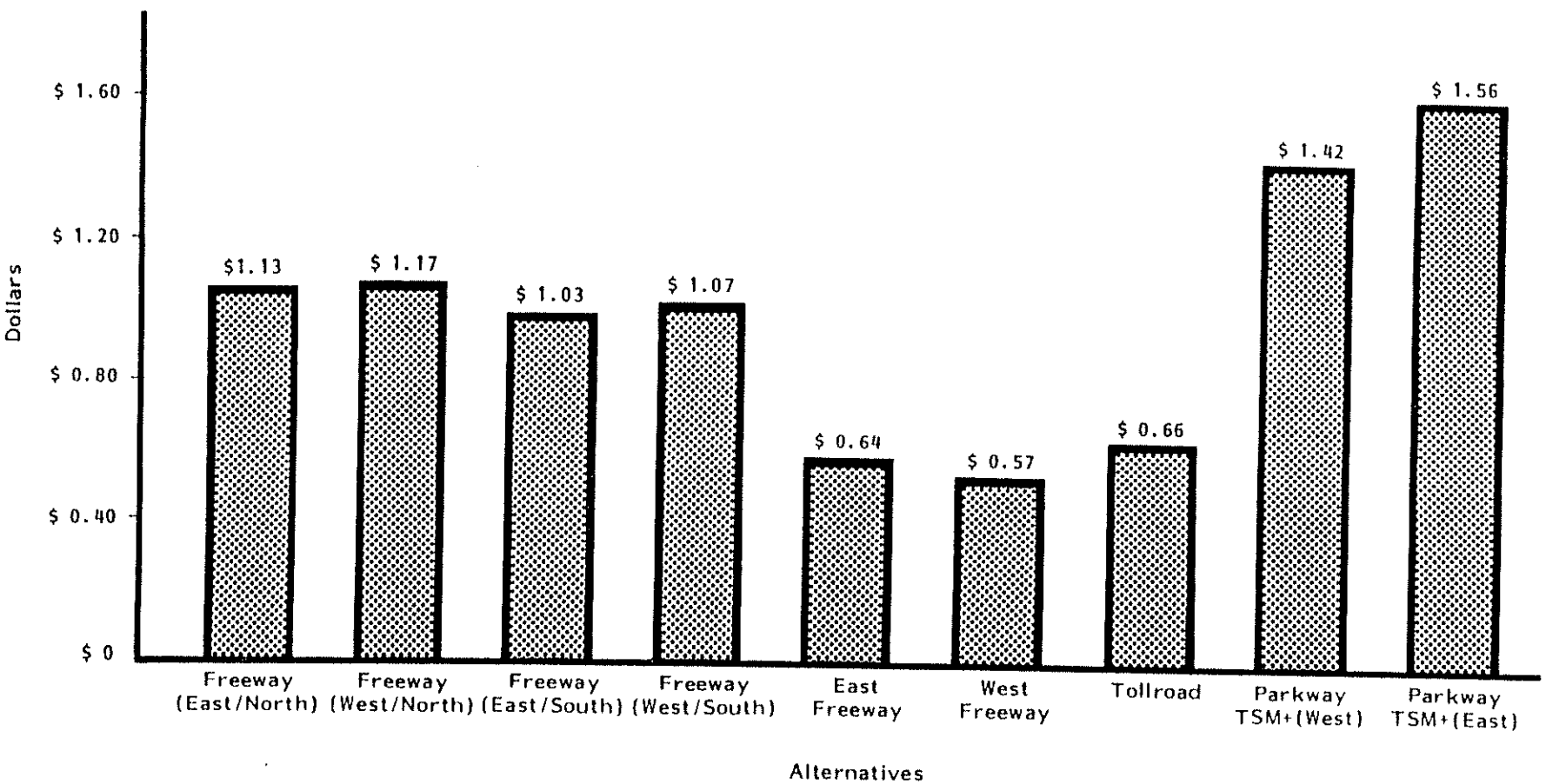
COST EFFECTIVENESS OF SELECTED ALTERNATIVES ($1983)

ALTERNATIVES	Cost Per Vehicle Mile of Travel on Facility	Cost Per Gallon of Gasoline Saved	Cost Per Percent of Subarea Roadways at LOS E and F Improved (Millions)	Cost Per Vehicle Hour Saved	Cost Divided by Subarea Miles Per Hour Improved (Millions)	Cost Per Subarea Minute of Travel Time Saved (Millions)
Existing Plus Committed	---	---	---	---	---	---
Freeway (East/North) (35-SS)	$ 0.068	$ 1.53	$ 3.536	$ 1.13	$ 3.389	$ 2.974
Freeway (West/North) (35-SS)	$ 0.071	$ 1.58	$ 3.660	$ 1.17	$ 3.511	$ 3.083
Freeway (East/South) (35-SS)	$ 0.059	$ 1.39	$ 2.900	$ 1.03	$ 3.101	$ 2.723
Freeway (West/South) (30-SS)	$ 0.062	$ 1.45	$ 3.010	$ 1.07	$ 3.219	$ 2.827
Freeway (East) (30-SS)	$ 0.059	$ 1.06	$ 6.644	$ 0.64	$ 2.036	$ 1.706
Freeway (West) (30-SS)	$ 0.053	$ 0.94	$ 5.890	$ 0.57	$ 1.805	$ 1.512
Tollroad (30-20)	$ 0.071	$ 1.10	$ 6.805	$ 0.66	$ 2.085	$ 1.747
Parkway/TSM + (West) (30-SS)	$ 0.083	*	$ 2.163	$ 1.42	$ 3.992	$ 2.883
Parkway/TSM + (East) (30-SS)	$ 0.091	*	$ 2.383	$ 1.56	$ 4.400	$ 3.178

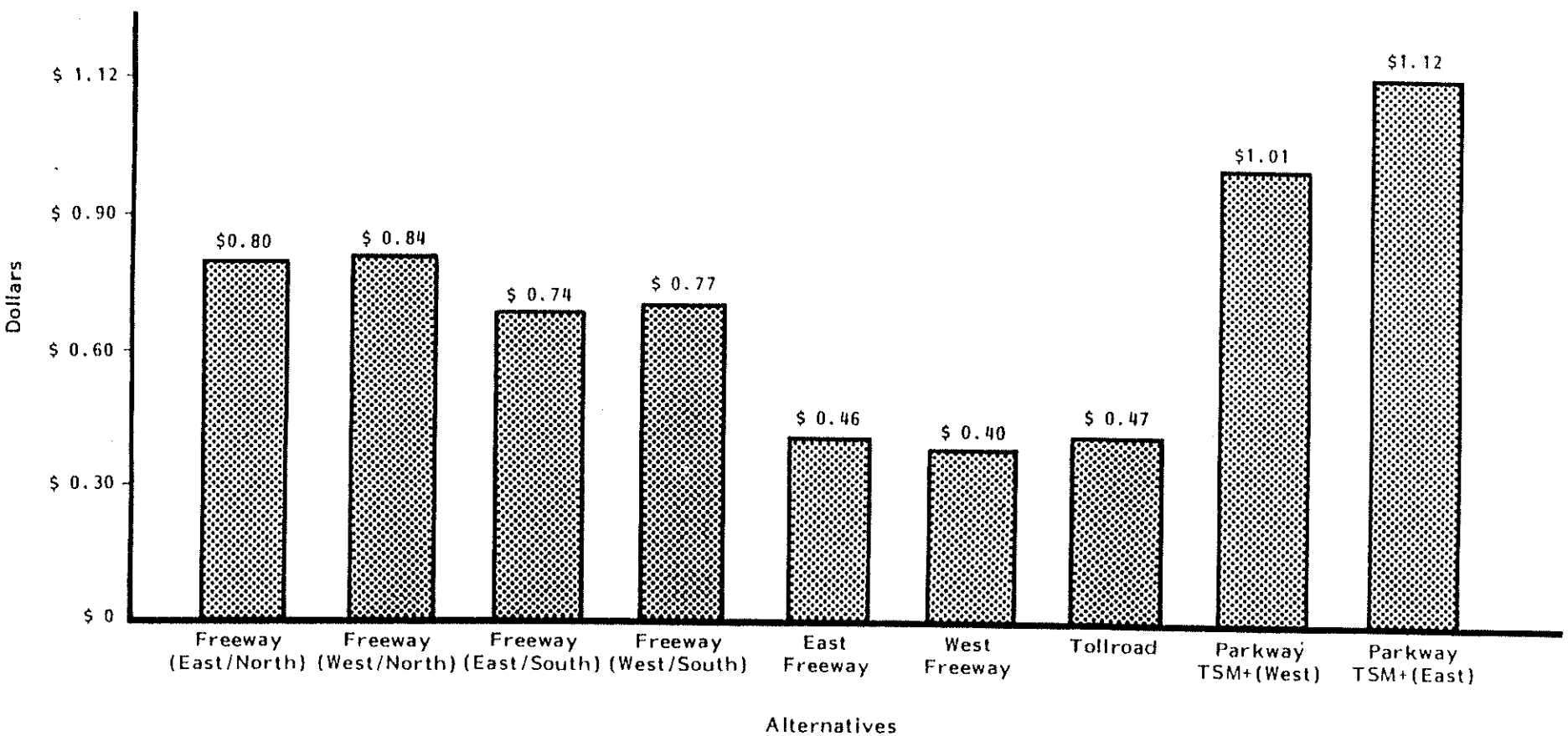
* does not improve conditions

SS=Sycamore School Road

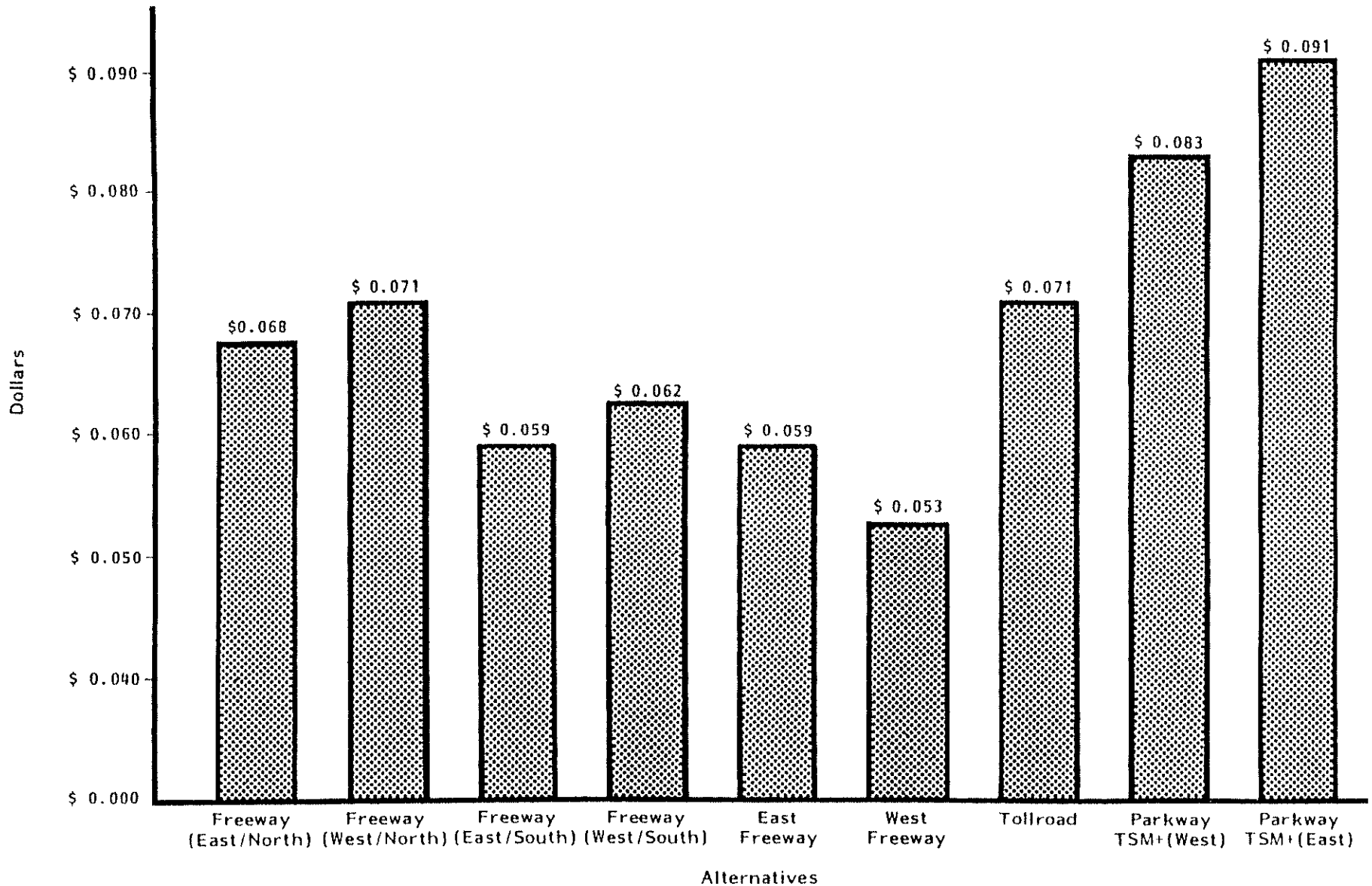
Cost Per Vehicle Hour of Delay Saved



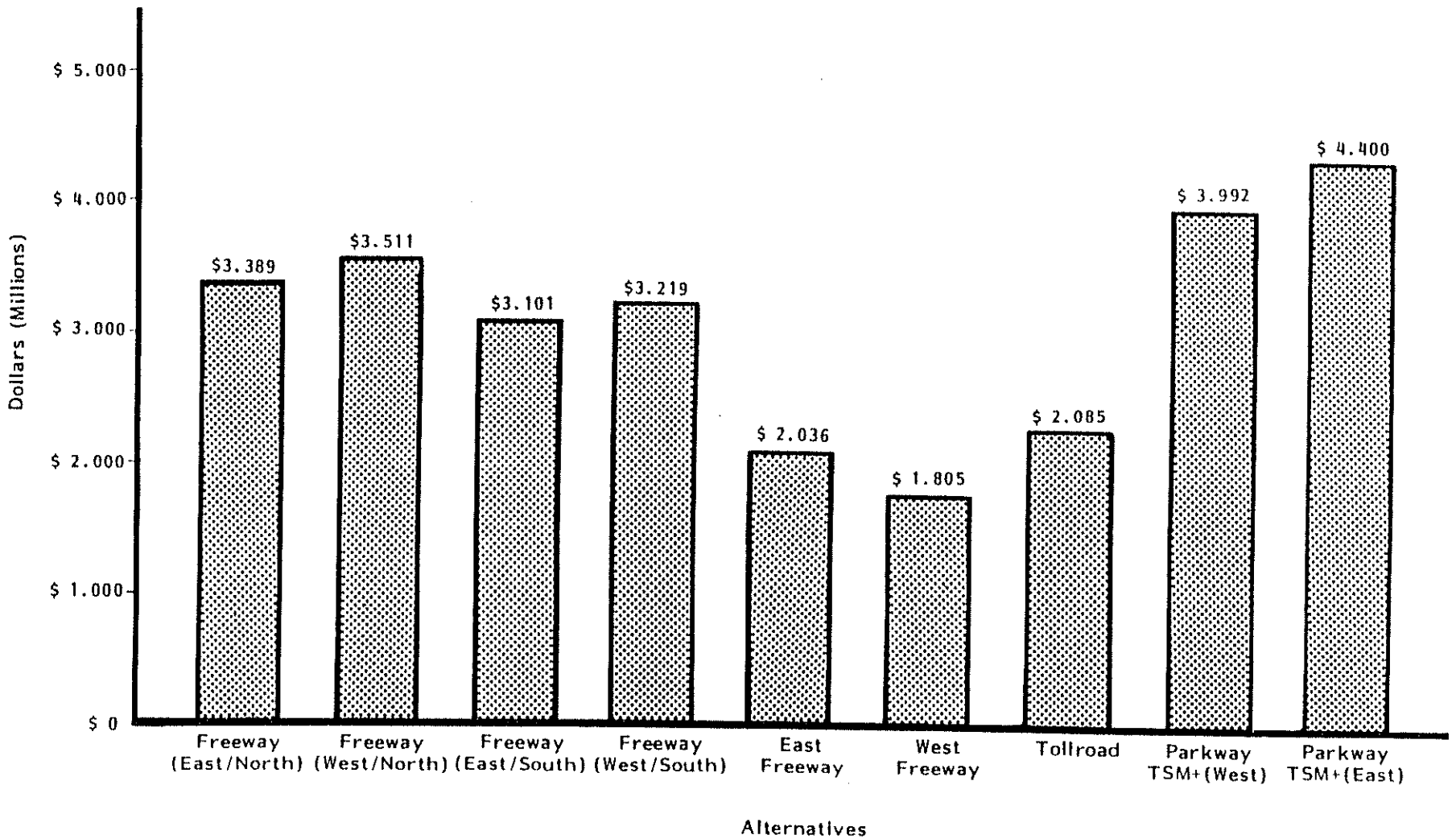
Cost Per Person Hour of Delay Saved



Cost Per Vehicle Mile of Travel on Facility



Cost Divided by Subarea Miles Per Hour Improved



BENEFIT-COST RATIO

Alternative	Ratio*
Freeway (East/North) (35-SS)	4.4
Freeway (West/North) (35-SS)	4.2
Freeway (East/South) (35-SS)	4.8
Freeway (West/South) (35-SS)	4.6
Freeway (East) (30-SS)	7.7
Freeway (West) (30-SS)	8.7
Tollroad (30-20)	7.5
Parkway/TSM + (West) (30-SS)	3.5
Parkway/TSM + (East) (30-SS)	3.2

* Benefits are determined by the vehicle hours of delay reduced performance measure and assumes 1.4 persons per vehicle and a per capita wage rate of $3.53 per hour. A value greater than 1.0 indicates a cost effective project.

PHASE II EVALUATION

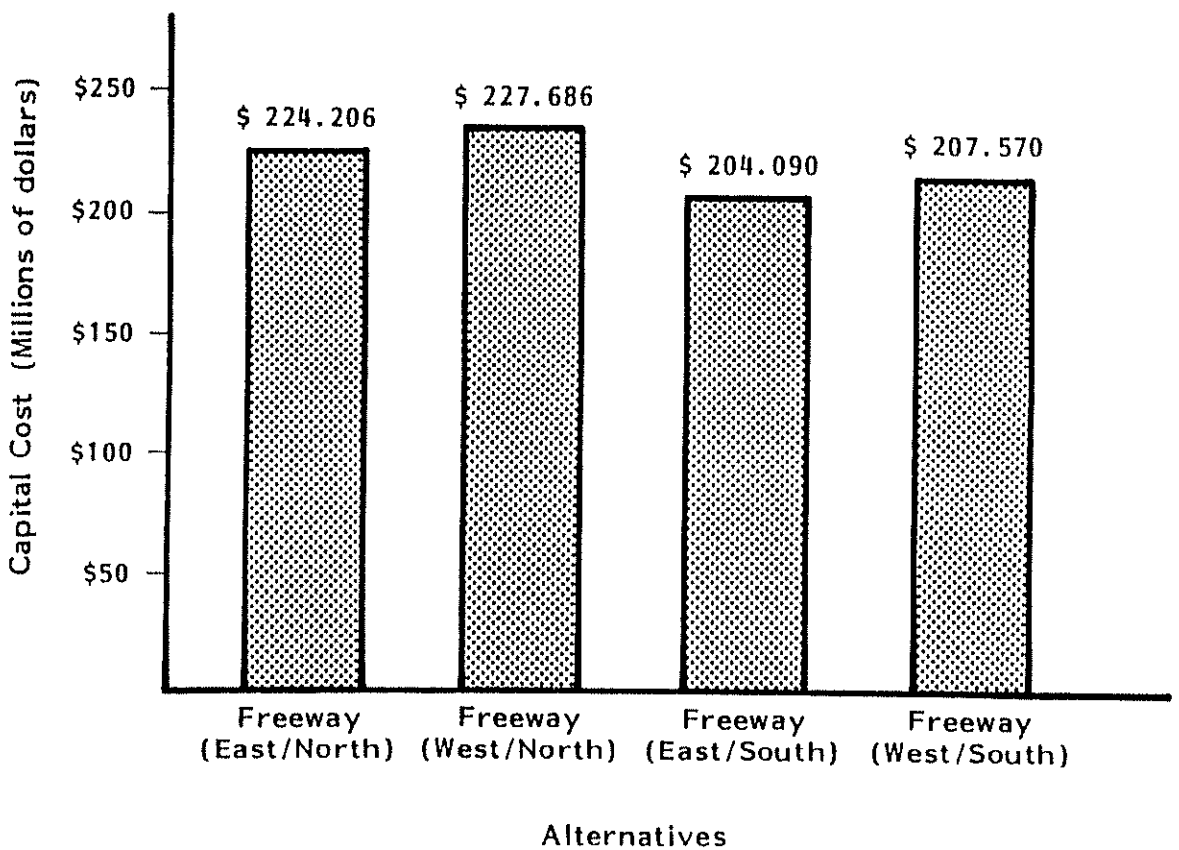
ALTERNATIVE	STATUS
Existing Plus Committed	Not selected for further evaluation due to unacceptable performance.
Freeway (East/North) (35-SS)	Selected for further evaluation.
Freeway (West/North) (35-SS)	Selected for further evaluation.
Freeway (East/South) (35-SS)	Selected for further evaluation.
Freeway (West/South) (35-SS)	Selected for further evaluation.
Freeway (East) (30-SS)	Not selected for further evaluation as a separate alternative. It will be reexamined as a phasing option.
Freeway (West) (30-SS)	Not selected for further evaluation as a separate alternative. It will be reexamined as a phasing option.
Tollroad (30-20)	Not selected for further evaluation as a separate alternative. It will be examined as a funding option.
Parkway/TSM + (West) (30-SS)	Not selected for further evaluation due to unacceptable performance.
Parkway/TSM + (East) (30-SS)	Not selected for further evaluation due to unacceptable performance.

