

FINAL ENVIRONMENTAL IMPACT STATEMENT

FHWA-TX-EIS-99-05-F

State Highway 121

From IH 30 to FM 1187

Tarrant County, Texas

Volume Two

CSJ 0504 02 008
CSJ 0504 02 013

Submitted Pursuant to 42 U.S.C. 4332(2)(c)

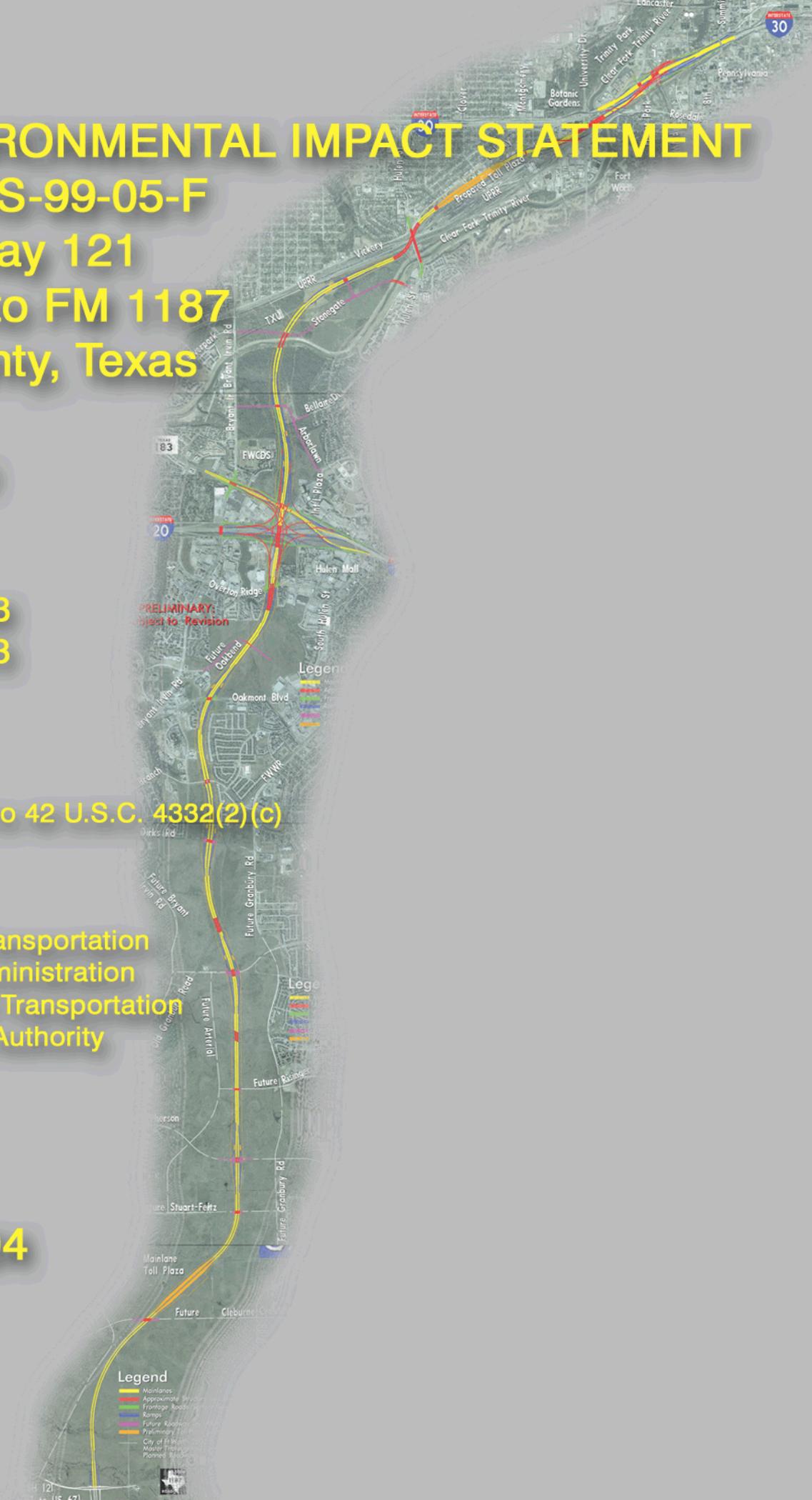
Prepared by:

US Department of Transportation
Federal Highway Administration
Texas Department of Transportation
North Texas Tollway Authority

October 2004

Legend

- Mainlanes
- Approximate Right-of-Way
- Interchange
- Ramps
- Future Right-of-Way
- Preliminary Right-of-Way
- City of Irving
- Major Thruway
- Planned



CERTIFICATION OF PUBLIC INVOLVEMENT

CERTIFICATION OF PUBLIC INVOLVEMENT PROCESS

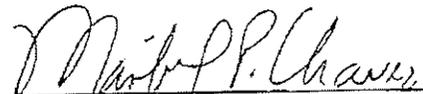
CSJ: 0504-02-008 & 0504-02-013
Highway: SH 121
Limits: From IH 30 to Alta Mesa Boulevard
From Alta Mesa Boulevard to FM 1187
County: Tarrant County

This is to certify that:

- (1) A public hearing was held at Will Rogers Memorial Center, Amon G. Carter Exhibits Hall, Round Up Inn Room, 3400 Burnett-Tandy Drive at W. Lancaster Fort Worth, Texas on Tuesday, April 22, 2003 from 7:00 p.m. to 9:00 p.m. to discuss the location and design of the above project;
- (2) The economic and social effects of the project's location and design and its impact on the environment have been considered;
- (3) The statutory provisions of the Civil Rights Act of 1964 have been considered in determining economic, social, and environmental effects; and
- (4) The project is consistent with such planning goals and objectives as have been promulgated and adopted by the communities involved.

Date

5/26/04



Maribel P. Chavez, P.E.
District Engineer
Texas Department of Transportation
Fort Worth, Texas

SUMMARY AND ANALYSIS OF THE PUBLIC HEARING

PUBLIC HEARING SUMMARY AND ANALYSIS

(Summary of and Response to Comments Received at and Subsequent to the April 22, 2003 Public Hearing)

District/County	Fort Worth District/ Tarrant County
Highway/Limits	SH 121: From IH 30 to Altamesa Boulevard From Altamesa Boulevard to FM 1187
CSJ	0504-02-008 0504-02-013

Proposed Improvements

The State Highway (SH) 121 project is a multi-lane controlled access tollroad that is proposed on new alignment from Interstate Highway (IH) 30 near downtown Fort Worth in Tarrant County to Farm-to-Market Road (FM) 1187, for a total project length of approximately 15 miles (mi). SH 121 would traverse a large portion of the City of Fort Worth with major interchanges at IH 30 and IH 20/SH 183.

IH 30 (the northern terminus) is a major IH that facilitates traffic moving east-west through the Dallas/Fort Worth (DFW) area. FM 1187 (the southern terminus) is a major arterial, included on the National Highway System, which serves traffic moving through southern Tarrant County.

The proposed action would be a divided tollroad. From the northern terminus at IH 30 to Altamesa Boulevard the proposed facility would ultimately be six lanes. From Altamesa Boulevard to the southern limit at FM 1187, the ultimate facility would be four lanes. However, until warranted due to future increases in traffic volume, only a part of the ultimate 6/4-lane facility is being proposed at this time. As currently proposed, the facility would vary from six lanes between IH 30 and Altamesa Boulevard to four lanes from Altamesa Boulevard to FM 1187. Limited frontage road access would be provided where needed for local traffic circulation.

Purpose and Need

The purpose of the proposed project is to improve regional mobility, increase people and goods carrying capacity and alleviate further overburdening of the local transportation system between the Central Business District (CBD) of Fort Worth, including the existing regional transportation network and newly developed and developing areas in southwest Tarrant County.

Environmental Document Concurrence

The Federal Highways Administration (FHWA) concurred with the document findings and approved as satisfactory for further processing on December 19, 2002.

Notices and Articles

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, *Burleson Star* February 2 and February 9, 2003, *Crowley Star Review* January 30 and February 13, 2003 and *Cleburne Times-Review* January 26 and February 9, 2003. Copies of the Public Hearing notice were mailed to property owners adjoining the project. Addresses for mailing of the notices to adjoining property owners were obtained from the County Appraisal District (the local taxing entity). A press release for immediate release announcing the Public Hearing was faxed to the local media on March 3 and April 17, 2003.

Public Hearing Date and Place

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, the 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.

Attendance

Attendance at the hearing was composed of 25 representatives of the Texas Department of Transportation (TxDOT), four representatives of the FHWA, six representatives of the City of Fort Worth, one representative of Tarrant County, one representative of Johnson Country, eight representatives from the North Texas Tollway Authority (NTTA), two representatives of congressional elected officials, 29 consultants, two shorthand reporters and 143 interested citizens. A total of 221 individuals attended the Public Hearing. The majority of interested citizens attending the Public Hearing typically reside in the area of the project, although a substantial number of those attending do not live in the immediate project area.

Conducted By

Maribel Chavez, P.E., Fort Worth District Engineer made an introduction. Charles Conrad, P.E. of the Fort Worth District gave the procedures for the hearing; Darrell Thompson, P.E., with Carter & Burgess, presented the design overview; and Bill Wimberley, P.E., District Right-of-Way (ROW) Engineer, discussed ROW procedures.

Exhibits

In addition to the Draft Environmental Impact Statement (DEIS) document, ROW relocation brochures and a Public Hearing agenda brochure that included relevant project information as well as a list of NTTA and TxDOT contacts was made available at the Public Hearing. Schematic overview maps were also made available to the public at the Public Hearing along the walls of the auditorium. A film that introduced SH 121 to the public was available for viewing continuously before, during and immediately after the Public Hearing.

Comments From Elected/Local Officials

A total of six public officials or their designated representatives were formally recognized at the Public Hearing and five public officials offered comments. All spoke in favor of the project.

Comments From the Public

Verbal

A total of 18 individual citizens presented oral statements for the record during the public comment portion of the Public Hearing. Of the 18 who spoke at the Public Hearing, nine identified themselves on the sign-up sheet as property owners in the vicinity of the proposed project, five indicated they had a general interest in the proposed project and the remaining four did not indicate they were either a property owner or an interested citizen on the sign-up sheet.

A second court reporter was available in the hallway throughout the Public Hearing to take oral statements from citizens who did not address the assembled group. The second court reporter took seven oral statements from the public.

The 18 statements from members of the public at the Public Hearing, the seven comments given to the court reporter outside the Public Hearing room and the five statements from public officials combined for a total of 30 oral statements that were given at the Public Hearing.

Written

A total of 64 written statements were received at the Public Hearing or before the end of the 10-day comment phase of the Public Hearing that closed on Friday, May 2, 2003. A total of 31 written comments were received at the Public Hearing and the remaining 33 comments were received during the 10-day comment period.

Of the written comments received, 21 comments were in favor of the project, two were against and 41 were not definitively for or against the project. Comments in favor of the project tended to be general in nature.

Two of the written comments were decidedly opposed to the project. One comment against cited urban sprawl, drainage issues and impacts to birds. The commenter included two attachments with his comment: an article on urban sprawl from the Christian Science Monitor and a paper entitled “Do Highways Matter”. The other comment opposed to the project indicated highway funds for SH 121 should go instead to mass transit alternatives.

Of the comments received, 41 were not definitively for or against the SH 121 project but provided comments or had concerns over the project or certain aspects of the project and/or the DEIS. One comment provided six large attachments and was concerned about the health effects of particulate matter and diesel carcinogens. Two comments were concerned exclusively with noise levels, while several commenters included noise in their overall comments. One comment implored the use of Arborlawn as the primary east-west arterial in place of Bellaire. Ten comments supported the Project Development Team (PDT) version of a parkway. Three comments supported the PDT and expressed concern over Section 4(f) issues and cumulative impacts. Two comments were opposed to developing Vickers as a one-way road. One manufacturing company was concerned over the timeframe of ROW acquisition and requested an 18-month notice prior to acquisition. One comment requested no impacts at Forest Park due to existing traffic. One comment was concerned about noise impacts to the Botanic Gardens. Two comments stressed impacts will occur to the river and stated the DEIS did not address alternative

modes of transportation. One comment expressed concerns over impacts to area wildlife. One comment supports the PDT and states the EIS is confusing--would like National Ambient Air Quality Standards (NAAQS) explained, would like to know why undeveloped areas were not subject to noise analysis and felt an on-the-ground endangered species survey is necessary. One comment was concerned over induced land use on adjoining neighborhoods.