* A full length freeway from I.H. 35W to Sycamore School Road with a tollroad portion between I.H. 30 and I.H. 20 demonstrates a revenue-to-cost ratio 1.20 under Scenario 2 conditions. This analysis was conducted for an assumed 30 year bond period at 11 percent. A $0.08 per vehicle mile toll was assumed in place for the first 7 years of operation and increased to $0.10 for the final 23 years of financed operation.

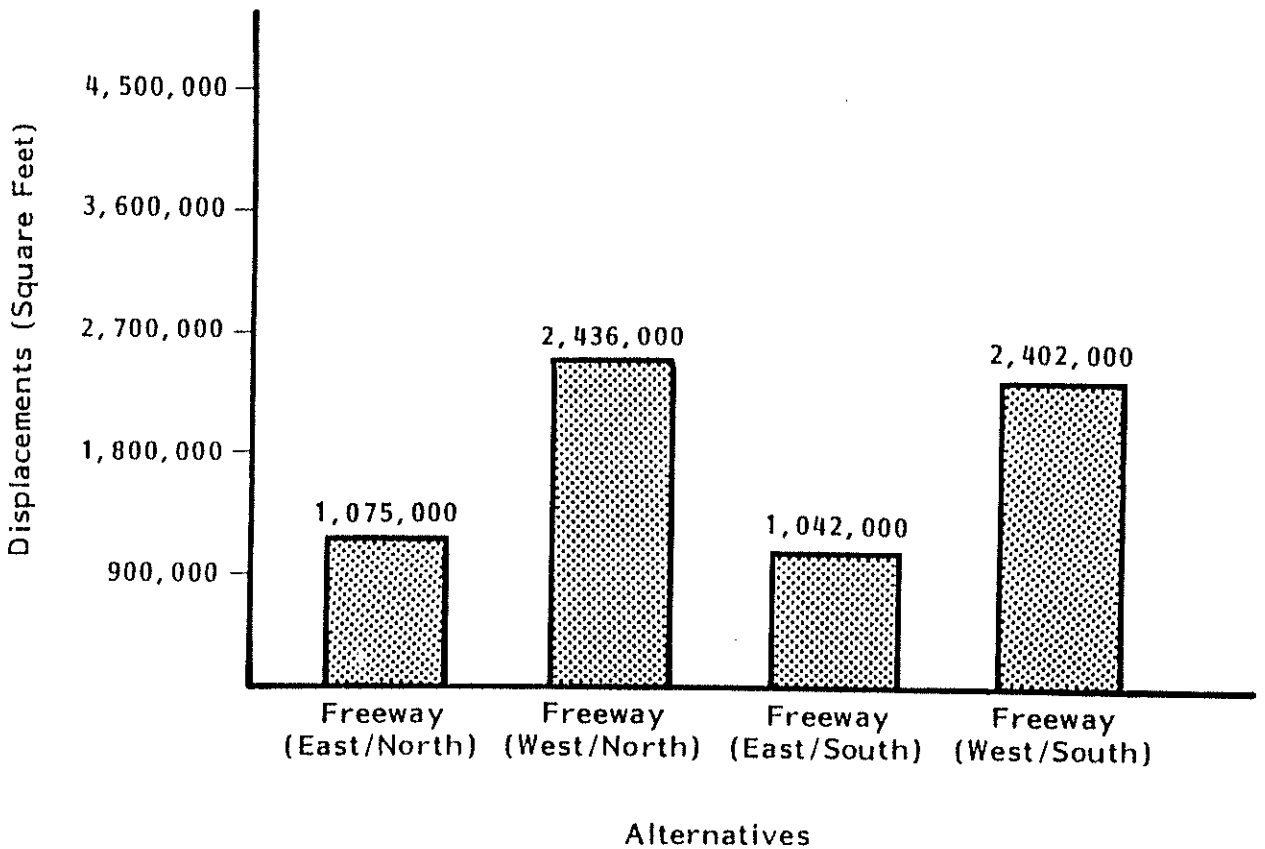
APPENDIX 5: PHASE III EVALUATION

This section evaluates the four remaining alternatives for cost, mobility, and environmental impacts. The performance of each alternative was examined and comparatively rated using eight evaluation criteria. This section outlines the criteria used in this evaluation and illustrates how the four alternatives compare under selected measures. The relative ratings assigned to each alternative are also included.

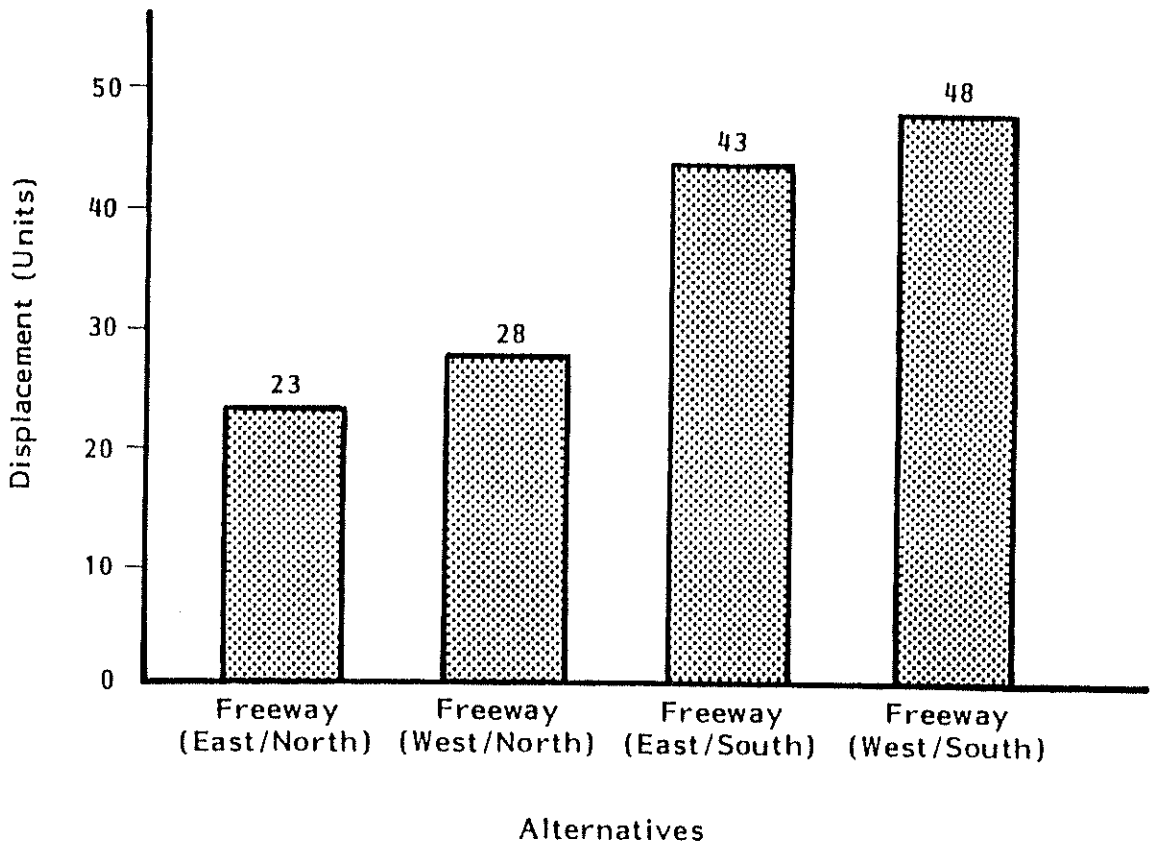
Capital Cost



Non-Residential Displacements



Residential Displacements



PHASE III EVALUATION - Individual Criteria Rating

CRITERIA

ALTERNATIVES	MOBILITY	COST	ENVIRONMENTAL IMPACTS	BUSINESS/ RESIDENTIAL NEIGHBORHOOD IMPACTS	CBD IMPACTS	GROWTH/ REDEVELOPMENT/ ECONOMIC IMPACTS	SAFETY	CONSTRUCTION DISRUPTION
FREEWAY (EAST/NORTH)[1] (IH 35 - SYCAMORE SCHOOL)	9.9	2.5	4.8	4.7	7.2	5.0	8.6	1.9
FREEWAY (WEST/NORTH)[2] (IH 35 - SYCAMORE SCHOOL)	9.9	2.4	4.7	4.4	4.3	4.0	9.1	1.0
FREEWAY (EAST/SOUTH)[3] (IH 35 - SYCAMORE SCHOOL)	10.0	2.7	4.6	4.4	10.0	5.0	10.0	2.3
FREEWAY (WEST/SOUTH)[4] (IH 35 - SYCAMORE SCHOOL)	10.0	2.6	4.4	4.2	7.2	4.0	9.5	1.6

[1] Mobility/Cost Ratio = 4.4

[2] Mobility/Cost Ratio = 4.2

[3] Mobility/Cost Ratio = 4.8

[4] Mobility/Cost Ratio = 4.6

(Rating Scale: 10=Best, 1=Worst)

APPENDIX 6: EVALUATION OF NEAR-TERM CAPITAL IMPROVEMENTS

This section contains a list of potential near-term capital improvements. Computer simulations including all of these TSM (Transportation Systems Management) improvements with a parkway along the Southwest Freeway Alignment and without the parkway were run. Each improvement is listed with its corresponding 1980, 2000-Scenario 2, TSM + Parkway, and TSM traffic volumes.

EVALUATION OF NEAR-TERM CAPITAL IMPROVEMENTS

Traffic Volumes Scenario 2

FACILITY	LOCATION		1980	2000 Baseline	Parkway/ TSM +	TSM +	Suggested Improvements
REVERSIBLE LANES							
7th	University to Henderson		28,000	28,000	30,000	32,000	Yes
Lancaster	University to Henderson		17,200	19,000	23,900	23,500	No
STREET WIDENINGS							
FM 731	I.H. 820 to F.M.1187	6 lanes	9,000	10,000	19,400	18,100	No
University	Lancaster to 7th	6 lanes	26,900	30,400	32,900	37,300	Yes
Henderson (S.H. 199)	Trinity River to I.H. 30	6 lanes	13,500	12,000	22,000	23,000	Yes
7th	Henderson to Trinity River	6 lanes	31,200	20,000	35,800	37,200	Yes
Roaring Springs	183 to Camp Bowie	4 lanes	6,200	12,500	14,500	13,900	Yes
Granbury	Trail Lake to Stadium	6 lanes	15,500	17,500	30,000	34,500	Yes
Vickery	Bryant Irvin to New "Parkway"	6 lanes	----	----	16,900	----	No
S.H. 183	New "Parkway" to I.H. 30	8 lanes	----	----	57,500	----	Yes
Hulen	I.H. 30 to I.H. 20	6 lanes	17,200	21,000	27,200	26,800	Yes
8th	Rosedale to Pennsylvania	6 lanes	16,000	17,600	28,000	30,000	Yes
SIGNAL PROGRESSION							
Hemphill	Sycamore School to Vickery		13,500*	15,200	15,500	17,300	No
Vickery	Hemphill to Jennings		16,600	22,600	31,700	23,100	Yes
Jennings	Vickery to CBD		14,200	19,100	18,800	21,000	Yes
McCart	Sycamore School to Granbury		16,000	22,600	30,000	33,100	Yes
Granbury	Hulen to Eighth		15,000	17,100	25,200	27,000	Yes
Eighth	Cantey to Summit		16,000	17,600	28,000	30,000	Yes
Summit	Eighth to CBD		16,000	18,000	17,500	18,500	Yes
University	Berry to Old University		26,000	29,300	28,000	30,500	Yes
University	I.H. 30 to 7th		25,500	30,500	24,500	28,500	Yes
Bryant Irvin	S.H. 183 to Vickery		9,300	34,900	30,500	36,000	Yes
Vickery	S.H. 183 to Rosedale		10,800	14,800	15,200	15,200	No
Vickery	Summit to I.H. 35		10,500	12,800	12,700	13,700	No
Rosedale	Vickery to Eighth		11,700	11,200	12,000	11,000	No
U.S. 377	Williams to Camp Bowie		17,000	21,000	19,000	24,000	Yes
Camp Bowie	S.H. 183 to Bigham		16,000	24,500	22,900	25,800	Yes
Camp Bowie	Horne to 7th		18,800	18,300	17,500	15,700	No
Lancaster	Camp Bowie to University		2,600	2,050	3,400	3,200	No
U.S. 80/180	Las Vegas to S.H. 183		19,500	24,800	23,100	22,800	Yes
U.S. 80/180	S.H. 183 to Camp Bowie		16,400	14,300	14,100	13,000	No
Pennsylvania	Summit to South Main		13,900	12,400	13,900	13,400	No
Berry	Stadium to I.H. 35		18,200	26,200	24,500	25,800	Yes
Seminary	McCart to I.H. 35		19,900	21,200	20,900	22,200	Yes
South Main	Vickery to Allen		7,400	7,900	8,500	9,300	No
Hulen	Granbury to I.H. 20		14,900	51,700	38,100	46,000	Yes
Hulen	I.H. 20 to Vickery		18,300	31,300	30,000	32,200	Yes
Henderson	Lancaster to Magnolia		10,500	10,400	10,100	11,400	No

* Seminary to Vickery

Traffic Volumes Scenario 2

FACILITY	LOCATION	1980	2000 Baseline	Parkway/ TSM +	TSM +	Comments
NEW ROADWAYS						
Belaire	Extend to Bryant-Irvin	----	----	21,500	23,000	Yes
GRADE SEPARATIONS						
Henderson (S.H. 199) - Belknap - Weatherford		----	----	15,800	19,200	Yes
University - Camp Bowie - 7th		----	----	15,500	14,500	No
U.S. 80/180 - S.H. 183		----	----	22,000	25,900	Yes
8th - Summit Connection		----	----	19,500	20,500	Yes
Granbury - Seminary		----	----	18,300	20,400	Yes
Granbury - McCart - Cleburne Rd.		----	----	17,900	18,200	Yes
PARKING REMOVAL						
Granbury/Eighth - IH 20 to Rosedale		15,000	17,800	27,000	30,200	Yes
HOV LANE						
IH 30	Montgomery to Guilford	----	----	1,000*	1,000*	No

PERIPHERAL CBD PARKING LOTS

Given the 44,000 and 50,000 additional CBD parking spaces needed under year 2000 Scenarios 1 and 2 respectively, it is likely that a portion of these spaces would have to be in peripheral lots. It is therefore suggested that some peripheral lots** be implemented, which may include the following:

- Vickery and Jennings
- TESCO (N. Main and Trinity River)
- 1st and 3rd Sts. between RR's
- Farrington Field

Success of these lots is greatly dependent upon an adequate level of transit service between each facility and the CBD.

* Daily transit ridership

** In addition to the existing Tandy facility

PARK-AND-RIDE LOTS

	Daily Transit Ridership Year 2000 Alternative 3 - Scenario 2	Suggested Improvements
I.H. 30 and I.H. 820 (Las Vegas Tr.)	193	Yes
I.H. 30 and Ridgemar Mall	290	Yes
I.H. 30 and Camp Bowie	316	Yes
I.H. 35 and I.H. 820 (Felix)	27	No
I.H. 35 and F.M. 1187	21	No
Granbury and I.H. 820 (Gorman)	1075	Yes
Granbury and Alta Mesa	746	Yes

SUMMARY

- Downtown Penetration
- Radial Capacity Improvement
- Creation of 8th/Granbury Parkway
- Addition of Park-and-Ride and Peripheral Lots

APPENDIX F

AGENCY COORDINATION AND COMMUNICATIONS

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

MAY 1 ? 1999

Mr. Walter C. Waidelich, Jr.
District Engineer
Texas Division Office
Federal Highway Administration
300 East 8th Street, Room 826
Austin, TX 78701

Dear Mr. Waidelich:

Thank you for your letter of April 13, 1999, inviting our Agency's participation as a cooperating agency in the preparation of an Environmental Impact Statement (EIS). Pursuant to the National Environmental Policy Act (NEPA), the Federal Highway Administration, in cooperation with the Texas Department of Transportation, will prepare a draft EIS for the State Highway 121 project in the city of Fort Worth, Tarrant County, Texas. This project will be a multi-lane control access facility extending from Interstate Highway 30 to Farm-to-Market Road 1187, for a total project length of 15.1 miles.

We are glad to participate as a cooperating agency as resources will permit. We plan to participate with your EIS staff in the District in the initial planning meeting and public NEPA scoping and EIS public hearing activities, as well as any field level surveys associated with the preparation and review of the preliminary and draft EIS. For specific environmental resource issues, your staff and consultants are welcome to visit with our regional staff experts to discuss specific technical data collection and impact analysis issues. I and my staff are knowledgeable of the Department of Transportation surface transportation policy and responsibilities established by the Transportation Equity Act for the 21st Century (TEA-21) signed into law by President Clinton on June 9, 1998. I have assembled a Regional TEA-21 Team to work with you on an as needed basis for transportation projects such this one.

I have designated Mr. Rob Lawrence, Chief, Office of Planning and Coordination, and Mr. Michael Jansky of his staff as the regional points of contact for EIS project related issues. They may be contacted regarding correspondence and scheduling discussions with regional experts for technical assistance regarding specific media-related environmental issues to be discussed in the EIS.

We appreciate this opportunity to participate in the NEPA planning process. I and my staff look forward to working with the Federal Highway Administration and the Texas Department of Transportation in the development of the project and EIS. If you have any questions, please contact me, or your staff may contact Mr. Lawrence at 214-665-2258 or Mr. Jansky at 214-665-7451.

Sincerely yours,

W.B. Hathaway

for Gregg A. Cooke
Regional Administrator

cc: Charles W. "Wes" Heald, P.E.
Executive Director, Texas Department of Transportation
Mr. Ron Carriker
Federal Highway Administration

DEPARTMENT OF THE ARMY
FORT WORTH DISTRICT, CORPS OF ENGINEERS
P. O. BOX 17300
FORT WORTH, TEXAS 76102-0300

REPLY TO
ATTENTION OF:

May 13, 1999

Environmental Division

Mr. Walter C. Waidelich, Jr.
District Engineer
Federal Highway Administration
U.S. Department of Transportation
Texas Division Office
300 East 8th Street, Room 826
Austin, Texas 78701

Dear Mr. Waidelich:

Thank you for your letter, dated April 13, 1998, requesting the U.S. Army Corps of Engineers, Fort Worth District, become a cooperating agency on the development of the Environmental Impact Statement (EIS) for the State Highway 121 project in Fort Worth, Texas.

The Fort Worth District has in the past and is currently participating in Major Investment Study Project Coordination Work Groups with the Texas Department of Transportation and appreciate the continued opportunity to work with you on projects of mutual interest. While we have no currently active projects that would be directly affected by the proposed route, we remain ready to provide you with assistance in our agency's areas of expertise.

Requests for review of your EIS in the area of floodplains and wetlands should be sent to the attention of Mr. Paul M. Hathorn, Chief, Environmental Resources Branch. Thank you again for the opportunity to act as a cooperating agency on the development of the EIS for this project.

Sincerely,

William Fickel, Jr.
Chief, Environmental Division

U.S. Department
of Transportation
**Federal Highway
Administration**

Texas Division Office
300 East 8th Street, Rm 826
Austin, Texas 78701

May 10, 2000

In Reply Refer To:
HA-TX

State Highway 121, Archeological Testing
of Site 41TR170, Tarrant County, Texas

President
Tonkawa Business Committee
RR1, Allan Drive
Tonkawa, Oklahoma 74653

Dear Sir:

A Draft Environmental Impact Statement for the above referenced proposed project is currently being prepared for the Federal Highway Administration and the Texas Department of Transportation. A brief summary of the proposed project as well as a map of its general location in Texas and a map of the specific study area are attached for your review.

In accordance with Federal Regulations 40 CFR 1500-1508 and 23 CFR 771, we are writing to you to determine if you are aware of any sensitive environmental locations that may be affected by the proposed project. At this time, we also request your comments, if any, on historic properties of cultural or religious significance to your group that may be affected by the proposed undertaking, in accordance with Section 106 of the National Historic Preservation Act and 36 CFR 800. If you have any such information, we request that you provide it to us within 60 days of receipt of this letter.

Thank you for your attention to this matter. If you have questions, please contact Mr. Sal Deocampo or me at (512) 916-5988.

Sincerely yours,

Walter C. Waidelich, Jr.
District Engineer

Enclosure

cc: Ms. Dianna Noble, Director, Office of Environmental Affairs, Texas Department of Transportation, Austin, Texas

TONKAWA TRIBE OF OKLAHOMA
TONKAWA TRIBAL COUNCIL
P.O. Box 70 -- PHONE (580) 628-2561
TONKAWA, OKLAHOMA 74653

Date; 22 May 2000

Mr. Walter C. Waidelich Jr.
District Engineer
U.S. Department of Transportation
Texas Division Office
300 east 8th Street, Rm. 826
Austin, Texas 78701

Dear Mr. Waidelich,

The Tonkawa Tribe has received your letter regarding confirmation of religious or sacred ceremonial sites. At this time the Tonkawa Tribe does not have any knowledge of any specifically identified burial or sacred sites in the following area:

1)State Highway 121, Archeological Testing of Site 41 TR170, Tarrant Co. Texas

Should you discover any evidence concerning this matter, please contact this office at the following phone # (580)628-2561.

Sincerely,

Don Patterson
President
Tonkawa Tribe of Oklahoma

RECEIVED
JUL 06 2000
PROJECT MANAGEMENT

Texas Department of Transportation

P.O. BOX 6868 • FORT WORTH, TEXAS 76115-0868 • (817) 370-6500

June 5, 2002

Biological Assessment

New Roadway Construction
SH 121 T
From IH 30 to FM 1187
CSJ: 0504-02-008 and 0504-02-013
Tarrant County

Mr. Thomas J. Cloud, Jr.
Field Supervisor
U.S. Fish and Wildlife Service
711 Stadium Drive, Suite 252
Arlington, Texas 76011

Dear Mr. Cloud:

This attached Biological Assessment (BA) is submitted to you pursuant to 50 CFR 402.01. The BA addresses the proposed new roadway construction of SH 121 T from IH 30 to FM 1187 in Tarrant County, Texas. This proposed project would be carried out with Federal, State, North Texas Tollway Authority, and City of Fort Worth funds. We appreciate your staff's review and concurrence with the BA's conclusion that the project is not likely to effect any Federally listed species.

If you do not have any comments on the BA, please check the box, sign, and date the bottom of this letter and return a copy via facsimile to Robert Hall at 817-370-6759. In addition, please submit the original signed copy to the address above.

Your assistance with this project is greatly appreciated. Please contact Robert Hall at 817-370-6755 or at rhall@dot.state.tx.us if you have any questions regarding this project.

Sincerely,

Robert Hall

Robert Hall
District Environmental Coordinator

Attachment

☐ **Not likely to effect**

SIGNATURE:_____
DATE: _____

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
WinSystems Center Building
711 Stadium Drive, Suite 252
Arlington, Texas 76011

2-12-02-I-431

June 12, 2002

Mr. Robert Hall
Texas Department of Transportation
P.O. Box 6868
Fort Worth, Texas 76115-0868

Dear Mr. Hall:

This responds to your June 5, 2002, letter requesting concurrence with an effects determination included with the Biological Assessment (BA) submitted for the proposed SH 121 T in Tarrant County, Texas. The proposed project consists of the construction of an approximately 14-mile four-lane urban toll road.

Under section 7(c) of the Endangered Species Act, a BA is required for federal actions considered to be "major construction activities." It is our understanding that, as part of compliance with the National Environmental Policy Act, an Environmental Impact Statement (EIS) is being prepared for the proposed action. The comments provided in this letter only pertain to the BA and potential effects to federally listed species; we may provide additional comments on the draft EIS, if necessary, when it becomes available.

The BA provides evidence that suitable habitat for the endangered interior least tern (*Sterna antillarum*), endangered whooping crane (*Grus americana*), threatened bald eagle (*Haliaeetus leucocephalus*), and proposed threatened mountain plover (*Charadrius montanus*), which have been documented in Tarrant County, does not occur in the general project area. Based on this information and a review of our files, we concur with your determination that the proposed project is not likely to adversely affect these listed species.

Thank you for the opportunity to comment on the proposed project. If you have any questions, please contact Omar Bocanegra of my staff at (817) 277-1100.

Sincerely,

Tom Cloud

Thomas J. Cloud, Jr.
Field Supervisor

Biological Assessment
For SH 121 T
From IH 30 to FM 1187
Tarrant County, Texas
CSJ: 0504-03-008 and 050402-013

Project Description

The approximate 14 mile long proposed new roadway project is located in Tarrant County, Texas (Project Location Map). Right-of-way (ROW) for the project varies between 220 feet and 392 feet. Initially the roadway is planned to be constructed as a four-lane urban tollroad from IH 30 to just south of IH 20 and a two-lane rural highway from south of IH 20 to the project's terminus at FM 1187. The ultimate roadway is planned to be expanded to a six/four-lane urban tollroad with frontage roads constructed only in locations where they would be essential to maintain local street circulation and continuity. Initial phased construction will include ROW acquisition for the ultimate roadway. This Biological Assessment and the Environmental Impact Statement for this project includes analysis for the ultimate roadway.

The project is located within the Oak Woods and Prairies region of Texas, specifically within the Eastern Cross Timbers sub-region. However, land use within approximately 60 percent of the project area (from IH 30 south to Altamesa) is characterized as highly urbanized resulting in the loss of wildlife habitat.

Land use within the remaining 40 percent of the project area (from Altamesa south to FM 1187) is characterized as undeveloped and agricultural land with scattered residential areas. The City of Fort Worth has designated a large portion of the undeveloped land for commercial, industrial, and recreational use. Much of the remaining undeveloped land south to FM 1187 has been planned for residential development. Past land use has caused the uplands to be covered mostly with scattered stands of mesquite (*Prosopis glandulosa*), scrub oak (*Quercus sinuate*), and juniper (*Juniperus ashei*). Understory vegetation consists of big bluestem (*Andropogon gerardii*), little bluestem (*Schizachyrium scoparium*), Indian grass (*Sorghastrum nutans*), switchgrass (*Panicum virgatum*), gramas (*Bouteloua* spp.), and buffalo grass (*Buchloe dactyloides*).

General soil map units found within the project corridor include the Sanger-Purves-Slidell, the Aledo-Bolar-Sanger, and the Frio-Trinity units. The Sanger-Purves-Slidell unit consists of nearly level and gently sloping, deep and shallow, clayey soils located mainly on uplands. The soils in this unit are mainly used as cropland, pastureland, rangeland, and for urban purposes. The map unit is primarily made up of well-drained soils that have slopes of 0 to 5 percent. This unit makes up approximately 21 percent of the county and 37 percent of the project area.

The Aledo-Bolar-Sanger unit consists of gently sloping to moderately steep, very shallow to deep, loamy and clayey soils located mainly on uplands. The soils in this unit are mainly used as rangeland, pastureland, cropland, and for urban purposes. The map unit is primarily made up of well-drained soils that have slopes of 1 to 20 percent. This unit makes up 20 percent of the county and 48 percent of the project area.

The Frio-Trinity unit consists of nearly level, clayey soils located on floodplains. The soils in this unit are mainly used as pastureland and for urban purposes. The map unit is primarily made up of well-drained soils with 0 to 1 percent slope. This unit makes up 7 percent of the county and about 15 percent of the project area.

Twelve (12) water bodies including floodway, floodplain, river and streams are within the project area. Six (6) of these water bodies flow directly to the Clear Fork of the Trinity River and six (6) flow to Benbrook Lake.

The stream and 100- year floodplain location within the project area are listed below:

Clear Fork Trinity River –

1. Along Forest Park Boulevard, south of Lancaster Avenue,
2. South of IH 30, east of University Drive,
3. North of IH 30, east of University Drive,
4. East of University Drive, south of the railroad bridge,
5. North of Bellaire Drive, between Hulen Street and Bryant Irvin Road,

Unnamed Tributary of the Clear Fork Trinity River -

6. South of Overton Ridge, between Hulen Street and Bryant Irvin Road,

Unnamed Tributary of Benbrook Lake

7. North of Columbus Trail, and west of Old Granbury Road,
8. South of Columbus Trail East of Old Granbury Road,
9. Between the proposed Risinger Road and McPherson Road extensions,

Unnamed Tributary of Rock Creek –

10. Between Stuart-Feltz Road and Old Granbury Road,
11. At Old Granbury Road, north of FM 1187, and
12. At FM 1187 and Old Granbury Road.

Site Specific Information

Below are the United States Fish and Wildlife Service (FWS) listed species that potentially occur within Tarrant County and the habitat description for each species:

Interior Least Tern (*Sterna antillarum*)--Premier nesting sites are salt flats, broad sandbars, and barren shores along wide, shallow rivers. Important breeding habitat characteristics include: (1) presence of bare or nearly bare ground and alluvial islands or sandbars for nesting, (2) availability of food (primarily small fish), and (3) favorable water levels during the nesting season (so nest remain above water). They usually nest on sites devoid of vegetation, but have been found on sites with and average of 11 to 30 percent vegetative cover, composed of grasses, shrubs, and trees and ranging from 39 to 95 cm in height. Vegetation, if present, is usually located well away from the colony, with the exception of bugseed, eastern cottonwood, and sandbar willow. As natural nesting sites have become sparse, birds have used dredge islands, dikefields, fly-ash lagoons, sandpits, and gravel levee roads as nesting sites.

Whooping Crane (*Grus americana*)--Marshes, river bottoms, potholes, prairies, and cropland. Premier winter habitats are marshes, tidal flats, uplands and barrier islands. Migratory habits vary, with croplands used for feeding and primarily palustrine wetlands are used for roosting. Water depth at roost is usually less than 10 inches, the majority between 1 and 6 inches deep. Cranes rarely use densely vegetated wetlands.

Mountain Plover (*Charadrius montanus*)--Preferred habitat consists of expansive flats of short-grass prairie where the plover feeds on grasshoppers, beetles, crickets, flies, and other invertebrates. In areas of tall grasses, the plover is closely associated with prairie dog towns.

Bald Eagle (*Haliaeetus leucocephalus*)--In Texas, preferred nesting habitat is along river systems, or within 1-2 miles of some other large body of water, such as a lake or reservoir. Nests are often located in areas where forest, marsh, and water meet. Large, tall trees (40-120 feet tall) are used for nesting and roosting (taller than the general forest canopy, providing an unobstructed flight path to the nest). Tree species used for nesting in Texas include Loblolly Pine, Bald Cypress, Oak, Cottonwood, and Sycamore. Nearby (within 0.5 mile) wetland areas are necessary for feeding. Fish is generally the prime food, but eagles in Texas also prey on waterfowl, turtles, small mammals, and carrion.

Black-tailed Prairie Dog (*Cynomys ludovicianus*)--In Texas, the Black-tailed Prairie Dog historically occurs in the western half of the state and typically inhabits short grass prairies where they feed on grasses and forbs. They usually avoid areas of heavy brush and tall grass. In the Trans-Pecos area, they favor alluvial fans at the mouth of draws, "hard-pan" flats where brush is sparse or absent, and the edges of shallow valleys.

The table below lists the Federally Endangered, Threatened, and Candidate species that potentially occur in Tarrant County, presence of habitat availability within or near the project area, impact to each species, and justification of impact status.

Species	USFWS Status	Habitat Present	Species Impacted	Justification of Impacted Status
Interior Least Tern	E	No	No	1/3
Whooping Crane	E	No	No	1/2/3
Bald Eagle	T/PDL	No	No	1/2/3
Mountain Plover	DL	No	No	1/2/3
Black-tailed Prairie Dog	C	No	No	1/3

E = endangered, T = threatened, P = Proposed, PDL = Proposed for delisting, C = Candidate species)

1. The project area does not contain the preferred habitat for this species.
2. This species is migratory through the project area and would only potentially utilize the area for temporary stopover sites.
3. No evidence of species was observed during field surveys.

Based on the FWS habitat description for each of these species and field surveys of the project area, no habitat for any of these species is present within or near the project area. In addition, coordination with Texas Parks and Wildlife Department's Biological Control Data System (BCD) personnel indicates that no element of occurrence for any listed species is known to be present within or near the project area. No listed species was observed during the field surveys. Based on the above information, Texas Department of Transportation (TxDOT) concludes that the proposed project is not likely to effect any listed species.

Effects of the Action

Direct and Indirect:

Based on the lack of habitat for the listed species, no BCD indication of element of occurrence, and no observation of such species during field surveys, TxDOT concludes that the proposed project is not likely to have direct or indirect effects on any listed species.

Interdependent and Interrelated Effects:

Based on the lack of habitat for the listed species, no BCD indication of element of occurrence, and no observation of such species during field surveys, TxDOT concludes that the proposed project is not likely to have direct or indirect effects on any listed species.

Cumulative Effects:

Based on the lack of habitat for the listed species, no BCD indication of element of occurrence, and no observation of such species during field surveys, TxDOT concludes that the proposed project is not likely to have direct or indirect effects on any listed species.

Incidental Take

Based on the lack of habitat for the listed species, no BCD indication of element of occurrence, and no observation of such species during field surveys, TxDOT concludes that the proposed project is not likely to have direct or indirect effects on any listed species. Therefore, no incidental take of any listed species will occur because of the project.

Conservation Measures

The project will not cause an adverse impact to any listed species, therefore, conservation measures specifically designed to avoid impact to any listed species does not apply to this project.

Determination of Effect

Based on the lack of habitat for the listed species, no BCD indication of element of occurrence, and no observation of such species during field surveys, TxDOT recommends that the proposed project is not likely to effect any listed species.

Texas Department of Transportation

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June 6, 2002

RECEIVED
JUN 7 2002
TEXAS HISTORICAL COMMISSION

Section 106 Consultation
Tarrant County, Fort Worth District
CSJ 0504-02-008 SH 121 T
Re: Testing of Site 41TR170

Dr. James E. Bruseth
Division of Archeology
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711

CONCUR
by [signature]
for F. Lawrence
State Historic Preservation Officer
Date 6-12-02

Dear Dr. Bruseth:

The proposed road widening project would be undertaken with federal funds. In accord with the Programmatic Agreement (PA) among the Advisory Council on Historic Preservation, the Federal Highway Administration, the Texas Historical Commission (THC), and TxDOT, and the Memorandum of Understanding (MOU) between TxDOT and THC, we hereby continue consultation under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas.

The proposed project would construct a segment of State Highway 121 between IH 20 in Fort Worth and FM 1187 and is part of a larger project that would eventually extend to US 67 in Cleburne, Johnson County. This segment of SH 121 is located entirely within Tarrant county and has been designated SH 121 T.

In 1999, Hicks and Company conducted an archeological survey of the northern portion of SH 121 T, where the proposed alignment crosses the West Fork of the Trinity River. One prehistoric archeological site, 41TR170, was identified during the survey. On March 28, 2000 TxDOT recommended that site 41TR170 be tested and that no further work was required within the remainder of the SH 121 T project area. In a letter dated April 24, 2000, your office concurred. In April of 2000, TxDOT requested THC concurrence on a testing plan for site 41TR170 and received THC concurrence. Subsequently, TxDOT took steps to initiate testing at site 41TR170. Right of entry to the site was denied by the property owner.

We therefore request your concurrence that project development, including completion of the NEPA process and land acquisition, can proceed provided that testing of site 41TR170 and all necessary consultation is completed prior to construction impacts. After obtaining access to the proposed new right of way, we will test site 41TR170 and continue consultation with your office under the terms of the PA and Memorandum of Understanding (MOU) between the THC and TxDOT.

If you have any questions or need more information, please contact Mike Jordan at 512/416-2635.

Sincerely,

Michael Jordan, Staff Archeologist
Archeological Studies Program
Environmental Affairs Division

G. R. Dennis Price
Environmental Specialist
Environmental Affairs Division

Texas Department of Transportation

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June 6, 2002

Section 106 Consultation
Tarrant County, Fort Worth District
CSJ 0504-02-008 SH 121 T
Re: Proposed Alternative Shift – Alternative "C"

RECEIVED
JUN 07 2002
TEXAS HISTORICAL COMMISSION

Dr. James E. Bruseth
Division of Archeology
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711

CONCUR
by _____
for F. Lawrence
State Historic Preservation Officer
Date _____

Dear Dr. Bruseth:

The proposed road widening project would be undertaken with federal funds. In accord with the Programmatic Agreement (PA) among the Advisory Council on Historic Preservation, the Federal Highway Administration, the Texas Historical Commission (THC), and TxDOT, and the Memorandum of Understanding (MOU) between TxDOT and THC, we hereby continue consultation under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas.

The proposed project would construct a segment of State Highway 121 between IH 20 in Fort Worth and FM 1187 and is part of a larger project that would eventually extend to US 67 in Cleburne, Johnson County. This segment of SH 121 is located entirely within Tarrant county and has been designated SH 121 T. Recently an alignment shift has been proposed at the southern end of SH 121 T near Cleburne Crowley Road, where this segment joins the next segment of SH 121, designated SH 121 South. The proposed alignment shift would utilize Alternative "C" on the attached maps. Several archeological studies have already been conducted in association with this project.

In 1994, TxDOT conducted an archeological survey of almost the entire proposed SH 121 T and SH 121 South alignments. The survey extended from 0.8 miles north of IH 820 in Fort Worth, Tarrant County to US 67 in Cleburne, Johnson County. The survey included shovel testing of a segment, designated Alternative "A" and "B" on the attached maps, that is located approximately 1,500 ft east of the proposed alignment shift, designated Alternative "C" on the attached maps. Despite shovel testing, no archeological sites were identified within the project area. One site, 41TR137, a surface lithic scatter, was observed 30m east of the project area. Please note that site 41TR137 is located over 1.5 miles northeast of the proposed alignment shift. Furthermore, the site is located east of the area surveyed in 1994 (designated as Alternative "A" and "B" on the attached maps) and Alignment "C", the proposed alignment shift, is located west of the area surveyed in 1994.

In 1999, Hicks and Company conducted an archeological survey of the northern portion of SH 121 T, where the proposed alignment crosses the West Fork of the Trinity River. One prehistoric archeological site, 41TR170, was identified during the survey. On March 28, 2000 TxDOT recommended that site 41TR170 be tested and that no further work was required within the remainder of the SH 121 T project area. On April 24, 2000, your office concurred. Right of entry to the site was denied by the property owner and currently testing is on hold pending ROW acquisition. This area is over 6 miles north of the proposed alignment shift designated Alternative "C" and is located in an entirely different environmental setting.

In May of 2002 Geo-Marine, Inc. performed an impact evaluation of the segment of SH 121, located south of SH 121 T. This segment has been designated SH 121 South (CSJ: 2118-02-008). The impact evaluation covered the entire length of the proposed SH 121 South project and extended from the southern terminus of the SH 121 T project (600 ft northeast of Cleburne Crowley Road) to US 67. No archeological sites and no settings with reasonable potential to contain archeological historic properties or SAL's were observed. The impact evaluation report dated May 22, 2002 noted that the entire project area is located in an upland setting and that because the upland setting lacks a permanent water source, archeological sites are unlikely to occur within the project area. Furthermore, the report concluded that the soils within the project area are too shallow to be conducive to retaining archeological deposits.

The proposed SH 121 T alignment shift would be located in a setting very similar to that described in the Geo-Marine impact evaluation report. Alternative "C" is located in an upland setting with no permanent source of water. The Geologic Atlas of Texas, Dallas Sheet (Bureau of Economic Geology: 1972) indicates that Alternative "C" is located in an area mapped as Lower Cretaceous Pawpaw Formation, Lower Cretaceous Weno Limestone, and Lower Cretaceous Grayson Marl and Main Street Limestone undivided. There are no alluvial settings mapped within Alignment "C". According to the Soil survey of Tarrant County [Map Sheets 54 and 61] Alternative "C" crosses shallow upland soils. Furthermore, these shallow soils have been previously disturbed by agricultural activities. These soils are considered too shallow and too disturbed to be conducive to retaining archeological deposits.

A check of the Texas Archeological Sites Atlas revealed no recorded archeological sites within or adjacent to Alternative "C". Because Alternative "C" is located in an area of ancient geologic deposits in an upland setting that is devoid of a permanent water source and consists of previously disturbed shallow soils it is concluded that the area does not include settings with reasonable potential to contain archeological historic properties or SAL's. Recent archeological work in the vicinity of the proposed alignment shift, described above, supports this conclusion.

We request your concurrence that the proposed alignment shift labeled Alternative "C" does not contain settings with reasonable potential to contain archeological Historic Properties (36 CFR 800.16.(l)) or SAL's (13 TAC §26.12) and that no further archeological work is required within the limits of Alternative "C". In the unlikely event that archeological materials are discovered during construction, work in the area of discovery will cease and accidental discovery procedures will be implemented in accordance with the provisions of the Programmatic Agreement (PA) between TxDOT and the THC.

If you have any questions or need more information, please contact Mike Jordan at 512/416-2635.