One comment called the DEIS superficial and had concerns over a city park at Dutch Branch Road, landscaping and noise. One more comment concerned additional wetland sites at Ralls Ranch Property. One comment stated the DEIS lacked focus, had inadequate purpose and need and alternative analysis and commented on noise, visual impacts, wetlands, 4(f) designation, cumulative impacts and logical termini. One comment requested the roadway be placed under grade to lessen noise impacts. One comment noted problems with development, engineering and financing. One comment noted a lack of attention to the north terminus of the project in regards to noise, light, air quality and Section 4(f). One comment was concerned about noise and access at the Fort Worth Country Day School.

One commenter had a suggestion for future roadways in Fort Worth. Another had concerns over water quality and safety. Another wanted to know when the timeframe for ROW acquisition would be released. One comment was concerned with parking access and noise in reference to a church in the project area. One comment was concerned over neighborhood impacts from noise, light and traffic. This comment also suggested that Brooklyn Heights School be included in the Area of Potential Effect (APE). One comment requested aesthetic mitigation for the bridge. One comment questioned the validity of the wetland section of the DEIS and suggested the wetlands were not documented properly.

Also received during the comment period were two City of Fort Worth resolutions in favor of the project; two position papers from the Fort Worth Chamber of Commerce and Downtown Fort Worth Inc. both in favor of the project; and one petition supporting the projects with modifications to alignment, berms and noise. Two comments were responses from the City of Fort Worth. One comment responded to the Fort Worth Country Day School and one comment responded to a concern over one-way access at Vickory.

There was one letter from the U.S. Department of the Interior dated May 1, 2003 with comments from the Fish and Wildlife Service (FWS) and National Park Service (NPS) received in response

to the DEIS circulation process. The FWS concurred with the Biological Assessment (BA) submitted by TxDOT for the project but recommended more explanation of secondary and cumulative impacts. The FWS suggested restoration of the Clear Fork of the Trinity River riparian zone as mitigation. The NPS requested a better description of the parks potentially impacted by DEIS alternatives in order to determine if Section 4(f) issues remain and to discuss Section 4(f) issues in a separate Section. The NPS also requested that information regarding specific archeological site location be removed from the document to better protect the site.

Summary of How Major Comments/Issues Were Addressed

Public issues and/or concerns raised as a result of the Public Hearing are addressed with information contained within either the project design, interim studies or in the environmental documentation. All known environmental and engineering issues regarding the proposed construction of SH 121 are resolved to a point that is considered reasonable and feasible.

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 documentation.

All written comments, letters, comment forms and verbal comments from the Public Hearing have been reviewed and summarized as appropriate. Substantive comments have been identified and numbered consecutively. Due to the overlap and repetition in many comments, similar comments were consolidated and paraphrased to reduce duplication. As a result, the comments that appear in this report are often not the precise words found in the commenter's written comment, letter or verbal comment. This has been done to reduce duplication of similar comments that elicited a common response and in no way was intended to obscure the substance of a comment. All original written comments, letters and comment forms from the Public Hearing are available for public inspection at the TxDOT Fort Worth District Office located at 2501 Southwest Loop 820 in Fort Worth between 8:00am and 5:00pm weekdays.

The following pages contain an index of commenters numbered consecutively in alphabetical order. After the name of each commenter is a list of corresponding comment numbers that indicates where the comment and response are located in the document. The Public Hearing

Comment and Response Report contains each substantive comment or summary thereof, the identification number of the commenter(s) the comment is attributed to and the response from NTTA and TxDOT.

Recommendation

The recommended alternative, C/A, best meets the purpose and need of the project by improving regional mobility, increasing people and goods carrying capacity and alleviating further overburdening of the local transportation system. Interim reports were completed in order to ensure that public concerns were investigated to the greatest extent possible. The PDT and other public participation documents are included in the Final Environmental Impact Statement (FEIS) documentation. An additional Public Hearing is to be held for the project as part of the SH 121 public involvement process.

All 295 comments have been satisfactorily addressed and the project is recommended for approval as a FEIS with minor changes from the plan presented at the Public Hearing.

PUBLIC HEARING COMMENT AND RESPONSE REPORT ON SH 121 PROJECT PLAN

Table 1 - List of Commenters

Commenter Number	Name	Written/Oral	Refer to Comment Number
1	Adams, Cary	Written	32-1
2	Appel, Bernard	Written	8-8, 13-1, 16-9
3	Bass, Ann	Oral	22-1
4	Bass, Robert	Written	7-1, 27-2, 29-3
5	Bass, Robert	Written	18-2, 27-2
6	Bass, Robert	Written	28-1, 29-3
7	Bass, Robert	Oral	29-1
8	Bell, Edwin	Written	15-1, 18-3
9	Berry, Steve	Oral	22-2
10	Bessant, Thomas	Written	22-1
11	Blackburn, James	Written	2-8
12	Blanton, Charles	Written	11-1, 22-1
13	Blanton, Charles	Oral	8-4, 11-1, 25-1
14	Boelter, Lynn	Written	8-21
15	Bowdin, Mance	Oral	26-1, 26-2
16	Brookshire, Lee	Written	32-1
17	Campbell, Cal	Written	14-3
18	Campbell, Cal	Oral	14-3
19	Cash, Kathy	Written	9-1, 30-9
20	City FTW Resolution	Written	22-1
21	City FTW Resolution	Written	22-1
22	Claypool, Lue Ann	Oral	32-1
23	Dagen, D'Ann	Written	32-2
24	DeMoss, Margaret	Written	2-9, 8-7, 16-7, 18-1, 22-1, 24-2
25	DeMoss, Margaret	Oral	2-9, 8-7, 16-7, 18-1, 22-1, 24-2
26	Diano, Chip	Oral	1-1, 8-6, 17-5
27	Dickerson, Raymond	Written	32-1
28	Downtown Ft Worth	Written	32-1
29	Fraser, Dave	Oral	14-1, 14-2
30	Ft Worth C Commerce	Written	32-1
31	Greseott, Earline	Written	32-1
32	Grigsby, Michael	Written	32-3
33	Groscurth, Ed	Written	21-1, 23-1
34	Halden, Ruby Jo	Written	8-9, 30-1
35	Hall, Michael	Written	32-1
36	Hampton, William	Written	32-1
37	Hardie, Billy	Written	18-10, 16-9

Committer Number	Name	Written/Oral	Refer to Comment Number
38	Harmon, Judith	Written	2-8, 6-4, 8-11, 13-1, 15-2, 16-10, 28-2
39	Harmon, Roger	Oral	32-1
40	Hayes, Ronald	Oral	8-1, 8-2, 8-3, 16-6, 20-1
41	Hayes, Ronald	Oral	8-1, 8-2, 8-3, 16-6
42	Helsel, Gil	Written	32-2
43	Higgins, Gregory	Written	26-3
44	Historic Ft Worth	Written	13-1, 16-11, 17-1, 17-2, 24-5, 27-2
45	Howard, Nicki	Written	32-2
46	Hughes, Greg	Written	4-3, 6-3, 21-1
47	Isbell, Ron	Written	32-2
48	Johnson, Cliff	Written	30-2
49	Johnson, Linda	Written	22-1
50	Johnson, Linda	Oral	22-1
51	Jones, Jack	Written	22-1
52	Keleher, Tim	Oral	22-1
53	Key, Michelle	Oral	6-3, 13-1, 16-8, 22-1, 24-3, 24-4, 27-1
54	Kimbal, JR	Written	32-1
55	Kline, Joan	Written	2-4, 7-1, 11-3, 12-1, 13-1, 16-12, 17-6, 22-1, 30-3, 31-2
56	Koerble, Barbara	Written	2-5, 4-4, 6-5, 13-1, 14-5, 16-1, 17-7, 27-2, 30-4
57	Koerble, Barbara	Oral	2-1, 4-1, 6-1, 13-1, 15-1, 16-1, 23-1, 23-2, 27-2
58	Kuback, Ernest	Written	32-1
59	Lasater, Wayne	Written	32-1
60	Lively, Brooke	Oral	16-1, 16-3, 17-3
61	Lowry, William	Written	6-5, 8-12, 22-1
62	Majka, Ken	Written	32-1
63	McGown, George	Written	6-3, 6-6, 8-13, 13-1, 16-11, 16-13, 17-4, 22-1, 24-1, 24-6, 30-5
64	McGown, Quinton	Oral	6-3, 13-1, 16-4, 17-4, 31-1
65	Mecklenburger, Ann	Written	5-2
66	Monteleone, Lezlie	Written	2-6, 10-3, 11-1, 13-1, 16-1, 22-1
67	Monteleone, Lezlie	Oral	2-3, 11-2, 13-1, 16-1, 22-1
68	Mostow, Peter	Written	3-1, 4-1, 4-2, 4-5, 4-6, 4-7, 5-1, 6-2, 6-3, 6-4, 6-8, 8-11, 8-14, 11-3, 12-1, 15-1, 16-1, 17-4, 17-6, 17-8, 19-1, 22-1, 23-1, 23-3, 24-1, 24-3, 24-4, 25-1, 27-2, 29-1, 30-6, 30-11, 30-12, 30-13, 31-1, 31-3
69	Nelms, Alicia	Written	32-2

Committer Number	Name	Written/Oral	Refer to Comment Number
70	Nelson, John	Oral	22-1
71	Newman, Marceline	Written	12-2
72	Oppenheimer, Mark	Written	2-7, 8-15, 10-2, 14-4, 19-2, 25-1, 29-2
73	Oppenheimer, Mark	Oral	10-2, 14-4, 25-1, 29-2
74	Park Palisades petition	Written	8-1, 8-2, 8-3, 16-16, 20-1
75	Parker, Donna	Oral	32-1
76	Patoski, Christina	Written	6-7, 16-11, 16-14
77	Patoski, Christina	Written	6-7, 16-11, 16-14
78	Patoski, Christina	Written	6-7, 16-11, 16-14
79	Peipert, Mary	Written	22-1
80	Perez, David	Written	9-1, 10-1
81	Picht, Clyde	Oral	32-1
82	Plorien, Jack	Written	32-1
83	Prince, Lynn/Teena	Written	32-1
84	Reynolds, Thomas	Written	13-1, 15-3, 16-11
85	Reynolds, Tom	Oral	6-2, 17-4, 24-1, 31-1
86	Rivers, Beth	Written	9-2, 15-4, 27-2
87	Schlansker, Jane	Written	6-4, 6-8, 17-4
88	Scott, Don	Written	22-1
89	Slocum, Patsy	Written	6-4, 13-1, 22-1, 24-7
90	St. Paul Church	Written	1-3, 8-16, 8-17, 8-18, 16-6
91	Staley, Joe	Written	16-5, 16-17
92	Staley, Joe	Oral	16-5
93	Streams & Valleys	Written	8-19, 12-3, 15-5
94	Streams & Valleys	Written	30-7
95	Tindall, Elizabeth	Written	5-3, 32-1
96	Tracy, Jerre	Oral	17-1, 17-2, 22-1
97	Trjacele, Darlene	Written	32-1
98	USDOJ	Written	30-10
99	Vaughan, Darla	Written	8-20, 13-1, 15-4, 16-15
100	Vavrek, George	Written	16-1
101	Walker, Scott	Written	5-1
102	Walker, Scott	Written	30-8
103	Weiland, Joseph	Oral	8-5
104	Wendt, Charles	Oral	1-2, 2-2, 13-1, 16-6
105	Wittenberg, Ed	Written	20-2
106	Worrell, Scott	Written	20-3

COMMENTS ON ACCESS

Comment #1-1 (Commenter 26) Ambulances will not be able to access the medical center area during construction.

Response - Access to some of the several roadways leading to the medical center would be maintained and remain open during construction, thus, allowing ambulance access to the medical center at all times. The only exception on any of the routes would be during the placement of bridge beams, reconstruction of the Rosedale bridges, or during short-term, temporary closures. However, even during these actions, adequate access would be maintained to the medical center via nearby routes. As stated in the DEIS, Section 5.4.2 -Social Impacts, Public Safety Impacts: “County and local public safety officials would be notified of any road closure resulting from the project construction. Detour timing and necessary rerouting of emergency vehicles would be coordinated with the proper local agencies.” Emergency vehicle access is also discussed in Section 5.5.1 of the FEIS.

Comment #1-2 (Commenter 104) Commenter is concerned about future access to St. Paul School and Church.

Response – Access to St. Paul School and Church would be maintained. Proposed ROW may impact driveway to parking lot. Traffic would use Summit and W. Daggett Roads during construction.

Comment #1-3 (Commenter 90) Allow parking on access road for Sunday services at St. Paul Church.

Response – Because of safety concerns parking actions would need to adhere to local parking statutes.

COMMENTS ON AIR QUALITY IMPACTS

Comment #2-1 (Commenter 57) DEIS needs to more thoroughly document air impacts.

Response – Air Quality section of the DEIS was accomplished in accordance with TxDOT and FHWA air quality guidelines. Because the project location is located in Fort Worth, only ozone (O³) and carbon monoxide (CO) pollutants were considered. Please see response to comment 2-8 for more in-depth response and discussion.

Comment #2-2 (Commenter 104) Project needs to take into consideration effects of air pollution on children of St. Paul School.

Response – Receivers for air analysis were modeled along the ROW, which represents a worse case scenario; none of the resulting CO concentrations exceeded the NAAQS. Please see response to comment 2-8 for more in-depth response and discussion.

Comment #2-3 (Commenter 67) DEIS does not address air pollution and related health issues in the Overton Woods area.

Response – Air was analyzed along the ROW and representative adjacent receivers. The Overton Woods area is over 1,000 feet east of the project area. Resulting CO concentrations along the ROW did not exceed the NAAQS. Please see response to comment 2-8 for more in-depth response and discussion.

Comment #2-4 (Commenter 55) Would like the EIS to address air quality.

Response – Air quality is addressed in Section V of the DEIS, pages 36-77 and in Section 5.10 of the FEIS. Please see response to comment 2-8 for more in-depth response and discussion.

Comment #2-5 (Commenter 56) The DEIS does not thoroughly evaluate air pollution impacts on adjacent neighborhoods.

Response – Air was analyzed along the ROW and representative adjacent receivers in accordance to TxDOT/FHWA guidelines. Resulting CO concentrations along the ROW did not exceed the NAAQS. Please see response to comment 2-8 for more in-depth response and discussion.

Comment #2-6 (Commenter 66) Concerned over air and health.

Response – Please see response to #2-1 and #2-8.

Comment #2-7 (Commenter 72) Project will contribute to decrease in air quality.

Response – The purpose of the proposed project is to improve regional mobility, increase people and goods carrying capacity and alleviate further overburdening of the local transportation system. If the purpose were achieved, the proposed project would not contribute to a decrease in air quality above that which is anticipated to occur with the No Build alternative.

The Clean Air Act Amendments of 1990 (CAAA) established the requirement that all areas designated as non-attainment for exceeding the NAAQS must make conformity determinations on Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs) before they are approved. Collin, Dallas, Denton and Tarrant Counties were all designated non-attainment areas for ground level ozone (O₃). As such, Mobility 2025 - 2004 Update is required to be in conformity with the State Implementation Plan (SIP) for air quality. Furthermore, in accordance with Federal regulations, Mobility 2025 – 2004 Update is constrained to available financial resources. Currently, the proposed action is a part of the NCTCOG Regional Transportation Plan (Mobility 2025 – 2004 Update) and is included in the 2004-2006 TIP for North Central Texas.

Though proposed as a multi-phase constructed facility, the action described in this document is consistent with the 2004 Metropolitan Transportation Plan, Mobility 2025 – 2004 Update, the 2004 - 2006 TIP and conforms to the CAAA per the U.S. Department of Transportation (DOT)

on April 8, 2004. Additionally, the proposed facility conforms to the SIP that was approved on April 10, 1997, by the Regional Transportation Council (RTC) and received a favorable joint record of review from the FHWA and the FTA on September 4, 1997. Since that time, modifications to the concept and scope of identified projects submitted by local governments and TxDOT have required revisions to the air quality conformity determination. The most current conformity determination continues to meet the requirements of the SIP, the Clean Air Act found in 42 United States Code (USC) 7504, 7506 (c) and (d) as amended on November 15, 1990 and the transportation conformity rule found in 40 Code of Federal Regulations (CFR) Parts 51 and 93. Additionally, the project comes from an operational Congestion Management System (CMS) that meets all requirements of 23 CFR-Highways, Parts 450 and 500.

Please see response to comment 2-8 for more in-depth response and discussion.

Comment #2-8 (Commenter 38, 11) Studies of particulate levels along the road, namely health effects of PM diesel carcinogens, is not included in the DEIS.

Response – Six pollutants are of concern with regards to air quality in urban areas including: ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, particulate matter and lead. The Environmental Protection Agency (EPA) establishes NAAQS for these identified air pollutants that represent exposure levels where potential threats to human health occur. The DFW area including Tarrant County is in non-attainment only for ozone.

There are two types of particulate matter (PM) for which the EPA has set national standards for: PM₁₀ and PM_{2.5} which are respectively defined as particles with an aerodynamic diameter less than or equal to a nominal 10 and 2.5 micrometers. The particulate matter NAAQS reflect values the EPA deems safe for both the general population and sensitive populations (young, old, pulmonary impaired, etc.). These standards also have an additional margin of safety built into them.

The health risk from potential air pollutants is generally determined on a regional basis with the EPA designating areas where the potential for threat to human health exists as non-attainment areas for specific air pollutants. The EPA, however, has not designated the DFW area as a non-attainment area for either PM₁₀ or PM_{2.5}. Non-attainment designation, moreover, is neither contemplated nor imminent for the DFW area. For this reason, the FHWA does not require evaluation of the potential impacts of PM₁₀ or PM_{2.5} for SH 121.

NTTA and TxDOT are confident that the standards EPA has set for PM₁₀ and PM_{2.5} are adequate and, because the DFW area remains in attainment for PM₁₀ and PM_{2.5}, that the public health is being adequately protected.

The EPA, moreover, predicts substantial future air emission reductions as the agency's new light-duty and heavy-duty on-highway fuel and vehicle rules come into effect (Tier II, light-duty vehicle standard, Heavy-Duty Diesel Vehicle and (HDDV) standards and low sulfur diesel fuel and EPA's proposed Off-Road Diesel Engine and Fuel Standard). Projected air emissions reductions would be realized even with the predicted continued growth in vehicle miles traveled (VMT). See *Regulatory Impact Analysis* (Chapter II: Health and Welfare Concerns and

Emissions Benefits from Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards and Highway Diesel Fuel Sulfur Control Requirements EPA420-R-00-026 January 2001; and *Regulatory Impact Analysis from Control of Air Pollution from New Motor Vehicles: Tier II/Gasoline Sulfur EPA 420-R-99-023*, December 22, 1999 National Air Quality and Trends Report and Texas Commission on Environmental Quality (TCEQ) VMT offset SIP, 1997).

Commentors have cited studies of the health effects of particulate matter and air toxic emissions in arguing that TxDOT has failed to adequately consider the health effects of air emissions associated with SH 121. TxDOT's consideration of these published studies is summarized below.

At the time the project is completed, the technology of the vehicular mix utilizing the facility would be substantially different from it was at the time of the studies cited by the Commentors and substantially different from the technology available today.

The vehicular fuels utilized at the time of the studies cited by the Commentors are substantially different from that in use today and substantially different from the mix that would be in use at the time the project is completed.

With regard to the studies from other countries, the emissions profile and gasoline/diesel mix of the vehicular fleet in the United States are very different today and likely would continue to be substantially different from any other place in the world.

Note: Commenter included six lengthy attachments (A – F) that are not included in the written comment section because of space limitations. These attachments are on file at TxDOT.

Comment #2-9 (Commenter 25) Need clarification of air quality terms.

Response – Air Quality terms that are related to this proposed project are included in Appendix H. If additional information is required please refer to the following State and Federal websites for a glossary of air quality terms:

<http://www.tnrcc.state.tx.us/air/monops/lessons/rideglossary.html>

http://www.epa.gov/oar/oaqps/peg_caa/pegcaa10.html#topic10

COMMENTS ON ALIGNMENT

Comment #3-1 (Commenter 68) DEIS needs to separate out alignment-level discussion. Alternatives should be discussed in sufficient detail to allow the public to evaluate and compare. DEIS should provide more detail on Build alternatives.

Response – Alternatives A, B, C and D along with C/A at IH 30 were described in detail during the Public Hearing with exhibits of each of these alternatives displayed at the Public Hearing. In the FEIS, exhibits of each of the five alternatives are included as well as a matrix comparison of

all of the alternatives, including the No Build. In addition, an exhibit of the recommended alternative is presented.

COMMENTS ON ALTERNATIVE ANALYSIS

Comment #4-1 (Commenter 57, 68) Need objective consideration of reasonable alternatives: mass transits, HOV lanes, ride sharing, signal synchronization. Need to know why alternatives were eliminated.

Response - The alternatives for the proposed project are discussed in Section III of the DEIS and Section 3.0 of the FEIS. All of the alternatives that were considered or developed since the current study began in 1998 that are considered reasonable are included in the document. These alternatives are “A” the City’s PDT alternative, “B” the City’s Citizen Advisory Committee alternative, “C” the alternative developed from “A” to meet design criteria and safety requirements, “D” the alternative from previous studies, and “C/A” the revised alternative developed from “C” and “A”.

Regardless of the Build alternative selected, the NCTCOG’s Mobility 2025-2004 Update addresses several CMS strategies found to be effective transportation measures for southwest Fort Worth. However, these were recommended in conjunction with a tollroad facility serving the same corridor. Therefore, congestion management strategies, such as mass transits, HOV lanes, ride sharing and signal synchronization alone would not meet the purpose and need for the proposed project.

Comment #4-2 (Commenter 57,68) No Action (No Build) Alternative must be considered.

Response – The No Build Alternative was analyzed in the DEIS. A comparative of the No Build and Build Alternatives was completed. Summary results were depicted in Table III-3 of the DEIS and are depicted on Table 3-1 of the FEIS.

Comment #4-3 (Commenter 46) DEIS has minimal No-Build analysis.

Response – Please refer to the response to comment #4-2.

Comment #4-4 (Commenter 56) DEIS Alternative Analysis section is limited in scope and incomplete.

Response – Please refer to the response to comment #3-1 and #4-1.

Comment #4-5 (Commenter 68) Alternatives should be discussed in sufficient detail to allow the public to evaluate and compare.

Response – Please refer to the response to comment #3-1 and #4-1.

Comment #4-6 (Commenter 68) DEIS lacks focus on key project issues identified in the lengthy public process.

Response- The alternatives section addresses the analysis of the key project issues as identified in the public involvement process. Refer to DEIS VI-1 thru 9 for a public involvement summary. The DEIS considered all public involvement to date of publication and incorporated public involvement into the project development process. TxDOT utilized a systematic and interdisciplinary approach to evaluating the various alternatives considered for the proposed SH 121. The alternatives section addresses the analysis of the key project issues as identified in the public involvement process. In addition, the Citizens Advisory Group (CAG) recommendations to the City of Fort Worth would be incorporated into the final design in so far as is reasonable and practical.

Comment #4-7 (Commenter 68) DEIS should provide more detail on build alternatives.

Response – Please refer to the response to comment #3-1 and #4-1.

COMMENTS ON ARBORLAWN AS PRIMARY EAST-WEST ARTERIAL

Comment #5-1 (Commenter 68, 101) Support portion of SH 121 that would have Arborlawn, rather than Bellaire Drive, extended to become the primary east-west arterial between Vickery and SH 183.