Sincerely,

Michael Jordan, Staff Archeologist
Archeological Studies Program
Environmental Affairs Division

G. R. Dennis Price
Environmental Specialist
Environmental Affairs Division

Attachments

TEXAS HISTORICAL COMMISSION

The State Agency for Historic Preservation

RICK PERRY, GOVERNOR

JOHN L. NAU, III, CHAIRMAN

F. LAWERENCE OAKS, EXECUTIVE DIRECTOR

August 9, 2002

Bruce Jensen
Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701-2483

Re: Project review under Section 106 of the National Historic Preservation Act of 1966, proposed construction of SH 121T, from IH-30 to FM 1187 (CSJ 0504-02-008), Fort Worth, Tarrant County, Texas. (FHWA)

Dear Mr. Jensen:

Thank you for providing information regarding the above referenced project. This letter serves as comment on the proposed undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission.

The review staff, led by Bob Brinkman, has completed a review of the cultural resources within the Area of Potential Effects (APE) by applying state and federal criteria for historical designation. We concur with the findings of the survey, identifying 10 properties individually **eligible** for listing on the National Register of Historic Places (NRHP). We also agree that the Mistletoe Heights neighborhood (Sites 80 through 227 in this report) comprises a **potential historic district** which is **eligible** for listing.

In addition, we conclude that properties in the Sunset Terrace / Quality Hill neighborhood (Sites 233 through 239) also comprise a **potential historic district** which is **eligible** for listing. Based on the information provided it appears that in the preferred alternative, the reconfigured highway closest to Mistletoe Heights and Sunset Terrace would introduce no new lanes beyond the existing transportation corridor. We therefore conclude that the project as proposed will have no visual impact on historic resources in this section. We are concerned about the potential for additional traffic, noise, and light pollution near historic districts, particularly at the Summit interchange near Sunset Terrace and at Rosedale near Mistletoe Heights. We request that TxDOT consider minimizing or avoiding increases in traffic, noise and light pollution in these historic areas, and that TxDOT consider public input as part of the ongoing public testimony process. With these considerations in mind, we **conditionally** agree that the project as proposed will have **no adverse effect** on historic resources, provided that public testimony and design alternatives are given consideration. We concur that all other Sites in this report not mentioned above are **not eligible** for listing on the National Register of Historic Places.

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www.thc.state.tx.us

We look forward to further consultation with your office, and hope to maintain a partnership that will foster effective historic preservation. Thank you for your participation in this federal review process. If you have any questions concerning this review or if we can be of further assistance, please contact Bob Brinkman at 512/463-8769.

Sincerely,

F. Lawerence Oaks
Executive Director, Texas Historical Commission

cc: Susan Blick, Tarrant County Historical Commission, 804 Moore Road, Mansfield TX 76063

Shanon Wasielewski, Fort Worth CLG, 1000 Throckmorton, Fort Worth TX 76102

Texas Department of Transportation

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9 September 2002

SECTION 106: Finalization of review process
Tarrant County, FTW
CSJ 0504-02-008

SH 121T from IH 30 to FM 1187

F. Lawerence Oaks
State Historic Preservation Officer
Texas Historical Commission
Austin, Texas 78711

Dear Mr. Oaks:

We offer the following reassurances in response to correspondence from your office dated August 9, 2002 regarding the potential effects associated with this project of traffic, noise and light pollution on historic districts and individual properties eligible for listing in the NRHP (National Register of Historic Places).

As stated in our previous correspondence, potential effects on eligible properties were analyzed in conjunction with the environmental impact statement being conducted under the provisions of NEPA (National Environmental Policy Act). The issues of the indirect effects of traffic, noise, and light pollution were among the many environmental impacts evaluated during the development of the program for this project. The NEPA process will continue to guide planning for the project throughout its development, including provisions for consideration of public input. As part of this process, TxDOT anticipates conducting a public hearing in late fall 2002 that will be open to all who choose to attend and/or participate. Adequate opportunities will be afforded individuals and organizations to provide information about their concerns for consideration in the project development process. In addition, all comments received through the hearing process will be addressed in writing in the summary and analysis section of the final environmental impact statement. Viable comments that meet all other criteria, are achievable within reasonable and feasible cost considerations and do not compromise safety will be evaluated for implementation.

Construction of SH 121T is intended to provide alternate access to downtown Fort Worth from the southwest portion of Tarrant County and adjoining Johnson County. As a joint effort between TxDOT, the City of Fort Worth and the North Texas Tollway Authority, the project has been developed over nearly four decades with ongoing input from local entities and interested parties. While the alternative alignments remained fairly consistent through the past three to five years, input from the public continues to provide opportunities to fine-tune the project. In addition to numerous public meetings and ongoing discussions with governmental partners, a community advisory committee helps convey the public's interests and concerns to the project managers for consideration in developing the final project.

Public concern for traffic, noise and light pollution has been accommodated into the design through this process. Construction of SH121T ultimately will relieve current traffic loads on existing city thoroughfares, thereby abating rather than exacerbating traffic woes in the areas of concern. Traffic projections for the Forest Park/Rosedale Street and Summit Avenue areas indicate that the build alternative actually decreases traffic volumes on these thoroughfares. Noise and light pollution also will be considered during project development. Noise abatement criteria established by the Federal Highway Administration and adopted by the Texas Department of Transportation will be followed in implementing noise abatement

measures. Light pollution concerns will be addressed with consideration of utilizing low level lighting in areas of residential development provided safety is not compromised. In addition, two high mast luminaires on IH-30 near Summit Avenue and the Sunset Terrace residential area are scheduled for replacement with more residential friendly lighting in the execution of this project.

Thank you for your concurrence with our determination that this project poses no adverse effect to historic properties. Please acknowledge your receipt of this correspondence and return a signed copy of this letter for our files within 15 days. If you need further information, please call me at 512/416-2657.

Sincerely,

Bruce Jensen
Architectural Historian
Environmental Affairs Division

RECEIPT ACKNOWLEDGED

NAME: _____ DATE: 9/18/02

State Historic Preservation Officer

attachments

cc: Bob Brinkman, THC, History Programs Division
Chase Robertson, THC, Division of Architecture

Texas Department of Transportation

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January 2, 2003

NH
Draft Environmental Impact Statement
Tarrant County
CSJ: 0504-02-008; 0504-02-013

SH 121: From IH 30 to FM 1187

PROJECT
JAN 27 2003
MANAGEMENT

Mr. Clyde Bohmfalk, MC 205
Texas Commission on Environmental Quality
P.O. Box 13087
Austin, Texas 78711

Dear Sir:

The attached Draft Environmental Impact Statement covering the subject project is furnished for your comments pursuant to the National Environmental Policy Act.

In order to be given consideration in the final environmental statement or future status of the project development, comments should be addressed to the attention of the undersigned within 45 days from the date the notice of availability is published in the Federal Register.

Sincerely,

Ann M. Irwin

Ann M. Irwin
Deputy Division Director
Environmental Affairs Division

Attachments

No comments.
Clyde E. Bohmfalk
1/22/03

TEXAS PARKS & WILDLIFE

February 18, 2003

PROJECT
FEB 24 2003
MANAGEMENT

Ms. Ann Irwin
TxDOT-Environmental Affairs Division
125 East 11th Street
Austin, Texas 78701-2483

COMMISSIONERS
KATHARINE ARMSTRONG
CHAIRMAN, AUSTIN
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LEE M. BASS
CHAIRMAN-EMERITUS
FORT WORTH

ROBERT L. COOK
EXECUTIVE DIRECTOR

Dear Ms. Irwin:

This letter is in response to your review request and public notice, dated January 2 and 27, 2003, for potential impacts to rare, threatened, and endangered species from the proposed expansion of SH 121 from IH 30 to FM 1187 in Tarrant County (CSJ 0504-02-008, -013).

Given the small proportion of public versus private land in Texas, the TPWD Biological and Conservation Data System (BCD) does not include a representative inventory of rare resources in the state. Although it is based on the best data available to TPWD regarding rare species, the data from the BCD do not provide a definitive statement as to the presence, absence, or condition of special species, natural communities, or other significant features within your project area. These data cannot substitute for an on-site evaluation by your qualified biologists. The BCD information is intended to assist you in avoiding harm to species that may occur on your site.

Based on the project description and when suitable habitat is present, the following species, special features, and natural community could potentially be impacted by the proposed project:

State Listed Threatened
Timber/Canebrake Rattlesnake (*Crotalus horridus*)

Special Features and Natural Community Series
Colonial Waterbird Rookeries
Little Bluestem-Indiangrass (*Schizachyrium scoparium-Sorghastrum nutans*) Series

An occurrence of a Colonial Waterbird Rookery has been documented potentially within 1.5 miles of the project route. A printout for this occurrence record is included for your planning reference. **Please do not include this species occurrence printout in your draft or final documents. Because some species are especially sensitive to collection or harassment, this record is for your reference only.**

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Habitat fragmentation is a serious threat to biological diversity. Because of the high use of riparian systems in general by wildlife, TPWD recommends that the greenways and floodplains associated with the Clear Fork of the Trinity River be managed so as to minimize further habitat fragmentation. Wildlife use river corridors to travel across the landscape and to move between food, cover, and breeding locations. Fish use habitat features within stream systems where appropriate physical parameters of light, temperature, and water quality exist. As human development activity continues to compete for the natural resources existing within these riverine systems, remaining undeveloped floodplains become increasingly valuable and scarce. TPWD recommends TxDOT consider mitigating for loss of upland habitat by supplementing greenbelt acreage along the Trinity River tributaries impacted by this project.

Please review the entire TPWD county list, as additional rare species could be present depending upon habitat availability. If during construction, the project area is found to contain rare species, natural plant communities, or special features, TPWD recommends that precautions be taken to avoid impacts to them.

Excluding clearing activities during the breeding season for migratory bird species will help minimize impacts to this group. The Migratory Bird Treaty Act (MBTA) implicitly prohibits intentional and unintentional take of migratory birds, including their nests and eggs, except when authorized through a permit issued by the US Fish and Wildlife Service (FWS). Additional information regarding the MBTA may be obtained through the Southwest Regional Office (Region 2) Division of Migratory Birds, FWS, at (505) 248-7882.

This letter does not constitute a review of general fish and wildlife habitat impacts. Such a review should have already been sent to you from the office of Kathy Boydston, TPWD Wildlife Habitat Assessment Program, Wildlife Division (512/389-4571).

Thank you for the opportunity to comment on this project. Please contact me if you have any questions or need additional assistance (512/912-7021).

Sincerely,

Celeste Brancel-Brown, Environmental Review Coordinator
Wildlife Habitat Assessment Program, Wildlife Division
Threatened and Endangered Species

Enclosures (2)

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

February 24, 2003

Mr. Patrick Bauer, P.E.
District Engineer
Federal Highway Administration
Federal Office Building, Rm. 826
300 East 8th Street
Austin, TX 78701

Dear Mr. Bauer:

In accordance with our responsibilities under Section 309 of the Clean Air Act, the National Environmental Policy Act (NEPA), and the Council on Environmental Quality Regulations (CEQ) for Implementing NEPA, the U.S. Environmental Protection Agency (EPA) Region 6 office in Dallas, Texas, has completed its review of the Draft Environmental Impact Statement (DEIS) for the proposed construction of the State Highway 121 from Interstate Highway 30 to Farm-to-Market Road 1187, Tarrant County, Texas.

The DEIS evaluates and identifies the potential environmental impacts associated with the Proposed Action and Alternatives, including the No-Action Alternative. With prescribed mitigation, the DEIS demonstrates the proposed action would have no significant adverse impact on the human environment and would have negligible impacts in all other areas. EPA's participation as a cooperating agency provided our agency opportunity to comment early in the developmental stages of the DEIS and thus contribute to the development of an environmentally acceptable alignment and a full disclosure document.

EPA classified your DEIS and proposed action as "LO," i.e., EPA has "Lack of Objections" to the proposed alternative. Our classification will be published in the Federal Register according to our responsibility under Section 309 of the Clean Air Act, to inform the public of our views on proposed Federal actions.

EPA appreciates the opportunity to review the DEIS. We request that you send our office one (1) copy of the Final EIS at the same time that it is sent to the Office of Federal Activities (2251A), EPA, 1200 Pennsylvania Avenue, N.W., Washington, D.C. 20044.

Sincerely yours,

Robert D. Lawrence, Chief
Office of Planning and
Coordination (6EN-XP)

OFFICE OF THE GOVERNOR

RICK PERRY
GOVERNOR

RECEIVED
MAR 12 2003
TXDOT-ENV

3-12-03

Friday, March 07, 2003

Ms. Dianna F. Noble, P.E.
Texas Department of Transportation
Dewitt C. Greer State Hwy. Bldg, 11th and Brazos
Austin, TX 78701-2483

RE: TX-R-20030122-0001-50

EIS - Texas Department of Transportation - SH 121: From IH30 to FM 1187

Dear Ms. Noble:

Your application for assistance referenced above has been reviewed. The comments received are summarized below.

This application was submitted for comment to the Texas Department of Housing and Community Affairs, the Texas Department of Agriculture, the Texas Commission on Environmental Quality, the Texas Historical Commission, the Texas Parks and Wildlife Department, the Bureau of Economic Geology, the Texas Attorney General's Office and the North Central Texas Council of Governments. The Texas Historical Commission, the Bureau of Economic Gelogy and the North Central Texas Council of Governments responded with a "no comment" and the other agencies listed did not respond. No other substantive comments were received.

We appreciate the opportunity to review your proposal. Please let me know if we can be of further assistance.

Sincerely,

for Denise S. Francis, State Single Point of Contact
DSF/dsi

cc: Texas Department of Transportation

cc: CRM 1-30-04

Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

16 January 2004

PROJECT MANAGEMENT
JAN 30 2004

RECEIVED
JAN 17 2004
TEXAS HISTORICAL COMMISSION

SECTION 106: Determination of NRHP Eligibility
Tarrant County, FTW
CSJ 0504-02-008

SH 121T from IH 30 to FM 1187

Bob Brinkman
History Programs Division
Texas Historical Commission
Austin, Texas 78711

Dear Mr. Brinkman:

In accordance with the provisions of our Statewide Programmatic Agreement for Cultural Resources, we are continuing coordination with your agency regarding NRHP (National Register of Historic Places) eligibility for one property located within the project's APE (area of potential effect). This federally funded project will construct a new transportation facility between southwest Fort Worth and the downtown area.

Our earlier coordination of this project with your office accidentally omitted an evaluation of the 1954 St. Paul Lutheran Church at 1800 West Freeway (IH 30) in Fort Worth. The attached technical memorandum documents the results of an intensive survey of the property. Contextual information, maps, photos and an assessment of the property are included. Through the application of NRHP criteria for evaluation, the report demonstrates that the property exhibits no significant associations with historic contexts developed for the project area and that alterations compromise its historic integrity. As a result, this religious property fails to meet Criteria Consideration A, lacking the architectural, artistic or historic significance necessary to justify eligibility under Criteria A, B, C or D.

We determined therefore that this property is ***not eligible*** for listing in the NRHP. We request your written concurrence with this determination within 30 days of receiving this letter. If you have any questions or comments concerning this project, please contact me at 512/416-2657.

Sincerely,

Bruce Jensen
Architectural Historian
Environmental Affairs Division

TxDOT - ENV
JAN 30 2004
CRM

attachments

CONCUR: NOT ELIGIBLE FOR NRHP

NAME: Ruth Bi DATE: 26 JAN 2004
for F. Lawerence Oaks, State Historic Preservation Officer

Texas Department of Transportation
P.O. BOX 6868 • FORT WORTH, TEXAS 76115-0868 • (817) 370-6500

February 20, 2004

Certified Mail: 7000 1670 0010 3506 7753

Proposed SH 121
From: IH 30 to FM 1187
Tarrant County
CSJ: 0504-02-008, 013

Mr. F. Lawerence Oaks
Executive Director
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78771-2276

Dear Mr. Oaks:

The Texas Department of Transportation (TxDOT) is completing a Cumulative Impact Assessment (CIA) for the proposed State Highway 121 project in Tarrant County. This CIA will be included in the Final Environmental Impact Statement for the project. Enclosed is an aerial photograph that depicts the proposed project location. The northern area through which the roadway would pass is largely developed. However, there are vacant tracts from the Clear Fork Trinity River to Dirk's Road (Altamesa Boulevard). Southward from Dirk's Road to the end of the project at FM 1187, the land is relatively undeveloped, with scattered housing and ranches.

The CIA will include the review of public and private past, present, and future activities and projects. We are requesting any available information to help assist us with the assessment such as:

1. Known properties eligible for listing on the National Register of Historic Places.
2. Areas or projects for which you have legislatively or financially made commitments for planned improvements.

Additionally, we are also requesting guidance on the geographic area and time period of any potential effects that should be addressed in terms of secondary and cumulative impacts for the resources under your jurisdiction.

We would like to incorporate your input; therefore, your prompt attention regarding this matter is appreciated. Please return your response to me at the address above within 10 working days of receipt of this letter. If you need any additional information or if you have any questions regarding this project, please call Robert Hall at TxDOT's Fort Worth District Office at 817.370.6755.

Sincerely,

Charles L. Conrad, P.E.
Director of Transportation
Planning and Development

Enclosure

Texas Department of Transportation
P.O. BOX 6868 • FORT WORTH, TEXAS 76115-0868 • (817) 370-6500

February 20, 2004

Certified Mail: 7000 1670 0010 3506 7777

Proposed SH 121
From: IH 30 to FM 1187
Tarrant County
CSJ: 0504-02-008, 013

Ms. Candy Garrett
Director
Environmental Planning and Implementation Division
Texas Commission on Environmental Quality
P.O. Box 13087,
Austin, TX 78711-3087

Dear Ms. Garrett:

The Texas Department of Transportation (TxDOT) is completing a Cumulative Impact Assessment (CIA) for the proposed State Highway 121 project in Tarrant County. This CIA will be included in the Final Environmental Impact Statement for the project. Enclosed is an aerial photograph that depicts the proposed project location. The northern area through which the roadway would pass is largely developed. However, there are vacant tracts from the Clear Fork Trinity River to Dirk's Road (Altamesa Boulevard). Southward from Dirk's Road to the end of the project at FM 1187, the land is relatively undeveloped, with scattered housing and ranches.

The CIA will include the review of public and private past, present, and future activities and projects. We are requesting any available information to help assist us with the assessment such as:

1. Air data for the Dallas-Fort Worth Metroplex, both current and historic.
2. Statewide air quality information and information on the change in air quality in the region or state the past 50 years.
3. Areas or projects for which you have legislatively or financially made commitments for planned improvements.

Additionally, we are also requesting guidance on the geographic area and time period of any potential effects that should be addressed in terms of secondary and cumulative impacts for the resources under your jurisdiction.

We would like to incorporate your input; therefore, your prompt attention regarding this matter is appreciated. Please return your response to me at the address above within 10 working days of receipt of this letter. If you need any additional information or if you have any questions regarding this project, please call Robert Hall at TxDOT's Fort Worth District Office at 817.370.6755.

Sincerely,

Charles L. Conrad, P.E.

Charles L. Conrad, P.E.
Director of Transportation
Planning and Development

Enclosure

Texas Department of Transportation
P.O. BOX 6868 • FORT WORTH, TEXAS 76115-0868 • (817) 370-6500

February 20, 2004

Certified Mail: 7000 1670 0010 3506 7791

Proposed SH 121
From: IH 30 to FM 1187
Tarrant County
CSJ: 0504-02-008, 013

Ms. Kathy Boydston
Wildlife Habitat Assessment
Texas Parks and Wildlife Department
4200 Smith School Road
Austin, Texas 78744-3291

Dear Ms. Boydston:

The Texas Department of Transportation (TxDOT) is completing a Cumulative Impact Assessment (CIA) for the proposed State Highway 121 project in Tarrant County. This CIA will be included in the Final Environmental Impact Statement for the project. Enclosed is an aerial photograph that depicts the proposed project location. The northern area through which the roadway would pass is largely developed. However, there are vacant tracts from the Clear Fork Trinity River to Dirk's Road (Altamesa Boulevard). Southward from Dirk's Road to the end of the project at FM 1187, the land is relatively undeveloped, with scattered housing and ranches.

The CIA will include the review of public and private past, present, and future activities and projects. We are requesting any available information to help assist us with the assessment such as:

1. Locations of current bottomland hardwoods and riparian woodland in Tarrant and Johnson Counties (including any historical information of such patterns prior to development).
2. Wildlife habitat/migration patterns in Tarrant and Johnson Counties (including any historical information of such patterns prior to development).
3. Threatened and endangered species information for the area.
4. Wetlands information not already on NWI maps and information on wetland depletion in the state or region over the past 100 years.
5. Section 6(f) properties in the vicinity of the project.
6. Areas or projects for which you have legislatively or financially made commitments for planned improvements.

Additionally, we are also requesting guidance on the geographic area and time period of any potential effects that should be addressed in terms of secondary and cumulative impacts for the resources under your jurisdiction.

We would like to incorporate your input; therefore, your prompt attention regarding this matter is appreciated. Please return your response to me at the address above within 10 working days of receipt of this letter. If you need any additional information or if you have any questions regarding this project, please call Robert Hall at TxDOT's Fort Worth District Office at 817.370.6755.

Sincerely,

Charles L. Conrad, P.E.

Charles L. Conrad, P.E.
Director of Transportation
Planning and Development

Enclosure

Texas Department of Transportation
P.O. BOX 6868 • FORT WORTH, TEXAS 76115-0868 • (817) 370-6500

February 20, 2004

Certified Mail: 7000 1670 0010 3506 7814

Proposed SH 121
From: IH 30 to FM 1187
Tarrant County
CSJ: 0504-02-008, 013

Mr. Robert L. Cook
Executive Director
Texas Parks and Wildlife Department
4200 Smith School Road
Austin, Texas 78744-3291

Dear Mr. Cook:

The Texas Department of Transportation (TxDOT) is completing a Cumulative Impact Assessment (CIA) for the proposed State Highway 121 project in Tarrant County. This CIA will be included in the Final Environmental Impact Statement for the project. Enclosed is an aerial photograph that depicts the proposed project location. The northern area through which the roadway would pass is largely developed. However, there are vacant tracts from the Clear Fork Trinity River to Dirk's Road (Altamesa Boulevard). Southward from Dirk's Road to the end of the project at FM 1187, the land is relatively undeveloped, with scattered housing and ranches.

The CIA will include the review of public and private past, present, and future activities and projects. We are requesting any available information to help assist us with the assessment such as:

1. Locations of current bottomland hardwoods and riparian woodland in Tarrant and Johnson Counties (including any historical information of such patterns prior to development).
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6. Areas or projects for which you have legislatively or financially made commitments for planned improvements.

Additionally, we are also requesting guidance on the geographic area and time period of any potential effects that should be addressed in terms of secondary and cumulative impacts for the resources under your jurisdiction.

We would like to incorporate your input; therefore, your prompt attention regarding this matter is appreciated. Please return your response to me at the address above within 10 working days of receipt of this letter. If you need any additional information or if you have any questions regarding this project, please call Robert Hall at TxDOT's Fort Worth District Office at 817.370.6755.

Sincerely,

Charles L. Conrad, P.E.

Charles L. Conrad, P.E.
Director of Transportation
Planning and Development

Enclosure

Texas Department of Transportation
P.O. BOX 6868 • FORT WORTH, TEXAS 76115-0868 • (817) 370-6500

February 20, 2004

Proposed SH 121
From: IH 30 to FM 1187
Tarrant County
CSJ: 0504-02-008, 013

Certified Mail: 7000 1670 0010 3506 7821

Mr. Omar Bocanegra
U.S. Fish and Wildlife Service
Arlington Field Office
Stadium Centre Building
711 Stadium Drive, Suite 252
Arlington, Texas 76011

Dear Mr. Bocanegra:

The Texas Department of Transportation (TxDOT) is completing a Cumulative Impact Assessment (CIA) for the proposed State Highway 121 project in Tarrant County. This CIA will be included in the Final Environmental Impact Statement for the project. Enclosed is an aerial photograph that depicts the proposed project location. The northern area through which the roadway would pass is largely developed. However, there are vacant tracts from the Clear Fork Trinity River to Dirk's Road (Altamesa Boulevard). Southward from Dirk's Road to the end of the project at FM 1187, the land is relatively undeveloped, with scattered housing and ranches.

The CIA will include the review of public and private past, present, and future activities and projects. We are requesting any available information to help assist us with the assessment such as:

1. Locations of current bottomland hardwoods and riparian woodland in Tarrant and Johnson Counties (including any historical information of such patterns prior to development).
2. Wildlife habitat/migration patterns in Tarrant and Johnson Counties (including any historical information of such patterns prior to development).
3. Threatened and endangered species information for the area.
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5. Section 6(f) properties in the vicinity of the project.
6. Areas or projects for which you have legislatively or financially made commitments for planned improvements.

Additionally, we are also requesting guidance on the geographic area and time period of any potential effects that should be addressed in terms of secondary and cumulative impacts for the resources under your jurisdiction.

We would like to incorporate your input; therefore, your prompt attention regarding this matter is appreciated. Please return your response to me at the address above within 10 working days of receipt of this letter. If you need any additional information or if you have any questions regarding this project, please call Robert Hall at TxDOT's Fort Worth District Office at 817.370.6755.

Sincerely,

Charles L. Conrad, P.E.

Charles L. Conrad, P.E.
Director of Transportation
Planning and Development

Enclosure

Texas Department of Transportation

P.O. BOX 6868 • FORT WORTH, TEXAS 76115-0868 • (817) 370-6500

February 20, 2004

Certified Mail: 7000 1670 0010 3506 7784

Proposed SH 121
From: IH 30 to FM 1187
Tarrant County
CSJ: 0504-02-008, 013

Mr. Gerald Fontenot
Acting Chief
Office of Compliance and Assurance and Enforcement Division
U.S. Environmental Protection, Region 6
1445 Ross Avenue, Suite 1200
Dallas, Texas 75202-2733

Dear Mr. Fontenot:

The Texas Department of Transportation (TxDOT) is completing a Cumulative Impact Assessment (CIA) for the proposed State Highway 121 project in Tarrant County. This CIA will be included in the Final Environmental Impact Statement for the project. Enclosed is an aerial photograph that depicts the proposed project location. The northern area through which the roadway would pass is largely developed. However, there are vacant tracts from the Clear Fork Trinity River to Dirk's Road (Altamesa Boulevard). Southward from Dirk's Road to the end of the project at FM 1187, the land is relatively undeveloped, with scattered housing and ranches.

The CIA will include the review of public and private past, present, and future activities and projects. We are requesting any available information to help assist us with the assessment such as:

1. Air data for the Dallas-Fort Worth Metroplex, both current and historic.
2. Statewide air quality information.
3. Threatened and endangered species information for the area.
4. Wetlands information not already on NWI maps and information on wetland depletion in the state or region over the past 100 years.
5. Areas or projects for which you have legislatively or financially made commitments for planned improvements.

Additionally, we are also requesting guidance on the geographic area and time period of any potential effects that should be addressed in terms of secondary and cumulative impacts for the resources under your jurisdiction.

We would like to incorporate your input; therefore, your prompt attention regarding this matter is appreciated. Please return your response to me at the address above within 10 working days of receipt of this letter. If you need any additional information or if you have any questions regarding this project, please call Robert Hall at TxDOT's Fort Worth District Office at 817.370.6755.

Sincerely,

Charles L. Conrad, P.E.
Director of Transportation
Planning and Development

Enclosure

File Copy

Texas Department of Transportation

P.O. BOX 6868 • FORT WORTH, TEXAS 76115-0868 • (817) 370-6500

February 20, 2004

Certified Mail: 7000 1670 0010 3506 7760

Proposed SH 121
From: IH 30 to FM 1187
Tarrant County
CSJ: 0504-02-008, 013

Ms. Ileana Isern-Flecha
Director
Technical Analysis
Texas Commission on Environmental Quality
P.O. Box 13087,
Austin, TX 78711-3087

Dear Ms. Isern-Flecha:

The Texas Department of Transportation (TxDOT) is completing a Cumulative Impact Assessment (CIA) for the proposed State Highway 121 project in Tarrant County. This CIA will be included in the Final Environmental Impact Statement for the project. Enclosed is an aerial photograph that depicts the proposed project location. The northern area through which the roadway would pass is largely developed. However, there are vacant tracts from the Clear Fork Trinity River to Dirk's Road (Altamesa Boulevard). Southward from Dirk's Road to the end of the project at FM 1187, the land is relatively undeveloped, with scattered housing and ranches.

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2. Statewide air quality information.
3. Wetlands information not already on NWI maps and information on wetland depletion in the state or region over the past 100 years.
4. Water quality data and information in the change in water quality in the state or region over the past 100 years.
5. Areas or projects for which you have legislatively or financially made commitments for planned improvements.

Additionally, we are also requesting guidance on the geographic area and time period of any potential effects that should be addressed in terms of secondary and cumulative impacts for the resources under your jurisdiction.

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Sincerely,

Charles L. Conrad, P.E.

Charles L. Conrad, P.E.
Director of Transportation
Planning and Development

Enclosure

Texas Department of Transportation
P.O. BOX 6868 • FORT WORTH, TEXAS 76115-0868 • (817) 370-6500

February 20, 2004

Certified Mail: 7000 1670 0010 3506 7807

Proposed SH 121
From: IH 30 to FM 1187
Tarrant County
CSJ: 0504-02-008, 013

Ms. Celeste Brancel
Environmental Review Coordinator
Texas Parks and Wildlife Department
4200 Smith School Road
Austin, Texas 78744-3291

Dear Ms. Brancel:

The Texas Department of Transportation (TxDOT) is completing a Cumulative Impact Assessment (CIA) for the proposed State Highway 121 project in Tarrant County. This CIA will be included in the Final Environmental Impact Statement for the project. Enclosed is an aerial photograph that depicts the proposed project location. The northern area through which the roadway would pass is largely developed. However, there are vacant tracts from the Clear Fork Trinity River to Dirk's Road (Altamesa Boulevard). Southward from Dirk's Road to the end of the project at FM 1187, the land is relatively undeveloped, with scattered housing and ranches.

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2. Wildlife habitat/migration patterns in Tarrant and Johnson Counties (including any historical information of such patterns prior to development).
3. Threatened and endangered species information for the area.
4. Wetlands information not already on NWI maps and information on wetland depletion in the state or region over the past 100 years.
5. Section 6(f) properties in the vicinity of the project.
6. Areas or projects for which you have legislatively or financially made commitments for planned improvements.

Additionally, we are also requesting guidance on the geographic area and time period of any potential effects that should be addressed in terms of secondary and cumulative impacts for the resources under your jurisdiction.

We would like to incorporate your input; therefore, your prompt attention regarding this matter is appreciated. Please return your response to me at the address above within 10 working days of receipt of this letter. If you need any additional information or if you have any questions regarding this project, please call Robert Hall at TxDOT's Fort Worth District Office at 817.370.6755.

Sincerely,

Charles L. Conrad, P.E.

Charles L. Conrad, P.E.
Director of Transportation
Planning and Development

Enclosure

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
WinSystems Center Building
711 Stadium Drive, Suite 252
Arlington, Texas 76011

2-12-02-I-431

March 8, 2004

Mr. Charles L. Conrad
Texas Department of Transportation
P.O. Box 6868
Fort Worth, Texas 76115-0868

Dear Mr. Conrad:

This responds to your February 20, 2004, letter requesting information for a Cumulative Impact Assessment for the proposed State Highway 121 project in Tarrant County, Texas. The proposed road extends from IH 30 southward to FM 1187.

The Service is currently working with the U.S. Army Corps of Engineers on an ongoing interim feasibility study of the Clear and West Fork watershed of the Trinity River. The portions of your project within the Clear Fork watershed fall within the study area of this project. I have enclosed a copy of a planning assistance report prepared by this office that details existing wildlife habitats within the Clear Fork area.

For further information on this ongoing study please contact Mr. Gene Rice, Fort Worth District Corps of Engineers, P.O. Box 17300, Fort Worth, Texas 76102-0300, (817) 886-1374.

We hope you find this information useful in your planning process. If you have any questions, please contact Omar Bocanegra or Carol Hale of my staff at (817) 277-1100.

Sincerely,

Tom Cloud

Thomas J. Cloud, Jr.
Field Supervisor

Enclosure

From Robt Hall (Vol
rec'd CB 3/12/
Copy sent to
Pete McKone in
FW.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
WinSystems Center Building
711 Stadium Drive, Suite 252
Arlington, Texas 76011

November 3, 2001

Lt. Colonel James S. Weller
District Engineer
U.S. Army Corps of Engineers
(Attn: CESWF-EV-EE)
P.O. Box 17300
Fort Worth, Texas 76102-0300

Re: Upper Trinity River Basin Interim Feasibility Study for the Clear and West Forks of the Trinity River and Tributaries, Tarrant County, Texas.

Dear Colonel Weller:

This letter provides planning assistance for the Clear and West Forks of the Trinity River Interim Feasibility Study within the City of Fort Worth, Tarrant County, Texas. The purpose of this letter is to identify and describe existing fish and wildlife resources within the proposed project areas and to recommend preliminary measures for resource protection during early project planning.

This planning assistance is provided, in part, pursuant to the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and is intended to assist in the development of your draft feasibility report. It does not represent a final report of the Secretary of the Interior within the meaning of Section 2(b) of the Act. A complete draft Fish and Wildlife Coordination Act report will be prepared, for consideration and to accompany the feasibility report, after we have reviewed all available pertinent information during the planning process.

Authority for the Corps of Engineers (Corps) investigations on the Upper Trinity River is contained in the *Programmatic Environmental Impact Statement* (PEIS), *Upper Trinity River Basin, Trinity River, Texas*, dated June 13, 2000. Studies were initiated at the request of Tarrant Regional Water District where plans are being made to reduce flood damage, restore ecosystems, and provide additional and improved recreational opportunities along the West and Clear Forks of the Trinity River and it's tributaries. Inspections of the project area were conducted by U.S. Fish and Wildlife Service (Service) personnel in October 2000 and January, February, April, and May 2001.

Post-It® Fax Note 7671	Date 3-22-04 # of pages ▸ 2
To Toni Dunagan	From Robert Hall
Co./Dept. FYA-FYT	Co.
Phone #	Phone # 817-370-6755
Fax # 214-638-5632	Fax #

TEXAS PARKS & WILDLIFE

March 9, 2004

Mr. Charles Conrad
TxDOT-Fort Worth District Office
PO Box 6868
Fort Worth, Texas 76115-0868

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LEE M. BASS
CHAIRMAN-EMERITUS
FORT WORTH

ROBERT L. COOK
EXECUTIVE DIRECTOR

Dear Mr. Conrad:

This letter is in response to your information request, dated February 16, 2004, for additional concerns with regards to cumulative impacts to rare, threatened, and endangered species within or near the proposed project to widen SH 121 from IH 30 to FM 1187 in Tarrant and Johnson counties (CSJ 0504-02-008, -013).

This letter is supplemental to the TPWD review response sent to Ann Irwin dated February 18, 2003. The general project area is near several managed areas including the US Army Corps of Engineers, Benbrook Lake park facilities; the Fort Worth Nature Center; and the former Fort Worth National Fish Hatchery. Natural plant communities mapped in the general area include the following series:

Natural Communities

Cedar Elm-Sugarberry Series (*Ulmus crassifolia-Celtis laevigata*) Series
Little Bluestem-Indiangrass (*Schizachyrium scoparium-Sorghastrum nutans*) Series
Post Oak-Blackjack Oak (*Quercus stellata-Quercus marilandica*) Series

The Little Bluestem-Indiangrass Series is a rare plant community that has a conservation rank of G2/S2 (imperiled globally and in the state, very rare, vulnerable to extinction, typically only 6 to 20 viable occurrences). Remnant native prairies of this type could occur along the project route. Quality habitats of any of the above community series are important to preserve for their value to fish and wildlife for food, cover, and habitat. High quality habitats are especially valuable given the degrading impacts that fragmentation and invasive species are having on remaining remnant communities. Removing only the minimal amount of vegetation from the area necessary to establish and maintain the right-of-way will minimize the impacts to wildlife. Taking special precautions during and after the project to minimize erosion and revegetate disturbed areas with native grasses appropriate to each type of area will help reestablish the natural cover and reduce the potential for invasive weed establishment.

ENJOY THE TEXAS OUTDOORS!

Take a kid hunting or fishing

• • •

Visit a state park or historic site

4200 SMITH SCHOOL ROAD
AUSTIN, TEXAS 78744-3291
512-389-4800

www.tpwd.state.tx.us

To manage and conserve the natural and cultural resources of Texas and to provide hunting, fishing and outdoor recreation opportunities for the use and enjoyment of present and future generations.

Thank you for the opportunity to provide you additional information for your cumulative impacts analysis. Please contact me if you have any questions or need additional assistance (512/912-7021).

Sincerely,

Celeste Brancel, Environmental Review Coordinator
Wildlife Habitat Assessment Program, Wildlife Division
Threatened and Endangered Species

RECE
MAR 2 3 2004
CARTER & BURGESS, INC.
DALLAS

TARRANT REGIONAL WATER DISTRICT

800 East North Side Drive
Fort Worth, Texas 76102-1097

BOARD OF DIRECTORS
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James M. Oliver
General Manager

P.O. Box 4508
Fort Worth, Texas 76164-0508
Telephone 817-335-2491
FAX 817-877-5137

March 22, 2004

Toni A. Dunagan, P.E.
Carter Burgess
7950 Elmbrook Dr.
Dallas, TX 75247

Dear Ms. Dunagan:

I am sorry I was unable to meet with you concerning the Southwest Freeway impacts on the Trinity River. I have enclosed documents related to the river crossing impacts which include the City of Fort Worth's and Streams & Valley's mitigation requests.

Tarrant Regional Water District supports these requests. We would appreciate being kept informed as your team progresses on this important project.

Sincerely,

James M. Oliver
General Manager

cc: Woody Frossard

A RESOLUTION

No. _____

A RESOLUTION ADOPTING THE RECOMMENDED LOCALLY PREFERRED ALTERNATIVE FOR THE SOUTHWEST PARKWAY (SH-121T) AND TRANSMITTING THE RECOMMENDED LOCALLY PREFERRED ALTERNATIVE TO THE TEXAS DEPARTMENT OF TRANSPORTATION FOR THE TEXAS DEPARTMENT OF TRANSPORTATION'S HEARING ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR SH-121T.

WHEREAS, the proposed Southwest Parkway (SH-121T) is necessary to alleviate congestion, enhance regional mobility, sustain economic development and enhance air quality; and

WHEREAS, the proposed SH-121T (Project) requires federal, state, tollway and local funding for the design and construction of the project; and

WHEREAS, on December 8, 1998, the Fort Worth City Council authorized the negotiation and execution of an agreement with the North Texas Tollway Authority (NTTA) and the Texas Department of Transportation (TxDOT) concerning the development of the Project; and

WHEREAS, on November 28, 2000, the City of Fort Worth (City) entered into an agreement with NTTA and TxDOT (2000 Tri-Party Agreement) concerning the funding for the Project, as well as the rights and obligations of the City, NTTA and TxDOT (Project Partners) for the design, construction and operation of the Project; and

WHEREAS, the 2000 Tri-Party Agreement contained an estimate of the total Project cost of $180 million, inclusive of right-of-way acquisition and the interchanges at IH-30 and IH-20; and

WHEREAS, if the estimated total Project cost of $180 million is exceeded, the parties in the 2000 Tri-Party Agreement have agreed that they will work collaboratively to address any remaining funding shortfalls; and

WHEREAS, the estimated total Project cost in 2003 exceeds $300 million; and

WHEREAS, the 2000 Tri-Party Agreement calls for a final agreement among the Project Partners before the City will be committed financially to the Project; and

WHEREAS, all parties to the 2000 Tri-Party Agreement are committed to incorporating a high degree of aesthetic and urban design standards to the extent reasonably necessary; and

WHEREAS, the City established the Citizens' Advisory Committee (CAC) and, subsequently, the Project Development Team (PDT) to provide a process for stakeholder involvement related to the schematic design of the Project and the desired features and themes; and

WHEREAS, the PDT, building on the community process started by CAC, recommended a Preferred Design for the Project, as is delineated in the "Summary and Recommendations" of the January 2001 Transportation Design Study Report, attached hereto and incorporated by reference as **Exhibit A**; and

WHEREAS, the City Council, in Resolution No. 2693, accepted the recommendations of the PDT and adopted them as the City's Preferred Design for evaluation by TxDOT and NTTA as part of the preparation of the Draft Environmental Impact Statement (DEIS) for the federally mandated environmental clearance process under the National Environmental Policy Act (NEPA); and

WHEREAS, the City Council, in Resolution No. 2693, also provided that the final design of the Parkway must satisfy Federal Highway Administration (FHWA), TxDOT and NTTA engineering standards for safety and operation, and that the City, NTTA and TxDOT work cooperatively to identify and obtain funding to construct SH-121T and to implement the Project at the earliest possible date; and

WHEREAS, the City Council, in Resolution No. 2693, urged TxDOT and NTTA to follow the recommendations contained in the City's Preferred Design (Alternative A) as closely as practical, absent insurmountable environmental problems or unacceptable conflicts with safety and engineering standards; and

WHEREAS, NTTA and TxDOT assessed Alternative A, accepting a substantial portion of the design elements of Alternative A in the subsequent design alternative known as Alternative C; and

WHEREAS, the 2000 Tri-Party Agreement provides that NTTA shall not proceed to the preparation of plans, specifications and estimates (PS&E) for construction until the Schematic Design for the Project has been approved by the City and TxDOT; and

WHEREAS, the City, the Tarrant Regional Water District (TRWD) and Streams & Valleys, Inc. have partnered to conserve and enhance the Trinity River Corridors as a focal point for Fort Worth Neighborhoods and as a means to link virtually every part of the City via the Trinity Trails System; and

WHEREAS, the City, the TRWD and Streams & Valleys, Inc. have worked cooperatively to develop the Trinity River Master Plan Vision; and TRWD and Streams & Valleys, Inc. have developed a program within that vision as it relates to SH-121T, as delineated by Streams & Valleys, Inc. and the TRWD in the letter addressed to the Mayor of Fort Worth (Mayor), dated January 28, 2003, for the two crossings of the Trinity River by SH-121T, attached hereto and incorporated by reference as **Exhibit B**; and for which the Mayor and City Manager have recommended that an appropriate level of funds be committed based on that which is necessary to complement the investment of NTTA and TxDOT, as is memorialized by the letter from the Mayor to Streams & Valleys, dated February 12, 2003, attached hereto and incorporated by reference as **Exhibit C**; and in which TxDOT will partner with the City and TRWD to develop a transportation project that will compliment the Trinity River Corridor as stated in a

letter dated February 18, 2003 from Maribel Chavez, P.E., District Engineer, Fort Worth District, attached hereto and incorporated by reference as **Exhibit D**; and