Response - The Arborlawn alternative at Bellaire was identified as the City’s locally preferred alternative. The City of Fort Worth adopted its locally preferred alternative in Resolution #2923 on February 25th, 2003 following availability of the DEIS on January 10, 2003. This resolution states that Arborlawn Drive would serve as the primary east-west roadway between Hulen Drive and Bryant Irvin Road. The City’s locally preferred alternative is included in the FEIS.

Comment #5-2 (Commenter 65) No need for entrance/exit at Arborlawn or Bellaire if there are same at Stonegate and IH 20.

Response - Alternatives A and C did not include entrances/exits to Arborlawn/Bellaire, while Alternatives B and D as well as the City’s locally preferred alternative included an interchange at this location. Further evaluation and consideration to entrances/exits was given in the FEIS recommended alternative C/A that does not include entrances/exits to Arborlawn/Bellaire. Also see response to Comment #5-1.

Comment #5-3 (Commenter 95) Commenter suggests limited access at Bellaire and Arborlawn to help eliminate “cut through” traffic.

Response - This access is included in the City’s locally preferred alternative and was analyzed and considered in the FEIS. The design of Arborlawn and the nature of the intersection and access at Bellaire would be the responsibility of the City of Fort Worth. Please see response to comment 5-2.

COMMENTS ON CUMULATIVE AND SECONDARY IMPACTS

Comment #6-1 (Commenter 57) Project is segmented into two portions which is illegal if the purpose is to avoid evaluating cumulative impacts.

Response - During project development, a decision was reached to separate the proposed construction of SH 121 into two separate projects for public involvement and environmental study purposes. SH 121 design and planning work was divided into two separate projects based on logical termini and independent utility and not to avoid addressing cumulative impacts. The Council of Environmental Quality regulations (40 CFR 1500 – 1508) implementing the procedural provisions of the National Environmental Policy Act (NEPA) defines cumulative impacts as caused by the incremental impact of the action when added to other past, present and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions.

By this definition, the proposed SH 121 from FM 1187 to US 67 would be considered with regard to the cumulative effects in the FEIS. The project termini selected for the SH 121 project south of the subject proposed project are FM 1187 and US 67. An Environmental Assessment was completed for this proposed project and the Federal Highway Administration issued a Finding of No Significant Impact (FONSI) on for the propose project on May 20, 2004. Both FM 1187 and US 67 are included on the National Highway System (NHS). To be included on the NHS a roadway must be considered important to the nation’s economy, defense and mobility.

Comment #6-2 (Commenter 68, 85) Secondary and cumulative impacts, especially “cut-through traffic” needs to be addressed in Sunset Terrace.

Response - “Cut through” traffic in the Sunset Terrace area is a situation that currently exists and would not be changed by the proposed project. More extensive analysis of the cumulative effects is addressed in the FEIS. “Cut through” traffic in Sunset Terrace is essentially a City issue. Please refer to Table 3-4 and to Section 5.25 in the FEIS for more information on local traffic.

Comment #6-3 (Commenter 64, 53, 46, 63, 68) DEIS lacks cumulative impact evaluation and did not address accumulative impacts of IH 35, IH 30 and SH 121 especially concerning air quality.

Response - More extensive analysis of the cumulative effects is addressed in the FEIS. This analysis includes the cumulative effects of this project, when combined with other reasonably foreseeable projects, on air quality.

Comment #6-4 (Commenter 38, 68, 87, 89) Cumulative effects of SH 121 and IH 30 on Mistletoe Heights and Sunset Terrace needs additional studies.

Response - More extensive analysis of the cumulative effects is addressed in the FEIS. This analysis includes the cumulative effects of this project, when combined with other reasonably foreseeable projects, on the various resource categories.

Comment #6-5 (Commenter 56, 61) DEIS is flawed because cumulative effects in the north portion of the project have not been considered, therefore the DEIS cumulative impacts section is limited in scope and incomplete.

Response - The DEIS addressed secondary and cumulative effects beginning at V-185. The FEIS addresses secondary and cumulative effects beginning at 5-117. Please see response to comments #6-3 and #6-4.

Comment #6-6 (Commenter 63) DEIS does not contain any studies on cumulative impacts.

Response – Please see response to comments #6-3, #6-4 and #6-5.

Comment #6-7 (Commenter 77) Alamo Heights neighborhood will be impacted by the cumulative effects of I-30 traffic, rail switchyard and 121.

Response – Cumulative effects can be both adverse and beneficial. More extensive analysis of the cumulative effects is addressed in the FEIS. This analysis includes the cumulative effects of this project, when combined with other reasonably foreseeable projects, on the various resource categories.

Comment #6-8 (Commenter 68, 87) DEIS must address impacts of congestion and new development at Summit and IH 30.

Response – As a result of the IH 30 from Summit Avenue to US 287 relocation project, more traffic than normal was rerouted onto Summit Avenue while work was in progress in the vicinity of IH 30 and Henderson Street. This situation caused delays at the Summit Avenue intersection. However, at this time the IH 30 work in the Summit Avenue and Henderson Street area has been completed and the congestion problems have been alleviated. All of the SH 121 Build alternatives are similar in regards to IH 30 at Summit Avenue, therefore, any impacts would be relative. Also, please see response to Comment #6-1 and #6-5.

COMMENTS ON DRAINAGE ISSUES

Comment #7-1 (Commenter 4) DEIS does not adequately address drainage impacts of project at Rall Ranch. Would like the EIS to address water run off.

Response -Floodplain and floodway issues for each Build alternative are fully addressed on pages V-123 to V-131 of the DEIS and in Section 5.16 of the FEIS. Preliminary hydraulic design determined that the project is not anticipated to increase the 100-year base-flood elevation by more than one foot.

Runoff impacts are addressed in the *Water Quality Impacts* section of the DEIS. The section concludes that a storm water pollution prevention plan (SW3P) would be in place during construction. The DEIS discusses and identifies erosion control Best Management Practices (BMPs) on page V-96. More detail on the pollution prevention measures can be found in the

Construction Impacts-Water section, page V-181. TCEQ (formerly the TNRCC) Section 401 compliance measures are discussed in the DEIS on page V-181. Water Quality Impacts are also presented in Section 5.12-5.14 of the FEIS.

COMMENTS ON GEOMETRIC CONCERNS

Comment #8-1 (Commenter 40, 74) Move SH 121 to the western edge of the ROW from Dutch Branch Road to Dirks Road.

Response - The horizontal alignment for SH 121 was established and maintained in this location with a mutual cooperation and understanding among real estate developers, business, public interests, the City of Fort Worth, NTTA and TxDOT regarding future development planning activities. This mutual cooperation effort was coordinated by the City of Fort Worth. The actual ROW width is determined by physical restraints of the alternative typical section that include the recommendations of the City concerning “buffers.” Moving the alignment of SH 121 to the western edge of the proposed ROW would cause additional residential and business displacements not considered in the analysis of alternatives.

Comment #8-2 (Commenter 40, 74) Need 25-foot medians and a grade-level roadway from Dutch Branch Road to Dirks Road.

Response - The typical section requires a 48-ft minimum median based on design guidelines and the TxDOT Design Manual. This minimum width is the same with each alternative as well as the City’s locally preferred alternative. The vertical alignment varies with each alternative and is basically at grade in the City’s locally preferred alternative at Dirks Road, but is over Dutch Branch Road in all of the alternatives.

Comment #8-3 (Commenter 40, 74) Move the exit 0.5 to 0.25 miles south to accommodate Altamesa/Dirks Road.

Response - The ramps are located on each alternative to best fit the alternative and the physical location of Altamesa/Dirks Road. The horizontal alignment of Altamesa/Dirks Road are the same in each alternative, while the vertical location varies with the alternative being considered and in the City’s locally preferred alternative, Altamesa/Dirks Road is elevated over SH 121.

Comment #8-4 (Commenter 13) EIS should be kept at grade or lower and include pedestrian connections.

Response – We understand the commenter to mean that the design of the proposed project should designate the vertical profile to be at grade or lower and include pedestrian connections. The vertical alignments were developed to stay as close to grade as possible throughout the alignment as suggested by the CAC and the PDT. Pedestrian connections via sidewalks and trails would be maintained. For City thoroughfares, such as Altamesa/Dirks Road, there would be plans for sidewalks per City standards. There would not be any sidewalks along SH 121 because it is a limited access facility and pedestrians would be prohibited.

Comment #8-5 (Commenter 103) Two specific alternatives requested: 1) 121 NB traffic make a direct exit onto SH 183 to the west and north; 2) toll road go underneath Oakmont Blvd.

Response – The first alternative is included in Alternatives B, C and D as well as in the City’s locally preferred alternative. The second request for the toll road to go underneath Oakmont Blvd. is included in each of the Build alternatives considered in including C/A, the preferred alternative.

Comment #8-6 (Commenter 26) Proposed Interchange should be taken off of Summit Ave.

Response - Summit Avenue is an interchange with IH 30 today and each of the alternatives provides access at Summit to and from IH 30 and SH 121. In addition, ramps at this location would provide access for emergency vehicles to the hospital area.

Comment #8-7 (Commenter 25) DEIS Exhibit III-8 term “original” for Alt D is not accurate.

Response – Alternative D was advocated by the City of Fort Worth beginning in the early 1980’s. Alternative D is noted in the DEIS as the original alternative only in the sense that it was the alternative presented to the public at this study’s initial public meeting held in June, 1998.

Comment #8-8 (Commenter 2) Maintain signage control and prohibit billboards.

Response – The signage included in this project would be in accordance with the Texas Manual of Uniform Traffic Devices and with the USDOT *Manual on Uniform Traffic Control Devices* (MUTCD). Billboards would not be allowed in the ROW on this project. Billboards outside of the ROW would have to meet State and local regulations.

Comment #8-9 (Commenter 34) Roadway should be restricted to vehicles only.

Response – The roadway would be designed for vehicles only. NTTA may consider restrictions for certain vehicle types. Large trucks would pay a higher toll that may discourage use. No pedestrian access to the roadway would be provided.

Comment #8-10 (Commenter 37) [more] ROW is needed for median widths.

Response – The recommended alternative C/A and the City’s locally preferred alternative include wider medians at certain locations. More ROW would be required at the locations where wider medians are included. The widened medians on SH 121 would be located between the TXU power line and Arborlawn Drive and between Oakmont Boulevard to just north of the Fort Worth and Western Railroad crossing (south of Dirks Road).

Comment #8-11 (Commenter 38, 68) Best practices for urban roadway design should be used including: 1) keep road at grade level or below and follow the natural contour of the land; 2) keep posted speed limit at 55 mph or less and use trees, berms and colored concrete as traffic slowing or calming devices; 3) minimize the space needed for toll booths; 4) no frontage roads for commercial development

Response – Best practices would be used in the design of SH 121. The vertical alignment for all of the alternatives would be maintained near natural ground levels where practicable and feasible. The speed limit would be in accordance with State and local regulations. Amenities would be developed for the project with each of the agencies involved (City, TxDOT and NTTA). Consideration would be given to PDT and CAG recommendations via the City of Fort Worth. The tollbooths would be designed in accordance with the latest available and feasible technologies. Frontage roads would be kept to a minimum on this project, with slight variances with each alternative, including the City’s locally preferred alternative.

Comment #8-12 (Commenter 61) DEIS is flawed because a specific design is not considered.

Response – A recommended alternative (specific preliminary design) is presented in the FEIS. The purpose of the DEIS is to explore all the Build alternatives and No Build alternative in order to reach the recommended alternative.

Comment #8-13 (Commenter 63) DEIS provides little or no data on impacts of the facility between Forest Park and Summit.

Response – Impacts of each reasonable Build alternative were addressed to an equal level of comparison for each individual resource and/or issue based on best available data at the time of the assessment/analysis. Additional traffic noise impacts were assessed based on public concerns. These impacts are discussed in Section 5.11 of the FEIS.