WHEREAS, the City recognizes that NTTA is developing landscape and other design guidelines for its tollway system; and

WHEREAS, the City has proposed to develop cooperatively with NTTA a comprehensive plan (Corridor Enhancement/Mitigation Design Master Plan) for the Project in order to facilitate an overall design theme, the Trinity River Master Plan Vision as it relates to the Project, buffer designs, architectural details of bridges and other structures, neighborhood gateways, bridge span impact mitigation, trail locations, landscaping and other aesthetic details, and lighting methods, so that the City can effectively consider the Schematic Design for approval before the preparation of PS&E so as to ensure that those design elements are implemented for the Project, as is provided for in the 2000 Tri-Party Agreement; and

WHEREAS, the FHWA has approved the DEIS for public comment, as it was prepared by TxDOT with input from NTTA and various resource agencies; and

WHEREAS, TxDOT will assess all comments regarding the DEIS that are received during the public comment period in order to prepare a Final Environmental Impact Statement (FEIS); and

WHEREAS, the FHWA will consider the FEIS to determine whether the Project should be cleared environmentally; and, during the process of determining whether the Project should be cleared environmentally, a Locally Preferred Alternative for the Project will be considered; and

WHEREAS, the City is a partner in the development of SH-121T as memorialized in the 2000 Tri-Party Agreement because, in part, the City will be providing funding for the project, and because the project is located in the City's corporate limits; and because the City is a partner in the Project, the City should recommend a Locally Preferred Alternative for the Project; and

WHEREAS, after substantial public input, coordination with the City's Project partners, and technical evaluation, the City has determined that its Locally Preferred Alternative shall be the PDT Recommendations, Alternative A, with modifications as adopted by City Council.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FORT WORTH, TEXAS:

1). The City adopts the PDT Recommendations, Alternative A, as the City's Locally Preferred Alternative with the following modifications:

a) Utilize the buffers as delineated in Alternative C; and

b) Utilize the "C/A Combo" design for the IH-30/SH-121T Interchange; and

c) Utilize the Trinity River Vision Master Plan design elements as delineated by Streams & Valleys, Inc. and the TRWD in the letter addressed to the Mayor of Ft. Worth, dated January 28, 2003, for the two crossings of the Trinity River by SH-121T, attached hereto and incorporated by reference as **Exhibit B**; and

d) North of the Trinity River in the Stonegate Area, shift SH-121T northwards towards the UP Rail Yard, and shift future Stonegate Boulevard southward, in order to facilitate better development opportunities between SH-121T and the Trinity River, including enhanced conservation of the Trinity River Corridor, which also requires Stonegate Boulevard to be constructed at grade; and

e) In the Bellaire Area, _____;

f) Utilize direct connection ramps between SH-121T and SH-183; and

g) Do not reconstruct and lower Overton Ridge Boulevard nor Dutch Branch Road.

2) The City's funding for the project shall include $8 million for design enhancements consistent with a Corridor Enhancement/Mitigation Design Master Plan.

3) In order to realize the Trinity River Vision design elements delineated in the Trinity River Vision Master Plan program referenced in **Exhibit B**, attached hereto, an appropriate level of funds shall committed by the City, based on that which is necessary to complement the investment of NTTA and TxDOT.

4) The City shall provide its approval of the Project Schematic Design pursuant the 2000 Tri-Party only if the Schematic Design incorporates the Corridor Enhancement/Mitigation Master Plan.

5) The City shall proceed with negotiations for the Final Agreement with NTTA and TxDOT only after the Project Partners agree on and commit to a process for the development of the Corridor Enhancement/Mitigation Master Plan to be included in the Project Schematic Design.

6) The City Council hereby authorizes the Mayor and City Manager to transmit and present this resolution to TxDOT during the public comment period for the DEIS.

ADOPTED this ____ day of _____, 2003

_____
Mayor Kenneth Barr

APPROVED AS TO FORM

_____
City Secretary

_____
City Attorney

CITY OF FORT WORTH

Exhibit A

Project Development Team
Transportation Design Study Report
January 2001

Summary and Recommendations

The four-month study, integrated with the public participation process and based on the Project Development Team (PDT) and general public comments, has resulted in a clear vision for the Southwest Parkway. The detailed by the North Texas Tollway Authority (NTTA) and the Texas Department of Transportation (TxDOT) have been modified slightly, yet significantly, to develop a "park like" road consistent with the Peer Review Team's Recommendations and the PDT's Mission statement and the Project Goal and Guiding Principle. The Project Development Team has endorsed the following recommendations:

CORRIDOR RECOMENTATION

DESIGN

- Lower, recess, or depress the Southwest Parkway as feasible and practical
- The design speed should be 60 mph from the CBD to Altamesa Boulevard. The posted speed should be 55 mph.
- Develop "3D" perspectives of the NEPA process selected designs for the Forest Park Boulevard and IH-20 interchanges and other design elements as necessary for better public comprehension and design refinement.

Environmental

- Noise pollution should be minimized by lowering the parkway and building sound walls where required by TxDOT standards. Seek other funding sources where TxDOT requirements are not met.
- Require new development to berm and use walls compatible with NTTA and TxDOT designs.
- Light pollution is to mitigated by use of cut-off fixtures and height of fixtures

- Filtration of water run-off from the parkway should be done in grass swales and detention ponds.

Architectural

- Bridge design should include cast limestone walls, attractive box beams, and decorative light fixtures.

- Retaining walls and sound walls should be cast limestone with a concrete cap. Height of retaining walls should be minimized by using two shorter walls with landscaping in between to soften impact. Consistency should be maintained along the parkway.

Signage

- Billboards will not be allowed along the parkway

- Existing signage ordinance should be reviewed to make sure height and size of signs do not product visual clutter.

Land Use

- Review of proposed land use in areas along parkway should consider minimizing impact on residential areas.

- Frontage roads should not be allowed except in the areas adjacent to the IH-20 and IH-30 interchanges.

- Require developers to provide landscaping buffers and noise mitigation compatible with the aesthetic and architecture of the Southwest Parkway.

Pedestrian Friendly

- All roadways that cross the Southwest Parkway should include attractive pedestrian walkways that link commercial areas, parks, school, and neighborhoods.

SOUTH SECTION RECOMMENDATIONS

Design

- Vary the median up to 100' (maximum of 50' of additional right of way)

  - Between Stonegate Boulevard and Bellaire Drive South and over the Trinity River.

- Between Overton Ridge Boulevard and Altamesa Boulevard.

- "Split" profile, as appropriate, to take advantage of landform between Overton Ridge and Dutch Branch.

- Stonegate Boulevard interchange: Southwest Parkway at-grade and Stonegate over.
  - Bellaire Drive is to pass over the Southwest Parkway with the Parkway at-grade or close to grade.
  - The Bellaire Drive interchange is deleted from the plan for the Southwest parkway

- Overton Ridge Boulevard, to be considered as an alternative in the NEPA process: Southwest Parkway over and lower existing Overton Ridge approximately eight feet (8'0). This requires:
  - Rearrangement of access to developed properties adjacent to the interchange
  - Maintenance of traffic costs and issues during reconstruction; and
  - Increase in overall construction costs.

- Oakbend Trail: Southwest Parkway at grade or depressed and Oakbend over

- Oakmont Boulevard: Southwest Parkway depressed and Oakmont over.

- Dutch Branch: lower Dutch Branch 6' to 8' and take Southwest Parkway over. This requires:
  - Reconstruction of Dutch Branch and associated traffic and maintenance costs, and;
  - Additional drainage costs and easement from adjacent property owners.

- Major reconstruction of Altamesa Boulevard/Dirks Road and associated maintenance of traffic costs.

- Southwest Parkway/IH-20/SH 183 interchange: alternative present in this report is to be carried forward into the NEPA process for evaluation with the TxDOT plan. Other alternatives are to be developed and evaluated as well.

Aesthetic/Architectural

- Trinity River Bridge should have a maximum span with minimal piers to preserve the attractive river park and trail system.
- Provide buffers and berms with naturalized reforested areas along the sides of the parkway to provide a scenic corridor to protect neighborhoods.

NORTH SECTION RECOMMENDATION

Design

- Alternative A-1, R-1 is to be carried forward into the NEPA process. The "Modified Design" would also be included in the NEPA process.
- Maintain the "Modified Design" south of the Rosedale Bridges to Hulen Street.

Aesthetic/Architectural Issues

- Impact of three major parallel roadways should be reduced by extensive plantings, berms, and attractive retaining walls. Specific attention should be paid the "tunnel effect" along the Trinity River and University Drive.

Mainline Toll Plaza and Ramp Toll Plazas

- Widen median and plant raised berms with evergreens and flowering trees to reduce impact of expansive paved area
- Architectural of buildings should reflect character of local buildings. Care must be taken to break up scale of structures

Environmental

- Mitigate Forest Park garbage dump. Consistent with Texas environmental requirements, for the realignment of Forest Park Blvd.

This report and the recommendations cited here represent a "balanced" perspective for the design of the Southwest Parkway. While the Southwest Parkway is a vital transportation element for Fort Worth, the design as envisioned here not only maintains the safe and efficient transportation integrity of the system but also does so in harmony with the environment and community values.

Exhibit B

Streams and Valleys, Inc.

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Adelaide B. Leavens

January 28, 2003

Mayor Kenneth Barr
Mr. Gary Jackson
City of Fort Worth
1000 Throckmorton
Fort Worth, TX 76102

Dear Mayor Barr & Mr. Jackson:

Streams & Valleys has continued to work closely with the City of Fort Worth staff and the City's Consultant Prime Strategies in order to ensure that the impact on the Trinity River Corridor from the proposed Southwest Parkway can be completely mitigated.

With the publication of the Draft Environmental Impact Statement (DEIS) on January 10, 2003, it is clear that the Texas Department of Transportation (TXDOT) has failed to fully consider the impacts of SH 121 T on the river corridor and its associated recreational and transportation-related amenities. The DEIS states that the river corridor will not be permanently affected. The DEIS is deficient in that it only acknowledges a singular negative impact which is the temporary closure of the trail during the construction process. It goes further to state that:

> "Elevated bridge structures would cross the river and would not affect the existing facilities. Site investigation of the proposed route corridor and coordination of information with applicable public agencies indicate that the route would not permanently impact any existing public park or recreation area."

This statement in the DEIS shows a clear lack of understanding by TXDOT of the value of the Trinity River Corridor and an incomplete site investigation and a lack of coordination with affected public agencies.

The purpose of this letter is to reiterate the concerns of Streams & Valleys, Inc. that the intrusion of the SH 121T on the River does, in fact, have long term permanent negative impacts on the river corridor and associated open space and amenities. These impacts include:

1. The Bridges spanning the river :
   - 1.1. cause the loss of the view to the sky and the subsequent loss of natural light along the trail. This loss of light will
   - 1.2. cause a loss of vegetation along the banks and within the river,
   - 1.3. cause the extension of the tunnel like quality experienced by the bicyclist, walker, runner and casual trail user. The darkness created by decking the River in this area totally diminishes the quality of experience of the trail and open space user.
   - 1.4. near I-30 expands the coverage area of the River to approximately ¼ of a mile. This area below SH121 T will receive little rainfall and will be susceptible to the additional concentrated drainage run off from SH 121 T. This is likely to cause erosion and destabilization of the banks of the river in this area.
     - 1.4.1. The run-off is also likely to contain hydrocarbons and derivatives, which will increase the pollution in the river and diminish water quality.
   - 1.5. and the associated daily volumes of traffic will cause exhaust emissions that will further diminish the air quality.

Streams and Valleys, Inc.

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2. The addition of bridge support structures within the adjacent greenspace will cause the interruption of trail continuity.
3. The addition of the spans for the Bridge also creates additional visual barriers at both locations that precludes views to and from the river. This limits the users and neighbors from understanding the legibility of the trail and river corridor.

The DEIS also fails to identify alternate modes of transportation as they may relate to minimizing future congestion on 121T.

To mitigate the areas of impact caused by the Southwest Parkway, the following design elements must be in the final schematic plans approved by the Texas Department of Transportation, North Texas Tollway Authority and the City of Fort Worth:

- Provide lighting and painting under new and existing bridges to offset the loss of natural light caused by adding the bridge structure in an area where there is currently no overhead structure.
- Trailheads and parking to encourage multiple modes of transportation and lengthen the life of the proposed parkway. This will limit congestion on the parkway and preserve capacity of the roadway over the long term.
- Provide trail continuity and looped trails to insure accessibility to the parks, open space and neighborhoods. These additions will reduce the number of local trips on the Parkway.
- These bridges also afford the opportunity to provide integrated pedestrian and bicycle crossings as alternative modes of transportation.
- Provide enhanced pedestrian access including trails and bridges linking neighborhoods, businesses and opens spaces to the cultural district the river parks.
- Insure that a view of the river corridor from the bridges is provided. Enhanced visibility of the River from the bridges will increase awareness of the legibility, value and character of the Clear Fork of the Trinity River.
- Splitting bridge spans separating east and west bound traffic lanes will minimize the visual impact of a multi-lane bridge on the River Corridor and allow natural light to penetrate to the River level between the bridges.
- The two river crossings also afford the opportunity to place signature landmark crossings, which mark, acknowledge and celebrate the Trinity River in Fort Worth and help road and river users orient themselves in the City.
- Enhanced landscaping of the area of the two roadway river crossings and existing railroad bridge embankments at University Drive will serve to soften the impact of the necessary superstructure of the 121T bridges and will also serve to remove particulate and other forms of air pollution from the air.
- Open Railings to allow views to and from the River.

Streams & Valleys believes that these critical components should be included as integral costs to mitigate the impact of the roadway project on the River Corridor. These costs should be included in the base funding provided by TxDOT and NTTA and matched by local City funding. These components are crucial to the basic success of the 121T project and are not elements that can be delayed to future enhancement plans for the project.

Streams and Valleys, Inc.

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The preservation of open spaces along the river corridor, the linkage to neighborhoods, the improvements to the trail amenities and maintaining the integrity of the view corridor provided by the River encompass the key elements within our recently completed master plan, the Trinity River Vision. This plan reflects the values of all previously adopted plans for the River Corridor. City officials and the public have overwhelmingly endorsed these plans as we have moved forward with our inclusive community process. It is our sincere hope that this support from the City continues through the design and construction of the Southwest Parkway.

The attached document provides a range of preliminary costs for the needed design mitigation components as outlined above. We have been assured in previous meetings with TxDOT and NTTA that bridge designs allowing for open railings, supports outside of the riverbanks, and splitting of bridge spans can be accommodated with no additional costs to the sponsoring agencies.

We respectfully request that the City ensure that these impacts be formally stated in the public record so as to be identified in the Final Environmental Impact Statement. We also request to be included in the approval process of the schematic designs for the Southwest Parkway as it crosses the river. It is also our desire to see that the necessary design elements will be incorporated into the final schematic plans for the Southwest Parkway and that the needed funding will be incorporated into the cost of the project.

We appreciate your past and continued support of the Streams and Valleys, Inc. and the Trinity River. We are confidant that the spirit of partnership, commitment to quality and the thirty years of cooperation between the City, Tarrant Regional Water District and Streams and Valleys, Inc will serve as the foundation for the construction of an outstanding parkway.

Sincerely,

Tom Purvis, III
Chairman
Streams & Valleys

Elaine Petrus
Co-Chairman
Trinity River Vision

Steve Berry
Co-Chairman
Trinity River Vision

Enclosures

cc: North Texas Tollway Authority
Tarrant Regional Water District
Prime Strategies

SH 121T - River and Trail Improvements
January 28, 2003
Projected Costs

University Drive	
100 Class I Trail Head with user amenities, space for 100 vehicles	$250,000
Pedestrian Bridge across river for looped trail and neighborhood access	$100,000
Riverbank Stabilization and Development *(2000 lineal ft @ $300/lineal ft)*	$60,000
Trail Lighting *(to provide for security and aesthetics)*	$40,000
Paving and Landscaping	$50,000
Trail *(apprx 1mile in length including replacement of existing trail, looped trail, neighborhood connections)*	$450,000 – 1,000,000
Planning & Design	25%
Contingency	25%
Total Estimated Cost	***$1,500,000 - $2,300,000***

121 Crossing Near Bryant-Irvin	
Lighting	$20,000
Trail Construction	$250,000
Riverbanks (gabion mats)	$300,000 - 400,000
Landscape Enhancements	$50,000
Pedestrian Bridge	$100,000
Planning & Design	25%
Contingency	25%
Total Estimated Cost	***$1,100,000 - $1,300,000***

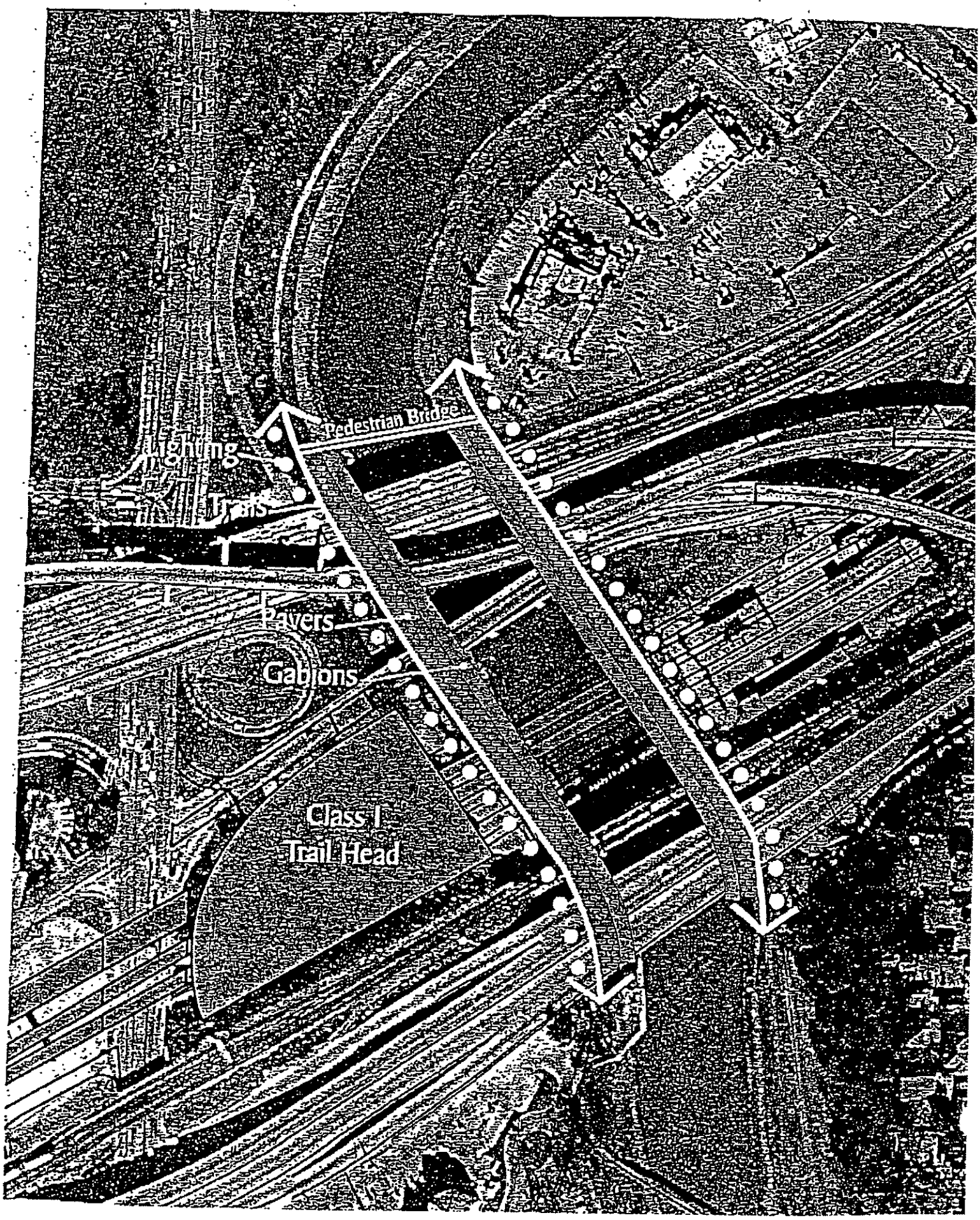
Note: If service roads are part of Parkway design - Class II trail [illegible]