Comment #8-14 (Commenter 68) Insufficient Environmental Impact Analysis with regards to project termini.

Response – For every reasonable alternative, the northernmost project limit is near Summit Avenue and IH 30. For every reasonable alternative, the southern termini are at the intersection of FM 1187 and FM 1902. The construction to the south for every alternative is approximately ¼ mile west of the intersection of FM 1187 and FM 1902. In accordance with FHWA rules for project development, [CFR §771.111 *Early coordination, public involvement and project development.*], the project shall have a connection of logical termini. Connections at intersections with other roads are considered to be the most logical termini. For this project the termini selected are IH 30 and FM 1187, which are both roadways, included on the NHS. To be included on the NHS a roadway must be considered important to the nation’s economy, defense and mobility. Please refer to the response to comment #6-1.

Comment #8-15 (Commenter 72) Project would contribute to increase in driving.

Response – The purpose of the proposed project is to improve regional mobility, increase people and goods carrying capacity and alleviate further overburdening of the local transportation system. As stated on page II-27 of the DEIS, studies have shown that the project would provide the typical user an average travel distance saving of 1 to 3 miles and an average travel time saving of five to ten minutes between the CBD and various points within the project study corridor (PSC). Traffic demand is also discussed in Section 2.2.3 of the FEIS.

Comment #8-16 (Commenter 90) Maintain current ingress egress in Summit area.

Response – Summit Avenue currently has an interchange with IH 30 and this access would be maintained in this project. Please see response to Comment #6-8.

Comment #8-17 (Commenter 90) Retain free left turn lane loop under I-30 for eastbound traffic.

Response – We understand the commenter to mean westbound traffic desiring to use the free loop to pass under IH 30 in order to travel eastbound. The interchanges at IH 30 and SH 121 vary with each alternative. The 15th Avenue connection under IH 30 is not included with any of the alternatives because it does not meet the design criteria of the project. Access to Forest Park Boulevard from 15th Avenue would be included to replace the movement under IH 30.

Comment #8-18 (Commenter 90) Ensure circulation at Summit when new ramps for project are in place.

Response – Access at Summit Avenue to and from IH 30 is included with each of the alternatives including the recommended alternative C/A. Also, please see response to Comment #6-8.

Comment #8-19 (Commenter 93) Use parking, trailheads and bridge crossings (pedestrian and bike) to encourage multiple modes of transportation. Provide trail continuity and enhance pedestrian access to ensure access to parks, neighborhoods and businesses. Split bridge spans into an east bound and west bound segments to minimize visual impacts and increase natural light under the bridges. Use open bridge railings to provide a river view.

Response – Parking, trailheads and pedestrian and bike crossings would be considered as part of the amenities for this project in concert with and in addition to consideration given to CAG/PDT suggestions and recommendations. Trail continuity and enhanced pedestrian access would be considered as part of the amenities for this project. The bridges would be designed to align with the approved typical sections and, where medians exist, the bridges would generally be separated. Bridge railings would be designed in accordance with the required standards, with special railings considered as part of the amenities package for the project.

Comment #8-20 (Commenter 99) A linear park should be developed in the toll plaza area with connections to Trinity River hike and bike trails.

Response – Connections to hike and bike trails would be considered in the amenities for the project. Park planning and other such activities outside of project ROW are not within TxDOT or NTTA's authority or jurisdiction. The City of Fort Worth would be responsible for parks and recreation planning and development of such facilities. The NTTA has developed System Wide Design Guidelines (SWDG), to provide aesthetic continuity on the toll road projects that they operate and maintain. Toll Plazas are considered one of the primary focus points for landscaping and guidelines have been established for these areas. Due to the nature of toll collection operations and security concerns associated with Toll plazas, public access to the buildings,

parking areas or the surrounding site is discouraged. Because of this, opportunities for connections to hike and bike trails are not suitable at these locations.

Comment #8-21 (Commenter 14) Opposed to any project that would remove Forest Park entrance/exists. Summit could not handle the anticipated traffic if Forest Park closed.

Response Individual ramp access varied with each of the alternatives. The recommended alternative C/A would adequately maintain levels of service in order to accommodate anticipated traffic volumes. Also please see response to Comment #6-8.

COMMENTS ON HIKE AND BIKE TRAIL

Comment #9-1 (Commenter 19, 80) In favor of hike and bike trail access, but concerned for associated safety issues of trail, especially lack of light.

Response – Safety issues during construction are addressed under *Pedestrian and Bicycle Impacts* Section. Lack of light issues would be addressed by the design team within the proposed ROW using the *Traffic Operations Manual, Highway Illumination Manual*.

Comment #9-2 (Commenter 86) Disagrees with DEIS that there would be no permanent impacts to trail system.

Response The project would not impact the trail system permanently because no Tarrant Regional Water District (TRWD) property ownership transfers for any portion of the bike trail or for any property controlled by TRWD would occur and no portion of the bike trail or property controlled by TRWD would be retained for long-term use.

Pages V-32 and V-33, *Pedestrian and Bicycle Impacts* section of the DEIS states that a temporary trail detour would be necessary for safety issues. Detour of a portion of the trail would be temporary and of short duration i.e., while a bridge member is moved into position. A reasonable and safe detour route would be provided. Operation of the detour route and detour route schedule would be coordinated with the Tarrant Regional Water District during the design phase of the project. When construction activities at each location pose no potential harm to trail users the trail would be re-opened for use at that location. Because of the small amount of time that would be required to accomplish this construction, the temporary trail detour would not result in temporary or permanent adverse changes to the activities, features, or attributes, which are essential to the purpose or functions of the trail. Pedestrian and Bicycle Impacts are also presented in Section 5.8 of the FEIS.

CONCERNS ABOUT IMPACTS TO RIVER AND WILDLIFE

Comment #10-1 (Commenter 80) Concerned impacts of project on water quality of river—especially an increase in trash.

Response – Water quality of all stream crossings are addressed in the DEIS under the Water Quality Impacts section, page V-88 and in Section 5.12 of the FEIS.

Concerning trash increase: In December 1996, the EPA issued the City of Fort Worth an NPDES Storm Water Discharge Permit for its municipal separate storm sewer system or “MS4”, (Phase I). Although the permit has expired, the City of Ft Worth anticipates a renewal of the permit in 2005 from the TCEQ, which has been delegated administration of the program from the EPA. The forthcoming EPA permit would remain in effect during the course of the project. Some of the major elements of the City's EPA permit are listed below:

- Storm water collection system (operation and maintenance)
- Areas of new development and redevelopment (minimize pollutants)
- Roadways (minimize de-icing pollutants)
- Flood control projects (assess water quality improvements / retrofitting)
- Pesticide, herbicide and fertilizer application (educate staff / contractors)
- Improper discharges and disposal (enforce, collect, etc.)
- Spill prevention and response (prevent, contain and respond to spills)
- Industrial and high risk runoff (conduct inspections and monitoring)
- Construction site runoff (ordinance, inspections / enforcement and training)
- Public education (promote pollution prevention and public reporting)
- Monitoring programs (conduct six types of monitoring)
- Computer modeling (seasonal loadings in watersheds)

The City of Fort Worth will provide an annual report to EPA.

Comment #10-2 (Commenter 72, 73) Only the bald eagle is addressed in DEIS, while other raptor birds are ignored.

Response – TxDOT and NTTA are required to consider effects on Federal and State protected species. The bald eagle is a Federally listed threatened species. All Tarrant County (Rev. 11-12-03) listed threatened and endangered species were addressed in the DEIS and are addressed in the FEIS. Pursuant to Section 7(c) of the Endangered Species Act, a Biological Assessment (BA) is required for Federal actions considered to be “major construction activities”. On letter dated June 5, 2002, TxDOT provided a BA to the FWS pursuant to 50 CFR 402.01 and requested review and concurrence that the project is not likely to affect any Federally listed species. The FWS, based on the BA and review of their files, on letter dated June 12, 2002, concurred with the determination that the project is not likely to adversely affect the listed species.

The Migratory Bird Treaty Act implements various treaties and conventions between the U.S. and Canada, Mexico other countries for the protection of migratory birds including raptors. Under the Act, taking, killing or possessing migratory birds is unlawful. The Act prohibits the take of native migratory birds without a Federal permit and provides that it is unlawful to pursue, hunt, take, capture or kill; attempt to take, capture or kill; possess, offer to or sell, barter, purchase, deliver or cause to be shipped, exported, imported, transported, carried or received any migratory bird, part, nest, egg or product, manufactured or not.

Following selection of the Preferred Alternative in the ROD, detailed design of the project would begin, but before construction, TxDOT would conduct a survey to identify potential effects on species protected under the MBTA and develop a plan to avoid effects on such species.

Comment #10-3 (Commenter 66) Concerned over native wildlife and ecology. Suggest on the ground survey.

Response – Impacts to trees, vegetation and wildlife habitat are discussed on page V-132 of the DEIS. Results of the survey can be found in Table V-17. *Predominant Tree Block Composition Along the PSC* on page V-134. Wildlife habitat is discussed in detail on page V-122 under the *Water Body Modifications and Wildlife Impacts* section. Impacts to trees, vegetation and wildlife habitat are also discussed in Section 5.15 and 5.20 of the FEIS.

Vegetation impacts were determined in accordance with accepted industry-wide practices based on field reconnaissance in the summer of 1999 and spring 2001, aerial photography and on preliminary design files.

COMMENTS ON INDUCED LAND USE

Comment #11-1 (Commenter 12, 13, 66) DEIS does not address the issue of induced land use and concerned over future induced land uses.

Response – Issues of induced land use are in the updated secondary and cumulative impacts discussion in Section 5.27 of the FEIS.

Comment #11-2 (Commenter 67) Needs on-the-ground assessment of road impacts and induced land uses on native wildlife and ecology.

Response – Issues of induced land use are in the updated secondary and cumulative impacts discussion in Section 5.27 of the FEIS. Vegetation impacts were determined in accordance with accepted industry-wide practices based on field reconnaissance in the summer of 1999 and spring 2001, aerial photography and on preliminary design files. Tree surveys determined vegetation species and percent of tree sizes of diameter at breast height (dbh) greater than 6 inches within the PSC. Aerial photography and preliminary design files were utilized to determine the percent of the total acreage of trees located within the proposed ROW that would be impacted by the Build alternatives. Tree zones were identified as follows:

- North of IH 30 (area east of Forest Park Boulevard, south of the Holly Water Treatment Plant),
- South of IH 30 (along Vickery Boulevard to Hulen Street),
- Undeveloped property area (west of Hulen Street along the Clear Fork of the Trinity River and south to IH 20) and
- South of IH 20 to FM 1187.

In addition, the secondary and cumulative discussion of the FEIS has been substantially revised and updated from the DEIS.

Comment #11-3 (Commenter 55, 68) Would like the EIS to address frontage roads.

Response – We understand the commenter to be requesting limited use of frontage roads. The purpose of all the frontage roads on the project is to facilitate local access between freeway/tollroad interchanges. The proposed facility would include frontage roads only in those locations where they would be essential to maintain local street circulation and continuity.

COMMENTS ON LANDSCAPING ISSUES

Comment #12-1 (Commenter 55, 68) Would like the EIS to address Landscaping.

Response – Landscape issues are limited to project ROW and as stated on page V-123, under the Wildlife Habitat section of the DEIS, “In accordance with Executive Order (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.” The project would follow the *Landscape and Aesthetics Design Manual*. TxDOT’s current seeding specification is in compliance with EO 13112.

The NTTA has developed System Wide Design Guidelines to provide aesthetic continuity on the toll road projects that they operate and maintain. These guidelines include landscaping, which is considered an integral element in the roadway design. The NTTA’s approach to landscaping is to select key focus areas for concentrated plantings such as interchanges, main lane toll plazas, underpasses and overpasses. Landscaping is discussed in the FEIS in Section 8.1.7.

Comment #12-2 (Commenter 71) Project should be designed without landscaping due to expense and because landscaping would benefit only people living adjacent to the project.

Response – Federal law requires that action be taken to prevent Invasive Species propagation. Invasive Species, such as Johnson grass (*Sorghum halepense*), can easily establish themselves on highway ROWs that are not actively seeded and replanted with native species of plants. These invasive species can continue to be spread, causing proliferation along the highway corridors, then spreading to other properties. In an effort to control this trend, EO 13112, established in February 1999, mandates that Federal projects use relevant programs to restore native species and habitat conditions.

Comment #12-3 (Commenter 93) Enhance landscaping of the bridge area (needed).

Response – Please see response to Comment #12-1. Enhanced landscaping along the proposed project is addressed in Section 8.1.5 and Section 8.1.7 of the FEIS.

COMMENTS ON LIGHT IMPACTS

Comment #13-1 (Commenter 57, 67, 64, 104, 53, 2, 38, 44, 55, 56, 63, 66, 84, 89, 99) DEIS needs to more thoroughly document light impacts and possibly mitigate by using cut-off fixtures, lowering height and expand buffer of trees to reduce light.

Response – Roadway illumination is provided on transportation facilities to enhance safety for the traveling public. Lighting, in general, can be expected to reduce night crashes by about 30 percent. Convenience, security and the aesthetic value of roadway lighting are additional benefits. 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. Light levels for roadways are developed in accordance with guidelines published by the AASHTO and may be obtained through the use of either conventional or high mast lighting. Adequate lighting of main lanes, at-grade ramps, frontage roads, at-grade intersections, two-level interchanges and toll plazas can usually be provided using conventional lighting, while multiple level interchanges, some elevated ramps and roadways with high average daily traffic counts may require the use of high mast lighting. In determining the placement of illumination poles and the configuration of high mast facilities, consideration would be given to the nature of adjacent development. In response to neighborhood concerns over lighting levels elsewhere on our system, NTTA performed some 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 pollution 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. In accordance to TxDOT's *Traffic Operations Manual*, safety lighting may be installed at any interchange, highway intersection, or other decision-making point or points of nighttime hazard. Safety elements may 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. More information is provided in Section 8.28 of the FEIS.

COMMENTS ON MASS TRANSIT (ALTERNATIVE MODES OF TRANSPORTATION)

Comment #14-1 (Commenter 29) Is there project related material concerning rail?

Response –Yes, project related material concerning rail is located in the Alternatives Section, III, pages 49 and 50 of the DEIS (Rail/Transit-Oriented Strategies) and in Section 3.6.1 and Section 5.25 of the FEIS.

Comment #14-2 (Commenter 29) The project should consider grading and median width to be consistent with possible future rail alternatives.

Response – The placement of rail alternatives within the proposed corridor were considered. Adequate adjacent rail components currently exist and are included in NCTCOG’s Mobility 2025-2004 Update. This plan identifies the Fort Worth and Western Railroad. The route of the railroad generally follows the proposed route of SH 121 from the Forest Park IH 30 area to approximately 3 miles west of the proposed SH 121 intersection with FM 1187.

Comment #14-3 (Commenter 17, 18) Requests that funds for project should be transferred to mass transit efforts and that a regional transportation authority should be created to expand mass transit.

Response – Comment noted. A regional transportation authority is outside the scope of the purpose and need of this project. The suggested transfer of funds is not within the authority of TxDOT or NTTA.

Comment #14-4 (Commenter 72, 73) Residents of Cleburne should build railcars for transportation to Fort Worth.

Response – Comment noted.

Comment #14-5 (Commenter 56) Concerned the TSM alternatives were not evaluated.

Response - The Alternatives Section, III, pages 45-47 of the DEIS discusses Transportation Systems Management and other related strategies. Similar information is located in Sections 1.0, 2.2.4, 2.2.5 and 3.6.2 of the FEIS.

COMMENTS ON MITIGATION

Comment #15-1 (Commenter 57, 8, 68) Insufficient Environmental Impact Analysis with regards to mitigation. Mitigation measures need to be considered strategies to protect scenic, ecological and recreational resources. Expand analysis of environmental impacts to include mitigation.

Response – The FEIS addresses mitigation and specific impacts have been addressed Please see Section 8.0 of Volume 1). General mitigation concepts are considered throughout the development of the project, in anticipation of impacts to resources.

Comment #15-2 (Commenter 38) Requests mitigation at University Drive (gateway to TCU), Botanic Gardens and the Museum District.

Response – Impacts at University would be south of IH 30 while the Fort Worth Botanic Gardens and Museum District are north of IH 30. Therefore, there would be no visual impact at University Drive, Botanic Gardens and the Museum District. TCU is south of the project by about 1½ mile. Mitigation along the proposed project is addressed in Section 8 of the FEIS.

Comment #15-3 (Commenter 84) Concerned with traffic flow impacts/mitigation at Sunset Terrace.

Response –Please see response to Comment #6-2 and 27-2.

Comment #15-4 (Commenter 86, 99) Supports mitigation suggested by Streams and Valleys and Trinity River Vision.

Response – General mitigation concepts are considered throughout the development of the project, in anticipation of impacts to resources. Mitigation along the proposed project is addressed in Section 8 of the FEIS. Please see responses to #8-19 and #13-1.

Comment #15-5 (Commenter 93) Use light and paint under bridges to offset loss of natural light and include all mitigation for visual bridge impacts in the base cost of the project.

Response – Please see response to 13-1. Mitigation along the proposed project is addressed in a context-sensitive format in the FEIS.

COMMENTS ON NOISE IMPACTS

Comment #16-1 (Commenter 60, 57, 56, 66, 68, 100) DEIS needs to more thoroughly document noise impacts. Additional noise studies are requested.

Response – A preliminary noise analysis was conducted and included in the DEIS. A more detailed, in depth analysis compliant with FHWA Regulation 23 CFR 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise* and *TxDOT's 1996 Guidelines for Analysis and Abatement of Highway Traffic Noise* is included in the FEIS.

Since the Public Hearing, additional modeling has been conducted along the project corridor at 30 receiver sites. Primary consideration was given to exterior areas (Category A, B or C) where frequent human activity occurs. However, interior areas (Category E) are used if exterior areas are physically shielded from the roadway, or if there is little or no human activity in exterior areas adjacent to the roadway.

The results indicate that there would be a noise impact at 15 or 16 of the receiver sites depending on the alternative (A-D). A detailed analysis, including specific locations and dimensions of all feasible and reasonable traffic noise barriers, has been performed for the recommended alternative in the FEIS (see Section 5.11 of the FEIS). In addition, Table 2 describing recent work on noise barrier cases that were analyzed and cost/benefited receivers has been completed and is included in the following table.

Table 2 – Noise Barrier and Cost/Benefit Receivers Analysis

AREA	CASE #	DESCRIPTION	# OF BENEFITED RECEIVERS	COST/BENEFITED RECEIVER (BASED ON \$18/SQFT)	FEASIBLE AND REASONABLE **
SUNSET TERRACE	1	8,10,12,14 and 16 ft wall along TxDOT ROW	0	NA*	NO
	2	9,12 and 15 ft combination noise wall along the west bound frontage road	0	NA*	NO
	3	8,10,12,14 and 16 ft wall along Macon Connector	0	NA*	NO
	4	6,8,10,12,14 and 16 ft wall along the commercial parking lot	0	NA*	NO
	5	Combination of 6 ft wall along commercial parking lot and 14 ft noise wall along the Macon connector	0	NA*	NO
MISTLETOE HEIGHTS	1	5 ft wall on top of existing berm	4	\$10,930	YES
FORT WORTH COUNTRY DAY SCHOOL	1	12,14 and 16 ft combination wall along ROW	11	\$21,281	YES
HULEN BEND AND PARK PALISADES	1	8, 10 and 12 ft combination wall along ROW	84	\$9,688	YES

* NA-no receivers were benefited in this case; therefore, the cost/benefited receiver does not apply.

** A noise wall would be "feasible and reasonable" if it provides at least 5 dBA reduction AND it costs no more that \$25,000 per benefited receiver.

Comment #16-2 (Commenter 67) DEIS does not address noise issues in the Overton Woods area.

Response –A noise analysis has been conducted in the Overton Woods area. Two receivers were placed in this area and the results of the analysis indicate a noise impact would not occur as a result of the proposed project. The near point of the proposed project to Overton Woods is approximately 1,000 feet.

Comment #16-3 (Commenter 60) Sound impacts must be mitigated to preserve sanctuary of Botanic Gardens.

Response – At the Botanic Gardens location, a noise determination has been conducted. Because the dominant source of traffic noise would be from IH 30, it was determined that no receiver be placed in this area. The gardens are located approximately 700 feet north of the proposed SH 121. At this distance from the proposed roadway, the Botanic Gardens would not receive an increase of noise over the existing noise generated by the IH 30 roadway.

Comment #16-4 (Commenter 64) No site-specific sound studies at or near Sunset Terrace were accomplished.

Response – A noise analysis has been conducted in the Sunset Terrace neighborhood. Five receivers were placed within the neighborhood and the results of the analysis indicate that although there would be a noise impact at two of the receivers, noise abatement measures would not be feasible or reasonable.

The Sunset Terrace residential area is located approximately 100 feet from the proposed ROW. It is composed of three adjacent single-family residences. A noise barrier would not likely be both feasible and reasonable for this area due to geographical constraints (there is approximately 3 to 14 feet in elevation difference between the highway and the neighborhood) and the small number (2) of impacted adjacent receivers. Also see response to comment #16-8.

Comment #16-5 (Commenter 95) Noise study improperly done as a Category E not Category A at Fort Worth Country Day School. Present and predicted outside noise levels [are] not determined at Fort Worth Country Day School. Buildings at the Fort Worth Country Day School will be impacted exceed new interior sound criteria by 5 to 8 *dBA*.

Response – A noise analysis has been conducted at this school. A total of six (6) receivers have been modeled at the school. Three receivers were modeled as exterior receivers (Category B) and three receivers were modeled as interior receivers (Category E). The results of the analysis indicate that a noise impact would occur in three of the receiver locations. Noise abatement measures at these three locations appear to be both feasible and reasonable at this time. A more detailed analysis for the recommended alternative C/A is included in the FEIS.

Comment #16-6 (Commenter 90, 104) Project needs to take into consideration effects of noise on children of St. Paul School.

Response – Two additional receivers have been added at the school and church. The results of the analysis indicate that a noise impact would not occur.

Comment #16-7 (Commenter 25) More noise testing is needed for undeveloped areas.

Response –Undeveloped areas are evaluated to provide noise contours and not modeled receivers. Noise contours were developed and analyzed for the undeveloped areas of the project. Please see response to Comment 16-1 and 16-9.

Comment #16-8 (Commenter 53) Would like to see a site specific noise study accomplished at Mistletoe Heights adjacent to Rosedale and along the river bluff.

Response – A noise analysis was conducted in the Mistletoe Heights neighborhood. Three receivers were placed within the Mistletoe Heights neighborhood and the results of the analysis indicate that there would be a noise impact. The nearest Mistletoe Heights residential area is located approximately 530 feet from the proposed project. The first row of single-family residences is located behind a berm (within TxDOT ROW) of variable height ranging between 4 and 8 feet tall and an existing noise wall along West Rosedale Street. An additional noise wall would be both feasible and reasonable for this area.

In the Rosedale area, a single-family residence located approximately 22 feet above West Rosedale Street behind a retaining wall would not likely be both feasible and reasonable for a noise barrier due to the steep terrain and the distance from the proposed ROW.

Comment #16-9 (Commenter 37, 2) Minimize noise by lowering parkway, building sound walls and expand buffer of trees to reduce noise; require new developments to use berms and TxDOT compatible walls. (additional) ROW is needed for sound walls.

Response – We understand the commenter to mean additional ROW when referring to more ROW. All noise mitigation abatement measures would be considered. According to the TxDOT 1997 Guidelines for Analysis and Abatement of Highway Traffic Noise, a stand of vegetation so dense that it cannot be seen through, approximately 98 feet thick and approximately 14 feet tall would decrease traffic noise by only a barely perceptible amount; therefore, a narrow band of trees would not form an effective barrier to traffic noise. ROW acquisition would take accommodation for noise walls into consideration. Noise abatement measures such as: traffic management, alteration of horizontal/vertical alignment and the construction of noise barriers would be considered and proposed for the recommended alternative. The final noise analysis would include an analysis on whether the proposed measures are both feasible and reasonable.