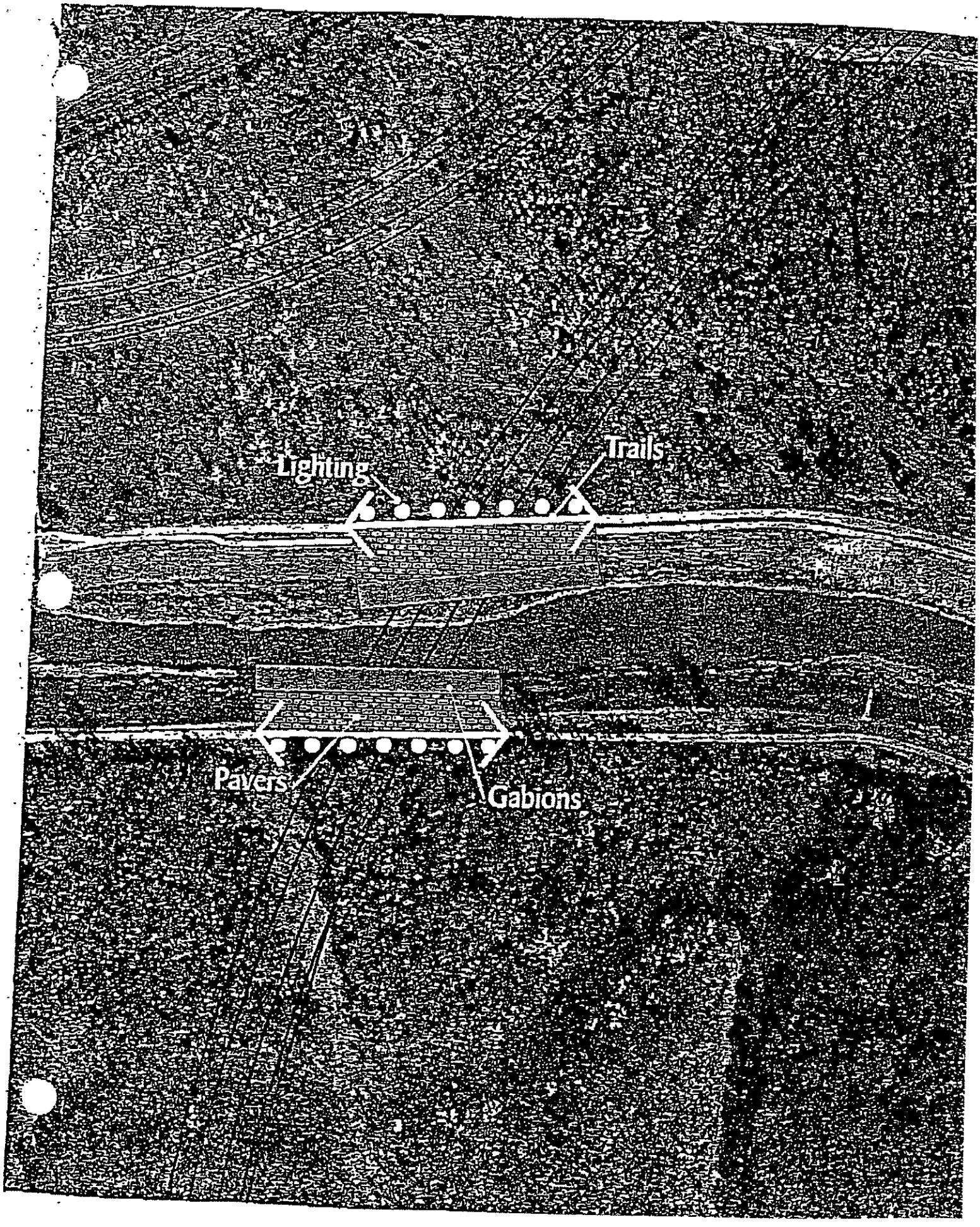
SH 121T - River and Trail Improvements
January 28, 2003
Projected Costs

Stonegate Crossing	
Lighting	$10,000
Trail Construction	$150,000
Riverbanks (gabion mats)	$150,000 - 200,000
Class II Trail Head	$100,000
Planning & Design	25%
Contingency	25%
Total Estimated Cost	*$640,000 – 720,000*

The Stonegate Drive bridge is to be constructed to accommodate pedestrian crossing as stated in Trinity River Vision

Total cost estimate for river and trail improvements: **$3,240,000 - $4,320,000**


Pedestrian Bridge
Lighting
Trails
Pavers
Gabions
Class I
Trail Head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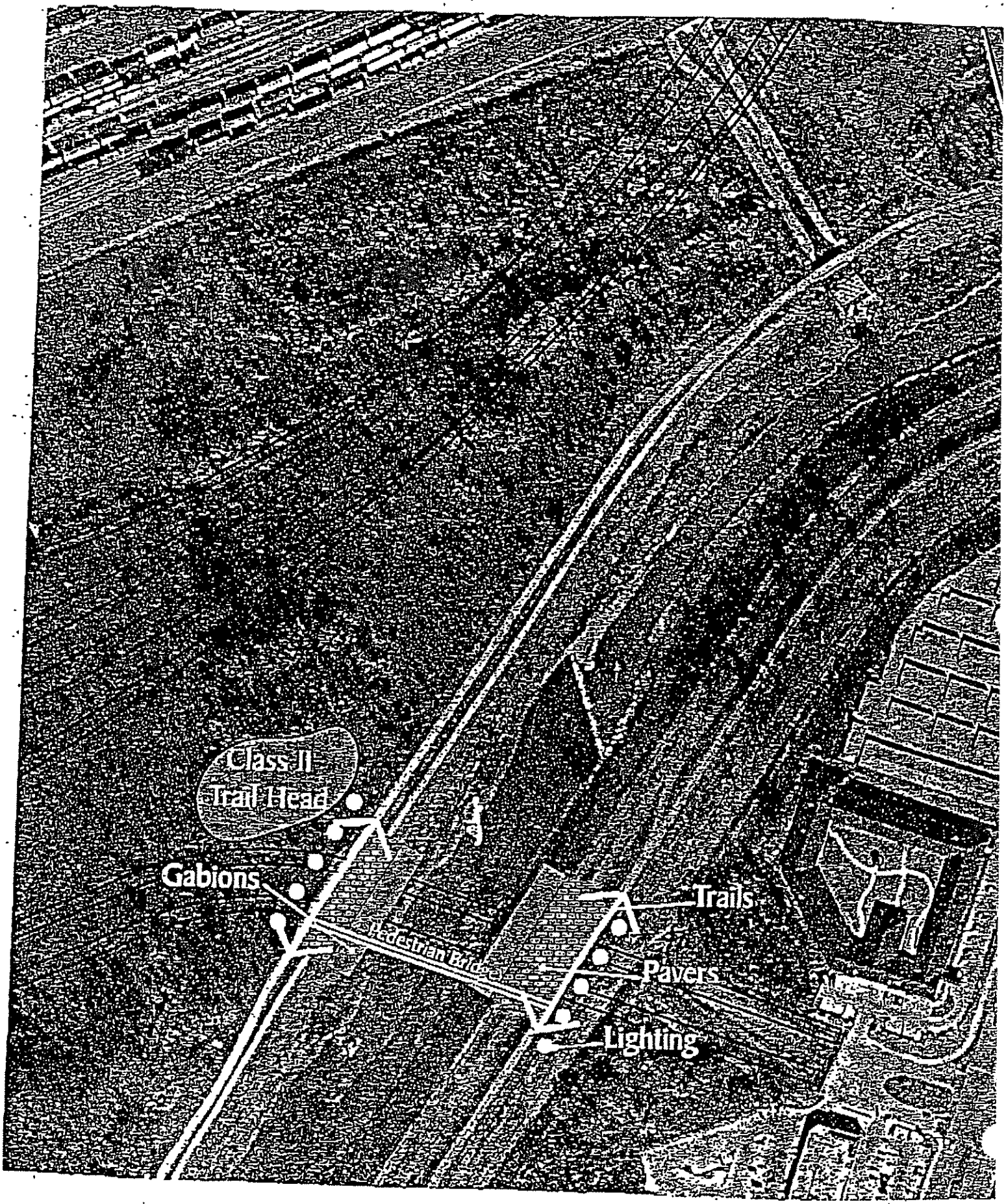
Class II
Trail Head
Gabions
Trails
Pedestrian Bridge
Pavers
Lighting

EXHIBIT D

Texas Department of Transportation

P.O. BOX 6868 • FORT WORTH, TEXAS 76115-0868 • (817) 370-6500

February 18, 2003

The Honorable Kenneth Barr
Mayor, City of Fort Worth
1000 Throckmorton Street
Fort Worth, Texas 76102

Dear Mayor Barr:

The Fort Worth District of the Texas Department of Transportation (TxDOT) appreciates the opportunity to comment and offer our response to the request that you received from Streams and Valleys, Inc.

Based on the studies to date, we believe that the SH 121T project will not result in adverse environmental impact on the river corridor and associated amenities. However, we are not yet through with the environmental review and public involvement process for this project. As you are aware, we have released the Draft Environmental Impact Statement (DEIS) for public review and comment and we have scheduled a Public Hearing. I encourage and welcome the participation and input of Streams and Valleys, Inc.

I would like to point out that as part of our environmental impact studies for this project, we were sensitive to the project's surrounding environment and considered its context and physical location during this stage of planning the project. I am aware and agree that this project has the potential to affect the setting of this corridor if not designed in keeping with the vision of the Trinity River Corridor.

Many of the design elements as described in Streams and Valleys, Inc. letter are design concepts which I am firmly committed to assessing and incorporating into the final design of the project. I intend to work with the community to incorporate these and other detail design concepts once a preferred alternative has been selected.

During the final design phase, it is the details associated with the project that are often most important to the community.

TxDOT has in previous meetings not only assured that bridge designs allowing for open railings, supports outside of the riverbanks and splitting of bridge spans can be accommodated, but that safety lighting, enhanced landscaping of the area and river embankments can and should also be included.

I look forward to working with the Tarrant Regional Water District (TRWD) to design and provide for access and connectivity to the existing trail system. I also anticipate extensive coordination with TRWD in designing and determining the limits of whatever appropriate riverbank protection is deemed warranted.

I believe that should the project receive environmental clearance, that the design elements that have been discussed in this letter are a very important and integral part of a successful transportation project.

I anticipate the support, cooperation and partnership of the City of Fort Worth, TRWD and Streams and Valleys, Inc. in developing a transportation project that will complement the Trinity River Corridor.

We look forward to hearing of these and many other issues at the Public Hearing for the DEIS of SH 121T on February 25, 2003.

If you should have any questions concerning this matter, please contact this office at (817) 370-6511.

Sincerely,

Maribel P. Chavez

Maribel P. Chavez, P.E.
District Engineer
Fort Worth District

cc: Jerry Hiebert, Executive Director, NTTA
Jim Oliver, General Manager, TRWD
Michael Morris, N.C.T.C.O.G.
Bryan Beck, SH 121-T Project Manager, City of Fort Worth
Randy Bowers, SH 121T Project Manager, TxDOT

Exhibit C

FORT WORTH

February 12, 2003

Mr. Tom Purvis, III
Ms. Elaine Petrus
Mr. Steve Berry
Ms. Adelaide Leavens
Streams & Valleys, Inc.
P.O. Box 101373
Fort Worth, Texas 76185

Dear Tom, Elaine, Steve and Adelaide:

We truly appreciate your ongoing commitment to Fort Worth and the Trinity River. No doubt, the partnership among the City, Streams & Valleys and the Tarrant Regional Water District has made our community a much better place.

We thank you for your recent efforts working with your consultant, Gideon Toal; our consultant, Prime Strategies; and City Staff to develop a program for the SH-121T river crossing in the context of the Trinity River Vision Master Plan. The specific program elements put together by Gideon Toal, which you presented at our meeting on January 28, are reasonable and needed for the success of both SH-121T and the Trinity River Vision.

In moving this issue forward, we are also appreciative of TxDOT and NTTA for their willingness to work cooperatively with you. Likewise, we are appreciative of your cooperative spirit and willingness to be flexible in terms of working with the City, NTTA and TxDOT to realize the program. We clearly understand your need for assurances from the SH-121T partners, given the importance of the Trinity River to all of us.

We wish to encourage a continuation of the creative dialogue at our last meeting. We were intrigued by the notion that the tollway partners might consider entering into an agreement with the Tarrant Regional Water District so that it may undertake some of the work on behalf of the SH-121T partners in light of the Water District's role as the fee owner and manager of the Trinity River. Regardless of the specific delineation of responsibility, cost and the eventual engineering/architectural details, we are committed to realizing the program set forth in your letter presented to us January 28.

Since our last meeting, City Staff and Prime Strategies have been discussing the proposed program with NTTA and TxDOT. In that regard, Maribel Chavez's comments at the PDT/CAC meeting February 3, 2003, were positive and clear in terms of TxDOT's commitment to the program elements set forth in your January 28 letter.

Based on the positive discussions with our partners and Ms. Chavez's refreshing comments, the City Manager and I will recommend to the rest of the City Council that the City commit an appropriate level of funds to realize the program elements delineated in your letter. That commitment will be based on that which is necessary to complement the investment of NTTA and TxDOT. Because these program elements are integral to offset the impact of the roadway project on the Trinity River Corridor, these costs shall be included in base funding and construction.

The City's commitment will be incorporated into the anticipated City Council resolution for adoption of the City's Locally Preferred Alternative (LPA). The recommended LPA will also include a statement to the effect that, because the City is a full partner in the funding and development of SH-121T, the City will be working with the other SH-121T partners throughout the design process so that the goals of the Trinity River program are included in the context of the City's eventual required approval of the schematic design for SH-121T. To that end, the City commits to include Streams and Valleys and the Tarrant Regional Water District in the City of Fort Worth's final schematic design review process.

Again, thank you for your vision and efforts on behalf of our community.

Sincerely,

Kenneth Barr

cc: Fort Worth City Councilmembers
Maribel Chavez, P.E., District Engineer, TxDOT
Randy Bowers, P.E., TxDOT
Jerry Hiebert, Executive Director, NTTA
Katherine Nees, P.E., Deputy Executive Director, NTTA
Daryl Thompson, P.E., Carter Burgess
James Oliver, General Manager, Tarrant Regional Water District
Michael Morris, P.E., N.C.T.C.O.G.
Gary Jackson, City Manager, City of Fort Worth
Marc Ott, Assistant City Manager, City of Fort Worth
Robert Goode, P.E., Director, T/PW, City of Fort Worth
Richard Zavala, Director, PACS, City of Fort Worth
Doug Rademaker, P.E., Director, DOE, City of Ft. Worth
Bryan Beck, P.E., 121-T Project Manager, City of Ft. Worth
Mike Weaver, Prime Strategies, Inc.
Scott Polikov, Prime Strategies, Inc.

Post-It® Fax Note 7671	Date 4-7-04	# of pages ▸ 2
To Toni Dunagan	From Robert Hall	
Co./Dept.	Co. TxDot	
Phone #	Phone # 817-370-6755	
Fax # 214-638-5632	Fax #	

TEXAS PARKS & WILDLIFE

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EXECUTIVE DIRECTOR

March 24, 2004

Charles L. Conrad, P.E.
Director of Transportation
Planning and Development
Texas Department of Transportation
P.O. Box 6868
Fort Worth, TX 76115-0868

RE: Cumulative Impact Assessment, proposed State Highway 121, Tarrant County

Dear Mr. Conrad:

Texas Parks and Wildlife Department (TPWD) received your letter regarding the Cumulative Impact Assessment for proposed State Highway 121. That correspondence contained only a map and a request for information, giving a 10-day response timeframe.

Texas Department of Transportation (TxDOT) has a Memorandum of Understanding (MOU) with TPWD regarding environmental review of transportation projects in Texas. That MOU has specific guidance as to how projects will be coordinated, timeframes and information that is required for coordination of these projects. In the MOU, TPWD has a minimum of 45 days to review TxDOT projects. If a request for additional information is made to TxDOT, TPWD has an additional 30 days to review the information, once it is provided by TxDOT. Therefore the 10-day response time is outside what has been agreed upon by both agencies within the MOU. In addition to reviewing TxDOT projects TPWD receives more than 100 projects per month to review and has a minimum 30-45 day time period to review and comment on those projects.

The MOU requires that all TxDOT transportation projects be coordinated through the point of contact, which is the Wildlife Habitat Assessment Program. To send the letter to other contacts within the agency can considerably slow down the response time. In the future, please send all correspondence regarding environmental review for transportation projects to Kathy Boydston, Program Coordinator for the Wildlife Habitat Assessment Program. This will ensure that your project is received and reviewed in the process set forth in the MOU and will not circumvent other project proponents who have submitted their projects according to the established process and are waiting for a response.

A quick review of the letter revealed there is not adequate information for the project to be reviewed since much of the information requested is the type of

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• ■ •

Visit a state park or historic site

information that should be provided by TxDOT under the MOU to TPWD. Because the project is located in Tarrant County, it would have to be sent to a biologist near that area to evaluate, which is not possible in a 10-day timeframe, particularly with the other projects requiring review.

If you have any questions, please feel free to contact Kathy Boydston of my staff at 512 389-4638.

Sincerely,

Robert L. Cook
Executive Director

RLC:KB:dg

DIST 02 FT. WORT.
TXDOT MAILROOM
MAY 05 2003

United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240

ER-03/117

MAY 1 2003

Ms. Maribel Chavez, P.E.
District Engineer
Texas Department of Transportation
2501 Southwest Loop
Fort Worth, Texas 76133

Dear Ms. Chavez:

Thank you for the opportunity to review the Draft Environmental Impact Statement (DEIS) for State Highway 121, from Interstate Highway 30 to FM 1187, Tarrant County, Texas. The Department of the Interior (Department) has reviewed the document, and provides the following comments.

FISH AND WILDLIFE COORDINATION ACT COMMENTS

General Comments

Our Fish and Wildlife Service (FWS) provided concurrence with the "not likely to adversely affect" determination included with the Biological Assessment in a letter dated June 12, 2002, (Consultation #2-12-02-I-431). The Department believes that the DEIS adequately describes the study area and estimates the direct environmental impacts of the alternatives considered. However, the DEIS does not adequately evaluate the proposed action's secondary and cumulative impacts to fish and wildlife resources. The "Secondary and Cumulative Project Impacts" section provides a brief statement referring to the loss of jurisdictional waters, wildlife habitat, and impacts to air and water quality addressed in previous sections. Most of the impacts discussed in the previous sections are directly related to the construction of the proposed highway and do not constitute an assessment of secondary and cumulative impacts.

Secondary impacts should address the potential continued degradation of the existing fish and wildlife resources resulting from increased accessibility in the development area. The description of the ecological resources within the project area provides evidence of displacement of many native biotic communities due to urban and industrial development. Implementation of the proposed action would contribute to the continued decline of the remaining native habitat due to the reasonable expectation of economic growth. These impacts include loss of wildlife habitat, fragmentation of habitat, modification of streams, and increased pollution entering the Trinity River Watershed. To estimate these potential impacts, an evaluation and quantification of the existing habitat would be necessary.

The DEIS does not completely addresses cumulative impacts of the proposed action. Several descriptions of the environmental setting devalue the ecological resources in the proposed project area due to contaminants, development, land use, and other anthropogenic factors that have occurred from past actions. These impacts are the basis for the incremental consequences regarding the proposed action. They should be evaluated with respect to foreseeable future actions. The Department understands that the U.S. Army Corps of Engineers is considering proposals for flood control, ecosystem restoration, and recreational opportunities along the West and Clear Forks of the Trinity River as part of the Upper Trinity River Basin Interim Feasibility Study (Feasibility Study). At least one proposal under consideration involves the construction of a small lake at the historic confluence of the West and Clear Forks downstream of the northern terminus of the proposed SH-121. The proposed lake would have significant impacts to both tributaries of the river, which may be exacerbated by the direct and indirect impacts of the proposed construction of SH-121. Another proposal under consideration for the Feasibility Study involves significant habitat restoration along the West and Clear Forks of the river. The proposed SH-121 may adversely affect the anticipated ecological, flood control, and water quality benefits of the proposed restoration project, if not adequately considered.

Specific Comments

Section V, Trees, Vegetation, and Wildlife Habitat

- As stated in the DEIS, no habitat types requiring consideration for non-regulatory compensatory mitigation as per Provision (4)(A)(ii) of the Memorandum of Agreement (MOA) between the Texas Department of Transportation and Texas Parks and Wildlife Department would be impacted by the proposed action. However, it is noted that the proposed action may impact riparian areas.

- It is our understanding that riparian areas are included as habitat consideration under the MOA. Although the DEIS anticipates that mitigation for potential impacts to riparian areas would be accomplished in compliance with Section 404 of the Clean Water Act, it is likely that the majority of the stream crossings would be authorized by a Nationwide Permit and not require compensation for riparian losses. By definition, riparian areas are "upland" from wetlands and not within the waters of the United States. However, along the Trinity River, potentially threatened riparian areas most likely are within the 100-year floodplain and may fall under Section 404.

- In addition to riparian areas, "habitat features considered to be locally important" is listed as a habitat type for consideration under the MOA. We believe that the DEIS should consider the Clear Fork of the Trinity River under this definition. The West and Clear Forks of the Trinity River are the major water conduits within Tarrant County and a public water source. The water quality of the river is noted as being limited in the DEIS (page IV-19) largely due to contamination from urban runoff. For these reasons, and including the aforementioned Feasibility Study, we recommend special consideration be given to the Clear Fork and its tributaries to prevent the potential for further degradation of the watershed. This consideration should focus on the two proposed crossings of the Clear Fork and the other perennial stream crossings along the alignment. We recommend alternatives at these

crossings be developed that include methods that would improve the overall quality of the river and streams by contributing to the restoration of the natural ecosystem functions these streams provide. Alternatives considered should exclude frontage roads at the Clear Fork crossing north of Bellaire Drive and restoring the degraded riparian corridor to mitigate potential contaminants entering the river via runoff. A discussion of the restoration of the Clear Fork riparian zone would complement the Feasibility Study and provide invaluable benefits to the local community.