In order to avoid noise impacts that might result from future development of properties adjacent to the project, local officials responsible for land use control programs should ensure, to the maximum extent possible, that no new activities are planned or constructed along or within the predicted 2025 noise impact contours. FHWA, TxDOT and NTTA are not responsible for providing noise abatement for new development adjacent to the project after approval of the project. Please see Section 5.11 of Volume 1 of the FEIS.

Comment #16-10 (Commenter 38) Need for more site-specific noise studies in the north portion of the project.

Response – The project would model additional receivers at Sunset Terrace and west of Hulen. Additional receivers were added and noise reassessed at all areas where public comments on noise are presented. By indicating the northern portion of the project, we understand the commenter to mean Botanic Gardens, Mistletoe Heights and Sunset Terrace. Please see response to comment # 16-11 and #16-8.

Comment #16-11 (Commenter 44, 63, 77, 84) Noise impacts to Botanic Gardens, Mistletoe Heights and Sunset Terrace would occur.

Response –Please see response to Comments 16-8 and 16-4. At the Botanic Gardens location, a noise analysis was conducted. Because the dominant source of traffic noise would be from IH 30, it was determined that no receiver be placed in this area. The gardens are located approximately 700 feet north of the proposed SH 121. At this distance from the proposed roadway, the Botanic Gardens would not receive an increase of noise over the existing noise generated by the IH 30 roadway.

Comment #16-12 (Commenter 55) Would like the EIS to address sound.

Response – Please see response to comment #16-1.

Comment #16-13 (Commenter 63) Potential noise mitigation should consider plans currently on file with the City.

Response--For the purpose of this analysis, the noise contour lines were developed based on the corresponding land uses established by the City of Fort Worth and for the different plan options which involve different vertical alignments, ROW widths, traffic data, etc. The City of Fort Worth has been consistently involved in the overall development of this project.

Comment #16-14 (Commenter 77) Requests that 121 from Hulen to Forest Park be depressed to abate traffic noise.

Response –Please see response to comment #16-9.

Comment #16-15 (Commenter 99) Concerned about noise impacts to Arlington Heights neighborhood including the Botanic Gardens.

Response – The proposed project would be located more than 1,000 feet south of the IH 30 roadway intersection with University Drive. At this distance from the Botanic Gardens, the proposed project would not contribute to an increase of noise over the existing noise generated by the IH 30 roadway.

Arlington Heights neighborhood's southernmost extent is more than 1,000 feet from the nearest portion of the proposed project. IH 30 is directly adjacent to this portion of the Arlington Heights neighborhood. Based upon this information, the proposed project would not contribute to an increase of noise over the existing noise generated by the IH 30 roadway.

Comment #16-16 (Commenter 40, 41, 74) Need a 25 ft berm placed between the roadway and Park Palisades (if not feasible, then a noise wall).

Response – At the Park Palisades area, a noise analysis was conducted. Two receivers have been placed at Park Palisades and the results of the noise analysis indicate that a noise impact would occur at both receiver locations. Noise abatement at these two locations appears to be both feasible and reasonable at this time. Details on noise abatement measures are presented in FEIS.

Comment #16-17 (Commenter 91) Commenter provides 34 specific comments/questions on noise analysis and the Fort Worth Country Day School.

Response—Please see responses to Comments #16-1 and #16-5.

COMMENTS ON NRHP ELIGIBILITY OF BROOKLYN HEIGHTS SCHOOL, ST. PAUL CHURCH AND ROSE GARDEN

Comment #17-1 (Commenter 44, 96) Brooklyn Heights School at 3813 Valentine (built 1955) not addressed in DEIS.

Response –The Brooklyn Heights School (built in 1955 at the end of the period to be evaluated for Section 106) at 3813 Valentine lies beyond the APE and thus was not incorporated into the evaluation process. The school is located 470 ft northwest of the project and is included under the *Publicly Oriented Facilities* section (4.1.5) of the FEIS as a school located in close proximity to the PSC.

Comment #17-2 (Commenter 44, 96) St. Paul Lutheran Church (begun 1954) not addressed.

Response – St. Paul is listed under the *Publicly Oriented Facilities* section as a church near the PSC. Because this church was built nearly 50 years ago it was not included in the initial historic structures surveys reported in the DEIS. In order to address public comment, TxDOT has recently concluded an “Intensive Survey Report” for St. Paul Lutheran Church to determine National Register of Historic Places (NRHP) eligibility of the property. TxDOT applied NRHP evaluation criteria to the property. Based on the results of the report that included contextual information, maps, photographs and an assessment of the property, TxDOT determined that the property is not eligible for listing in the NRHP. The report demonstrated that the property exhibits no significant associations with historic context and that alteration to the property has compromised its historic integrity. Therefore, the 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. TxDOT submitted this determination to the State Historic Preservation Officer (SHPO) at the THC for concurrence that the property is not eligible for listing in the

NRHP. The THC concurred with TxDOT's determination for the property of "not eligible" on January 26, 2004.

Comment #17-3 (Commenter 60) The historic Rose Garden is eligible for the NRHP.

Response – The historic Rose Garden may be eligible for the NRHP, but is not within the APE for the project (500 feet beyond the proposed ROW).

Comment #17-4 (Commenter 64, 85, 63, 68, 87) DEIS ignored Mistletoe Heights and Sunset Terrace in regards to NRHP (TxDOT relies on THC finding of no specific impact which was specifically conditioned on TxDOT addressing traffic noise and light pollution).

Response – In correspondence dated August 9, 2002, the THC specifically expressed concern for traffic, noise and light impacts on historic neighborhoods, requesting 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 testimony process." The no adverse effect determination was conditional on the provision that "public testimony and design alternatives are given consideration." In correspondence dated September 9, 2002, TxDOT reassured the THC that public concern for traffic, noise and light pollution have been accommodated through the design process, citing abated traffic projections for neighborhood thoroughfares, FHWA noise abatement criteria (NAC) and lighting design alternatives. The THC acknowledged this correspondence on September 18, 2002.

The elements of the Sunset Terrace neighborhood coordinated by TxDOT as individual properties were determined NRHP-eligible collectively as a potential historic district, so impacts evaluated for individual components were applicable to the neighborhood as a whole. Please also see responses to questions #13-1 and #16-1 to #16-16.

Comment #17-5 (Commenter 26) DEIS does not address a historic structure called Thistle Hill.

Response – Thistle Hill (1509 Pennsylvania Avenue) lies beyond the project's APE and thus was not incorporated into the evaluation process. Designated a Recorded Texas Historic Landmark in 1977, the house museum also lies beyond the 150 ft APE normally applied to street improvements such as the collateral improvements to nearby Eighth Street.

Comment #17-6 (Commenter 55, 68) Would like the EIS to address historic properties.

Response – The DEIS addresses eligible historic properties. Section IV, Affected Environment, Cultural Resources, contains an in-depth explanation of the assessment undertaken to determine the presence of cultural resources, including historic properties. Section V, Environmental Consequences, Section 4(f) Impacts, discusses the potential impacts to identified historic sites. Also refer to Sections 4.4.3, 4.4.4 and 5.21.3 of the FEIS.

Comment #17-7 (Commenter 56) The DEIS also does not thoroughly evaluate Section 107 impacts on adjacent neighborhoods. Any structure 50 + years should be reviewed under Section 107.

Response – Section 107 is normally not addressed in the environmental documentation for roadway projects. There are no provisions for reviewing structures 50+ years old under section 107. As Section 107 of the NHPA regards changes to the White House, Supreme Court and United States Capitol, it is assumed the concern is with review of the undertaking’s potential effects on historic properties under Section 106 of the NHPA. TxDOT performed legally sufficient coordination with THC regarding historic properties in the project’s APes. Specific evaluations of indirect impacts for traffic, noise and light pollution were developed in conjunction with the NEPA process and comprised a significant component of the consultation with THC under Section 106 regarding potential effects for historic properties referenced in comments including the Botanic Gardens, Mistletoe Heights and Sunset Terrace, as well as properties determined individually NRHP-eligible.

Comment #17-8 (Commenter 68) Insufficient Environmental Impact Analysis with regards to sec 106.

Response –Please see response to Comment #17-7.

REQUEST ON-GROUND SURVEY NEEDED FOR BIOLOGICAL RESOURCES

Comment #18-1 (Commenter 25) Vegetation and endangered species analysis is incomplete and relies on aerial photography. A complete on the ground survey is recommended.

Response –2001 aerials and design files were used to determine the approximate acreage impacted by the project and to identify high-density tree areas. Using these aerials represent a conservative analysis given that most likely, vegetation today is less dense than in the past. On ground vegetation and endangered species survey were performed in order to determine the percent tree sizes that would be taken by the Build alternatives.

Comment #18-2 (Commenter 5) DEIS fails to consider role certain ecological features of Rall ranch plays with eco-system outside the ROW.

Response –Direct impacts on resources were addressed along the PSC. Direct impacts along the PSC would not cause habitat fragmentation or disruption so as to be considered substantial. Other resources affected indirectly are analyzed in the secondary and cumulative section of the FEIS.

Comment #18-3 (Commenter 8) Cites inadequate DEIS study of existing flora and fauna based on aerial photography.

Response –Flora and fauna was not studied solely using aerial photography. Aerial photography was used to assess the impacts quantitatively to complement other methodologies. As previously mentioned, other tools employed included, field surveys, habitat assessment and agency coordination.

COMMENTS ON PURPOSE AND NEED

Comment #19-1 (Commenter 68) Revise purpose and need to indicate a “lower, slower, greener” parkway.

Response – The purpose of the project is to improve regional mobility, increase people and goods carrying capacity and alleviate further overburdening of the local transportation system. Consideration has been given to CAC/PDT suggestions and recommendations. Input from Citizens Advisory Group via the City would continue throughout the detailed design phase of the proposed project.

Comment #19-2 (Commenter 72) Citizens of FTW bear cost of a project that will not improve FTW economy.

Response - Improved mobility and accessibility are factors that affect the economy. However, the existing regional economy plays a more important role: if the economy is growing, transportation improvements are more likely to have a greater effect on land development. If the economy is stagnant, transportation is less likely to influence it. (Source: *An Overview: Land Use and Economic Development in Statewide Transportation Planning, May 1999*. Prepared for the FHWA, prepared by: Center for Urban Transportation Studies, University of Wisconsin, Milwaukee.) Please also see Section 5.6 in Volume 1.

COMMENTS ON ROW ACQUISITION PROCEDURES

Comment #20-1 (Commenter 40, 74) The project should not encroach on Park Palisades properties.

Response – All potential ROW acquisition properties would be given equal consideration. TxDOT would adhere to ROW procedures according to the *ROW Acquisition TxDOT Manual*.

Comment #20-2 (Commenter 105) When will ROW acquisition begin?

Response – According to the *ROW acquisition TxDOT Manual*, ROW acquisition would begin after clearance is obtained through TxDOT’s Environmental Affairs Division (ENV) (normally after the ROD is signed by FHWA). At this time, no specific date for ROW acquisition can be provided.

Comment #20-3 (Commenter 106) Requests that 18 months notice be given prior to ROW acquisition based on Howell Instruments designation as a US Dept of Defense contractor.

Response – NTTA and TxDOT will work with Howell Instruments towards obtaining at least an 18 month notice prior to ROW acquisition procedures.

COMMENT ON THE SEGMENTATION OF SH 121

Comment #21-1 (Commenter 46, 33) DEIS contains no information on the southern portion of SH 121 in Johnson County.

Response –SH 121, from FM 1187 in Tarrant County to US 67 in Johnson County is a separate project and has logical termini and section(s) of independent utility as required. For this project the termini selected are FM 1187, which is a roadway included on the NHS. To be included on the NHS a roadway must be considered important to the nations economy, defense and mobility. The appropriate NEPA document, an Environmental Assessment (EA), was accomplished by TxDOT for SH 121 from FM 1187 in Tarrant County to US 67 in Johnson County. A Public Hearing for the south portion of SH 121 was held in Cleburne on February 13, 2003 and a Finding of No Significant Impact (FONSI) was signed by FHWA on March 20, 2004. The relationship of the SH 121 project in Johnson County is discussed in the secondary and cumulative impacts section of the FEIS.