Section V, Secondary and Cumulative Project Impacts

- On page V-185, a definition of secondary and cumulative impacts under the National Environmental Policy Act (NEPA) is provided. The second sentence of paragraph two reads "Cumulative effects, which are even less defined, are. . . ." The use of the phrase "which are even less defined" is not appropriate in the DEIS, since there is no prior reference to poor definitions within NEPA and the definition referred to is not empirically known to be insufficient. The publication, *Considering Cumulative Effects Under the National Environmental Policy Act*, from the Council on Environmental Quality should provide guidance on the definition of cumulative effects.

CULTURAL RESOURCES COMMENTS

General Comments

The Department recognizes and appreciates that public and agency involvement was initiated by the Federal Highway Administration (FHWA) and the Texas Department of Transportation with affected parties including various State and local agencies and the general public. We are pleased that many of these agencies and the public, including the State Historic Preservation Officer (SHPO) concur with your findings. We are concerned that the document does not describe coordination with affected Native American tribes. Any affiliated Native American tribes should be contacted to verify whether ethnographic resources exist in the project area, and the results of that coordination should be included in the document.

Our National Park Service (NPS) states that the Affected Environment and the Environmental Consequences chapters for cultural resources are confusing, inconsistent, and somewhat repetitive. For example, some properties discussed in the impact analysis are never mentioned in the Affected Environment chapter (e.g., Site of Wardville and most of the properties listed on pages V-141 through 148). Section headings are different between the two chapters, thus making it difficult to find and compare properties. Some of the information contained in the impact analysis would be more appropriately placed in the Affected Environment chapter. Some information in the impact analysis is already described in the Affected Environment chapter (e.g., the survey methodology and the description of the area of potential effect). We recommend that the organization, consistency, and thoroughness of these chapters be reworked to better facilitate the reader.

The NPS also has concerns similar to the FWS regarding the inclusion of secondary and cumulative impact analyses. The DEIS should analyze direct/indirect, beneficial/adverse, short-term/long-term, and cumulative impacts for all resources.

Specific Comments

- Figures IV-1-4: These figures show a number of parks, recreation areas, and open space areas, including one park that is bisected by Alternatives B and D. The text surrounding these figures does not adequately describe parks or recreation facilities located in the area of potential effect. We recommend that more information be included regarding public parks, recreation areas, open spaces, or trails that are in the area of potential effect and could potentially qualify as Section 4(f) properties.

- Page IV-27, *Results and Section 106*: The third sentence of the first paragraph describes the location of the prehistoric archeological site 41TR170. Information pertaining to archaeological resource site location should be removed so as to protect intact archeological deposits from potential damage or looting. Site-specific information should also be removed from the impact analysis.

  - Also, the fourth sentence of the third paragraph in this section states that only 95 percent of the project area has been surveyed and that the remaining parcels will be surveyed following right-of-way acquisition. Typically, the Department recommends that a total survey of the area of potential effect be conducted prior to reaching a decision. However, given that the remaining parcels appear to be in disturbed areas, and that the Texas Historical Commission concurs with conducting additional surveys following a decision on this project, the Department does not object to proceeding in this manner.

Draft Section 4(f) Evaluation

As currently written, the Section 4(f) Evaluation does not contain sufficient information, the appropriate sections, or proper formatting, as required by the 1987 FHWA Policy Paper for Section 4(f) of the Department of Transportation Act. Following are more specific comments related to these concerns:

- According to the 1987 FHWA Policy Paper, a Section 4(f) Evaluation, if included in an environmental document, must be contained in a separate chapter. To uphold these guidelines, and facilitate the reader, we recommend that the Section 4(f) Evaluation be placed in a separate chapter.

- We are concerned that the Section 4(f) Evaluation does not adequately describe the public parks, recreation areas, or open spaces that may qualify as Section 4(f) resources. The figures in the document illustrate a number of parks and recreation areas in the project area, some of which may be impacted by the project. If these properties qualify as Section 4(f) resources, then they should be described in the Section 4(f) Evaluation along with an analysis of potential impacts to these properties.

- The document does not include a sufficient analysis of the potentially affected historic properties that may qualify as Section 4(f) resources. As described in the impact analysis for cultural resources, many of the alternatives will impact various historic resources that could qualify as Section 4(f) properties. Historic sites and structures such as buildings, bridges, railroads, ditches, etc., that are potentially eligible, determined eligible, or listed on the National Register of Historic Places (NRHP), typically qualify as Section 4(f) properties. Archeological sites that need to be preserved in place (i.e., are NRHP-eligible for reasons other than data potential) qualify as Section 4(f) properties. We recommend that you review the 1987 FHWA Policy Paper to determine which types of properties qualify as Section 4(f) resources, and include all pertinent properties in the Section 4(f) Evaluation.

- The Evaluation does not adequately analyze potential impacts to Section 4(f) properties. Impacts to each Section 4(f) property must be analyzed for each alternative carried forward, including a detailed analysis of the location, context, duration, and intensity of the impact. Further, impacts described in the Evaluation should use the appropriate Section 4(f) terminology for impacts, "use" and "constructive use."

- Avoidance alternatives have not been addressed. In order to demonstrate that there is no feasible and prudent alternative to the use of Section 4(f) properties, the Evaluation must address location alternatives and design shifts that avoid the use of that land.

- The Section 4(f) statute states that the project must include all possible planning to minimize harm to Section 4(f) resources. Mitigation measures need to be disclosed in the Section 4(f) Evaluation.

- Please include information regarding whether or not there are Section 6(f) resources in the project area.

We are concerned that the Section 4(f) Evaluation does not demonstrate a clear understanding of the Section 4(f) statute. Without the proper elements or sufficient information contained in the Section 4(f) Evaluation, we cannot concur with your findings. We recommend that the Section 4(f) Evaluation be reanalyzed and reformatted according to the 1987 FHWA Policy Paper. If that occurs, we will be happy to provide an additional review for concurrence.

Again, we appreciate the opportunity to provide comments on the Draft EIS. Please address any FWS questions or comments to Mr. Omar Bocanegra of the Arlington Ecological Services Field Office at (817) 277-1100, and any NPS questions or comments to Ms. Cheryl Eckhardt of the Intermountain Region at (303) 969-2851.

Sincerely,

Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

6 October 2004

SECTION 106: coordination of revised design
FTW Tarrant County
CSJ# 0504-02-008

SH 121T from IH 30 to FM 1187

F. Lawerence Oaks
State Historic Preservation Officer
Texas Historical Commission
Austin, Texas 78711

Dear Mr. Oaks:

In accordance with the provisions of our Statewide Programmatic Agreement for Cultural Resources, we are continuing coordination with your agency regarding potential effects on historic properties within this project's APE (area of potential effect). This federally funded project will construct a new transportation facility between southwest Fort Worth and the downtown area.

As a result of feedback during the public hearing process, project engineers refined the previously coordinated designs by combining elements of Alternatives A and C into a new Alternative C/A that addresses design safety and operational concerns. These changes occur primarily west of University Drive, outside the area of potential effect of the previously coordinated historic properties.

At the IH 30 interchange, Alternative C/A contains essentially the same movements as Alternatives A and C, with approximately the same ROW footprint as Alternative C. Elevations of the various ramps are very similar, and ramping generally occurs in the same locations proposed earlier (see attached exhibits). The proposed design changes are focused on segments beyond the Hulen Street toll plaza, well to the west of the previously coordinated historic properties.

These proposed design changes do not bring the facility closer to the historic properties, nor do they introduce new indirect effects of traffic, noise or light pollution. As requested in your agency's correspondence dated August 9, 2002, this design alternative was developed in response to public input rendered during the ongoing NEPA process. We therefore reaffirm that this project poses ***no adverse effect*** to historic properties and request your concurrence with this determination.

Please acknowledge your receipt of this correspondence and return a signed copy of this letter for our files within 15 days. If you need further information, please call me at (512) 416-2555.

Sincerely,

Ryan Fennell

Ryan Fennell
Historic Preservation Planner
Environmental Affairs Division

CONCUR: NO ADVERSE EFFECT TO HISTORIC PROPERTIES	
NAME: _____ State Historic Preservation Officer	DATE: 10-20-04

attachments

APPENDIX G

CITY OF FORT WORTH PROJECT DEVELOPMENT TEAM RECOMMENDATIONS

Exhibit A

Project Development Team
Transportation Design Study Report
January 2001

Summary and Recommendations

The four-month study, integrated with the public participation process and based on the Project Development Team (PDT) and general public comments, has resulted in a clear vision for the Southwest Parkway. The detailed by the North Texas Tollway Authority (NTTA) and the Texas Department of Transportation (TxDOT) have been modified slightly, yet significantly, to develop a "park like" road consistent with the Peer Review Team's Recommendations and the PDT's Mission statement and the Project Goal and Guiding Principle. The Project Development Team has endorsed the following recommendations:

CORRIDOR RECOMENTATION

DESIGN

- Lower, recess, or depress the Southwest Parkway as feasible and practical
- The design speed should be 60 mph from the CBD to Altamesa Boulevard. The posted speed should be 55 mph.
- Develop "3D" perspectives of the NEPA process selected designs for the Forest Park Boulevard and IH-20 interchanges and other design elements as necessary for better public comprehension and design refinement.

Environmental

- Noise pollution should be minimized by lowering the parkway and building sound walls where required by TxDOT standards. Seek other funding sources where TxDOT requirements are not met.
- Require new development to berm and use walls compatible with NTTA and TxDOT designs.
- Light pollution is to mitigated by use of cut-off fixtures and height of fixtures

- Filtration of water run-off from the parkway should be done in grass swales and detention ponds.

Architectural

- Bridge design should include cast limestone walls, attractive box beams, and decorative light fixtures.

- Retaining walls and sound walls should be cast limestone with a concrete cap. Height of retaining walls should be minimized by using two shorter walls with landscaping in between to soften impact. Consistency should be maintained along the parkway.

Signage

- Billboards will not be allowed along the parkway

- Existing signage ordinance should be reviewed to make sure height and size of signs do not product visual clutter.

Land Use

- Review of proposed land use in areas along parkway should consider minimizing impact on residential areas.

- Frontage roads should not be allowed except in the areas adjacent to the IH-20 and IH-30 interchanges.

- Require developers to provide landscaping buffers and noise mitigation compatible with the aesthetic and architecture of the Southwest Parkway.

Pedestrian Friendly

- All roadways that cross the Southwest Parkway should include attractive pedestrian walkways that link commercial areas, parks, school, and neighborhoods.

SOUTH SECTION RECOMMENDATIONS

Design

- Vary the median up to 100' (maximum of 50' of additional right of way)

    - Between Stonegate Boulevard and Bellaire Drive South and over the Trinity River.

    - Between Overton Ridge Boulevard and Altamesa Boulevard.

- "Split" profile, as appropriate, to take advantage of landform between Overton Ridge and Dutch Branch.

- Stonegate Boulevard interchange: Southwest Parkway at-grade and Stonegate over.
    - Bellaire Drive is to pass over the Southwest Parkway with the Parkway at-grade or close to grade.

    - The Bellaire Drive interchange is deleted from the plan for the Southwest parkway

- Overton Ridge Boulevard, to be considered as an alternative in the NEPA process: Southwest Parkway over and lower existing Overton Ridge approximately eight feet (8'0). This requires:

    - Rearrangement of access to developed properties adjacent to the interchange

    - Maintenance of traffic costs and issues during reconstruction; and

    - Increase in overall construction costs.

- Oakbend Trail: Southwest Parkway at grade or depressed and Oakbend over

- Oakmont Boulevard: Southwest Parkway depressed and Oakmont over.

- Dutch Branch: lower Dutch Branch 6' to 8' and take Southwest Parkway over. This requires:

    - Reconstruction of Dutch Branch and associated traffic and maintenance costs, and;

    - Additional drainage costs and easement from adjacent property owners.

- Major reconstruction of Altamesa Boulevard/Dirks Road and associated maintenance of traffic costs.

- Southwest Parkway/IH-20/SH 183 interchange: alternative present in this report is to be carried forward into the NEPA process for evaluation with the TxDOT plan. Other alternatives are to be developed and evaluated as well.

Aesthetic/Architectural

- Trinity River Bridge should have a maximum span with minimal piers to preserve the attractive river park and trail system.

- Provide buffers and berms with naturalized reforested areas along the sides of the parkway to provide a scenic corridor to protect neighborhoods.

NORTH SECTION RECOMMENDATION

Design

- Alternative A-1, R-1 is to be carried forward into the NEPA process. The "Modified Design" would also be included in the NEPA process.

- Maintain the "Modified Design" south of the Rosedale Bridges to Hulen Street.

Aesthetic/Architectural Issues

- Impact of three major parallel roadways should be reduced by extensive plantings, berms, and attractive retaining walls. Specific attention should be paid the "tunnel effect" along the Trinity River and University Drive.

Mainline Toll Plaza and Ramp Toll Plazas

- Widen median and plant raised berms with evergreens and flowering trees to reduce impact of expansive paved area

- Architectural of buildings should reflect character of local buildings. Care must be taken to break up scale of structures

Environmental

- Mitigate Forest Park garbage dump. Consistent with Texas environmental requirements, for the realignment of Forest Park Blvd.

This report and the recommendations cited here represent a "balanced" perspective for the design of the Southwest Parkway. While the Southwest Parkway is a vital transportation element for Fort Worth, the design as envisioned here not only maintains the safe and efficient transportation integrity of the system but also does so in harmony with the environment and community values.

APPENDIX H

ACRONYMS, DEFINITIONS AND ABBREVIATIONS

LIST OF ACRONYMS, ABBREVIATIONS AND DEFINITIONS

AADT	**Annual Average Daily Traffic**
AASHTO	**American Association of State Highway and Transportation Officials**
ac	**Acre**
ACHP	**Advisory Council on Historic Preservation**
ADT	**Average Daily Traffic**
APE	**Area of Potential Effect**
APTS	**Advanced Public Transportation System**
ATIS	**Advanced Traveler Information System**
ATM	**Advanced Transportation Management**
ATMS	**Advanced Traffic Management System**
BA	**Biological Assessment**
BMP	**Best Management Practices**
ca	**Circa**
CAA	**Clean Air Act**
CAAA	**Clean Air Act Amendments**
CAC	**Citizen's Advisory Committee**
CAG	**Citizen's Advisory Group**
CALINE3	**California Line Source Model**
CBD	**Central Business District**
CEQ	**Council on Environmental Quality**
CERCLA	**Comprehensive Environmental Response, Compensation and Liability Act**

CFR	**Code of Federal Regulations**
CMAQ	**Congestion Mitigation and Air Quality Improvement Program**
CMS	**Congestion Management Systems**
CMSA	**Consolidated Metropolitan Statistical Area**
CO	**Carbon Monoxide**
CSD	**Context Sensitive Design**
CWA	**Clean Water Act**
DART	**Dallas Area Rapid Transit**
dB	**Decibels**
dbh	**Diameter at breast height**
DEIS	**Draft Environmental Impact Statement**
DFW	**Dallas/Fort Worth**
DHHS	**Department of Health and Human Services**
DOT	**Department of Transportation**
EA	**Environmental Assessment**
EIS	**Environmental Impact Statement**
EJ	**Environmental Justice**
ENV	**Texas Department of Transportation, Environmental Affairs Division**
EO	**Executive Order**
EPA	**United States Environmental Protection Agency**
ETC	**Estimated Time of Construction Completion**
ETJ	**Extraterritorial Jurisdiction**

ETR	**Employer Trip Reduction**
FDIC	**Federal Deposit Insurance Corporation**
FEIS	**Final Environmental Impact Statement**
FEMA	**Federal Emergency Management Agency**
FHWA	**Federal Highway Administration**
FINDS	**Facility Index System**
FM	**Farm-to-Market Road**
FPPA	**Farmland Protection Policy Act**
ft	**Feet**
FTA	**Federal Transit Administration**
FWBG	**Fort Worth Botanic Garden**
FWS	**United States Department of Interior, Fish and Wildlife Services**
FWTA	**Fort Worth Transit Authority**
FWWRR	**Fort Worth and Western Railroad**
GIS	**Geographic Information Systems**
hazmat	**Hazardous Material**
HOV	**High Occupancy Vehicle**
HUD	**United States Department of Housing and Urban Development**
I/M	**Inspection/Maintenance**
IH	**Interstate Highway**
in	**Inches**
IP	**Individual Permit**

ISTEA	**Intermodal Surface Transportation Efficiency Act**
ITS	**Intelligent Transportation Systems**
LEP	**Limited English Proficiency**
Leq	**Equivalent, steady-state sound level**
LeqHr	**Leq established over a one-hour period**
LOS	**Level of Service**
LPST	**Leaking Petroleum Storage Tank**
MBTA	**Migratory Bird Treaty Act**
mi	**Miles**
MIS	**Major Investment Study**
MITS	**Mobility Impaired Transportation Service**
MO	**Minute Order**
MOU	**Memorandum of Understanding**
MPO	**Metropolitan Planning Organization**
MS4	**Municipal Separate Storm Sewer System**
MSAT	**Mobile Source Air Toxics**
MTP	**Metropolitan Transportation Plan**
NAAQS	**National Ambient Air Quality Standards**
NAC	**Noise Abatement Criteria**
NAGPRA	**Native American Graves Protection and Repatriation Act**
NCTCOG	**North Central Texas Council of Governments**
NEPA	**National Environmental Policy Act**

NHPA	**National Historic Preservation Act**
NOI	**Notice of Intent**
NO_x	**Nitrogen Oxides**
NPDES	**National Pollution Discharge Elimination System**
NRCS	**Natural Resource Conservation Service**
NRHP	**National Register of Historic Places**
NTTA	**North Texas Tollway Authority**
NWI	**National Wetlands Inventory**
NWP	**Nationwide Permit**
O_3	**Ground Level Ozone**
PA	**Programmatic Agreement**
Pb	**Lead**
PCN	**Preconstruction Notification**
PDP	**Project Development Plan**
PDT	**Project Development Team**
PM	**Particulate Matter**
PMSA	**Fort Worth Primary Metropolitan Statistical Area**
ppb	**Parts Per Billion**
ppm	**Parts Per Million**
PRT	**Peer Review Team**
PS&E	**Plans, Specifications and Estimates**
PSC	**Project Study Corridor**

PST	**Petroleum Storage Tank**
PUBFh	**Palustrine, Unconsolidated Bottoms, Semi-permanently Flooded, Dike Impoundments**
PUBHh	**Palustrine, Unconsolidated Bottoms, Permanently Flooded, Dike Impoundments**
R2UBHx	**Riverine, Unconsolidated Bottoms, Permanently Flooded, excavated**
RCRA	**Resource Conservation Recovery Act**
RCRIS	**Resource Conservation and Recovery Act Information System**
ROE	**Right of Entry**
ROW	**Right-of-Way**
RTC	**Regional Transportation Council**
SAL	**State Archeological Landmarks**
SCEA	**Secondary and Cumulative Effects Analysis**
SH	**State Highway**
SIP	**State Implementation Plan**
SO_2	**Sulfur Dioxide**
SOV	**Single Occupancy Vehicle**
STIP	**State Transportation Improvement Plan**
SW3P	**Storm Water Pollution Prevention Plan**
TAC	**Texas Administrative Code**
TARL	**Texas Archeological Research Laboratory**
TCM	**Transportation Control Measures**

TCU	**Texas Christian University**
TDA	**Texas Department of Agriculture**
TDH	**Texas Department of Health**
TDM	**Travel Demand Management**
TEA-21	**Transportation Equity Act for the 21st Century**
THC	**Texas Historical Commission**
THL	**Texas Historical Landmarks**
THM	**Texas Historical Marker**
TIP	**Transportation Improvement Plan**
TMA	**Transportation Management Association**
TORP	**Texas Outdoor Recreation Plan**
TPDES	**Texas Pollutant Discharge Elimination System**
TPWD	**Texas Parks and Wildlife Department**
TCEQ	**Texas Commission on Environmental Quality**
TRE	**Trinity Railway Express**
TRWD	**Tarrant Regional Water District**
TSM	**Transportation Systems Management**
TSS	**Total Suspended Solids**
TTA	**Texas Department of Transportation, Texas Turnpike Authority Division**
TxDOT	**Texas Department of Transportation**
TxIHW	**Texas Industrial and Hazardous Waste Database**
UPRR	**Union Pacific Railroad**

US	**United States Highway**
USACE	**United States Army Corps of Engineers**
USCG	**United States Coast Guard**
UST	**Underground Storage Tank**
VCP	**Voluntary Cleanup Programs**
VHD	**Vehicle Hours of Delay**
VMT	**Vehicle Miles Traveled**
VOC	**Volatile Organic Compounds**

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