COMMENTS IN SUPPORT OF THE PDT AND OTHER ALTERNATIVES

Comment #22-1 (Commenter 50, 52, 70, 96, 67, 25, 53, 3, 10, 12, 61, 63, 66, 68, 79, 88, 89, 49, 51, 55, 20) DEIS does not include a true parkway design and does not address what the PDT, CAC and the City of Fort Worth brought to TxDOT. Commenter(s) recommend that the FEIS include public group comments such as the PDT. SH 121 should exceed minimum standards and be environmentally sensitive and aesthetically pleasing model roadway. TxDOT should accept and adopt City Resolution 2923.

Response – PDT, CHC and the City of Fort Worth suggestions have been and would continue to be analyzed and considered to be incorporated into the final design. NTTA and TxDOT will include as much of the PDT recommendations as is feasible and practicable. The PDT and all other recommendations would be included as part of the FEIS and project administrative record.

Comment #22-2 (Commenter 9) Streams and Valleys would like to include a plan to offset the impact of the roadway.

Response – The Streams and Valleys recommendations and all other recommendations brought forth by groups during the Public Hearing process would be included as part of the FEIS and the project's administrative record.

COMMENTS ON TOLLROAD VS. PARKWAY CONCEPT

Comment #23-1 (Commenter 33, 57, 68) Does the proposed toll facility result in a significant reduction of traffic? NCTCOG 2025 shows facility would not reduce congestion.

Response – Percent Vehicle Hours of Delay, represents the average delay of all motorists, expressed as a percentage of the total travel time on a given section of highway. The Southwest Fort Worth Subarea study compared the Percent Vehicle Hours of Delay for the project Subarea between the No Build and the Build scenarios, the following was found:

- The No Build alternative would cause 40.31 percent vehicle hours of delay in the Subarea.
- The difference between the No Build and the Build scenarios would be a reduction in vehicle hours of delay of between 6.37 percent and 6.78 percent.

Comment #23-2 (Commenter 57) A limited access parkway would reduce emissions, visual, noise impacts compared to a tollway.

Response –Comment noted. The alternatives analysis section of the DEIS discusses impacts of a freeway versus tollroad facility. As stated in the DEIS (page III-79), “Though found to be technically feasible, the ultimate freeway was eliminated as a viable alternative because it would not expedite construction of the facility through alternate means of financing.” This information is also located in Section 3.2 of the FEIS.

Comment #23-3 (Commenter 68) Purpose and need should be revised to reflect an urban parkway.

Response – Please see response to #19-1.

COMMENTS ON TRAFFIC STUDIES

Comment 24#1- (Commenter 63, 85) Disagrees with DEIS statement that traffic patterns have not changed to a measurable degree since peak hour traffic studies accomplished in 1992. The Traffic Needs Study dates to 1984, prior to non-attainment status.

Response – The latest traffic available is being utilized for the project. Existing Traffic Volumes for On-State Facilities (Exhibit 2.5) and Existing Traffic Volumes for Major Arterials (Exhibit 2.6) are derived from the 1996 District Highway Traffic Map, Fort Worth District, TxDOT.

Comment #24-2 (Commenter 25) Exhibit III-13 & 14 are confusing and do not include traffic studies.

Response – Traffic studies are discussed beginning on pages II-27, III-64 and V-177 of the DEIS. Exhibit III-13 and 14 were taken directly from the North Central Texas Council of Government’s (NCTCOG) database. These exhibits did not originally include traffic studies and, thus, will not be modified. Efforts have been made to make the FEIS more reader friendly. Traffic study information is located in Section 2.2.3 of the FEIS.

Comment #24-3 (Commenter 53, 68) Concerned about the hazardous traffic on Forest Park Blvd—traffic study appears to come from 1984.

Response – The most current traffic data has been utilized for the analysis of the proposed project. Traffic volumes for on-state system facilities (Exhibit 2.1) are derived from the 2002 TxDOT Traffic Map, Fort Worth District and traffic volumes for major arterial roadways (Exhibit 2.2) are derived from the 1999 Traffic Map Saturation Map, Fort Worth District, TxDOT.

Comment #24-4 (Commenter 53, 63, 68) Concerned about stagnant traffic on the north end of the project. Are there studies to indicate that increased efficiencies on the southern end would not be offset by inefficiencies on the north end of the project?

Response – The traffic for this study has been provided by the NCTCOG. The level of service (LOS) on SH 121 throughout the project and specifically at the north end is at an acceptable level. The LOS on SH 121 throughout the project is at an acceptable level.

Comment #24-5 (Commenter 44) Increased traffic would worsen bottleneck situation at Summit office location (1020 Summit).

Response – This location is on Summit, north of IH 30. Traffic congestion at this location should be addressed through the City. Please see response to Comment #6-8.

Comment #24-6 (Commenter 63) DEIS fails to acknowledge residential use as a component of the CBD.

Response--The CBD of the County, downtown Fort Worth, has experienced recent commercial growth. According to *A Dynamic Economy* by Tarrant County Administrator's Office, office occupancy rates are the highest in 14 years and 21 percent higher than downtown Dallas. Tourists and locals are attracted to the City's live entertainment, clubs, restaurants and retail establishments.

As discussed in Section V of the DEIS, "The CBD does not only offer employment and commercial opportunities but housing. New and old apartment buildings, town homes and duplexes offer all the amenities that make the CBD attractive to newcomers, in addition, well established neighborhoods can be found in close proximity to the CBD."

Comment #24-7 (Commenter 89) Would like to see more recent traffic data studies in the Forest Park area.

Response –Please see response to comment #24 – 3.

COMMENTS ON URBAN SPRAWL

Comment #25-1 (Commenter 13, 68, 72, 73) Project would contribute to urban sprawl and deterioration of inner-cities. The EIS should require minimal use of frontage roads to discourage urban sprawl.

Response –Transportation can influence land use just as land use can influence transportation. However, transportation is not the only factor affecting urban sprawl. Urban sprawl is the result of population growth, the search for affordable housing, good schools, nearby shopping and many other contributing factors. As stated on page V-1 of the DEIS: "...the Dallas-Fort Worth area is highly suburbanized and the outlying area to central city commute from the southwest area of Fort Worth does not provide for a direct route to the CBD, other than arterials such as Hulen, Bryant Irvin and Old Granbury roads. The growth in population and employment

previously mentioned would increase the continuous development trend of suburban areas in Southwest Fort Worth. Travel times, trip frequencies and trip lengths are expected to increase by the year 2025. Similar information is also located in Section 5.1 of the FEIS.

Without improvements to the existing transportation system, such as the proposed SH 121 project, the existing traffic congestion is expected to increase.” Urban sprawl and other indirect consequences such as land use changes are addressed and discussed in the secondary and cumulative section of the FEIS.

COMMENTS ON VICKERY AS A ONE-WAY ROAD

Comment #26-1 (Commenter 15) Will Vickery remain a two-way street?

Response – In each of the alternatives, Vickery traffic is maintained in each direction, but is presently separated into two one-way streets for part of its length. In the proposed project Vickery/Lovell would be one-way to the west between University and Montgomery. The eastbound SH 121 frontage road would then provide the other movement between Montgomery and University.

Comment #26-2 (Commenter 15) Will there be reduced access to the University Center II building?

Response - Access would be maintained to the University Center II building and is basically the same with each alternative including the recommended C/A Alternative with access to and from the westbound connection to Vickery.

Comment #26-3 (Commenter 43) Would West Vickery road as a one-way street limit access to the University Centre II.

Response – The only limitation would be by Vickery being a one-way street to the west on the south side of University Centre II.

COMMENTS ON VISUAL IMPACTS

Comment #27-1 (Commenter 53) The new road will be visible from the Mistletoe Heights neighborhood.

Response – SH 121 would be visible only from northern most residence in the Mistletoe Heights neighborhood. SH 121, at this point, would be approximately the same elevation as the railroad, but beyond the tracks (behind the tracks from the perspective of Mistletoe Heights neighborhood). Please see response to Comment #27-2.

Comment #27-2 (Commenter 4, 5, 44, 56, 57, 68, 86) DEIS needs to more thoroughly document visual impacts on adjacent neighborhoods. Visual impacts to Botanic Gardens, Mistletoe Heights, Rall Ranch, the bridge in Overton area and Sunset Terrace would occur. Not enough

landscaping is being considered to prevent 121 from having a drastic negative visual impact on development.

Response – One of project goals is to fit the facility into the adjacent landscape in a way that is complementary to and enhances, the existing landscape. Achieving this goal requires consideration of natural, ecological, aesthetic, economic and social influences related to that landscape. Consideration has been given to CAC/PDT suggestions and recommendations.

Visual impacts are addressed in the FEIS. The following section titled: *Aesthetic Value Impact* addressed the public’s visual impact concerns: “The route of proposed SH 121 would have an aesthetic and visual effect on the surrounding environment. It would be the responsibility of the project design team, working closely with other planning agencies, to integrate this project into the existing environment with the least possible amount of adverse effects to the immediate surroundings.” The FEIS includes discussion of visual impacts and context sensitive design.

COMMENTS ON WATER QUALITY AND SAFETY

Comment #28-1 (Commenter 6) Request to coordinate with the City with regard to regional drainage to ensure quality of water; and design 121 to ensure clean water in accordance with Sec 401 and 402 of the CWA including NPDES and TPDES.

Response – Section 401, is discussed under the response to #7-1. The TPDES discussion is already included in the DEIS on page V-96 and is Section 8.25.3 of the FEIS.

Comment #28-2 (Commenter 38) Trinity River area including recreational facilities need to be protected.

Response – The areas recreational character would not be impacted permanently. Short-term construction impacts may occur. To minimize these potential impacts, trail detours would be provided until construction is finalized.

COMMENTS ON WETLANDS AND VALIDITY OF DEIS WETLAND SECTION

Comment #29-1 (Commenter 7, 68) DEIS needs to do more work to consider ecological features especially wetlands.

Response – More detailed assessment (wetland delineations) and ordinary high water mark determinations would be performed for the recommended alternative at the appropriate phase of the environmental process.

Comment #29-2 (Commenter 73, 72) Project will obliterate Summer Creek and associated wetland(s).

Response – According to the City of Fort Worth Floodplain Administrator and investigation of USGS topographic maps, Summer Creek is not present within the proposed project area. We

assume that the commenter is referring to one of the unnamed intermittent tributaries to the Clear Fort of the Trinity River.

Estimated impacts of the proposed project to Section 404 of the Clean Water Act (CWA) jurisdictional waters of the United States, including wetlands, were estimated for all four Build alternatives. These estimations were based on preliminary engineering and using a worst-case scenario of impacts to jurisdictional areas. The method for determining the boundary of jurisdictional areas included the use of off-site data sources such as 1992 National Wetlands Inventory (NWI) maps, aerial photography as well as limited visual on-the-ground inspection. The use of off-site data sources for making this determination is an accepted industry-wide practice as described in the 1987 Corps of Engineers (USACE) Wetland Delineation Manual.

Following the selection of a Recommended alternative, design of the proposed project would begin. During the design phase of the proposed project, a detailed on-the-ground jurisdictional water of the United States delineation and project impacts assessment would be completed along the entire proposed project's Recommended alternative. This jurisdictional waters of the United States delineation would be in accordance with the procedure described in the 1987 USACE Wetland Delineation Manual.

In accordance with CWA 404 (b)(1) guidelines, design of the proposed project would include measures to avoid and minimize impacts to jurisdictional areas. Unavoidable impacts to jurisdictional areas would be compensated for during the Section 404 permitting process by providing compensatory 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. Mitigation would be proposed at no less than a one-to-one ratio.

Comment #29-3 (Commenter 4, 6) DEIS does not adequately address wetlands at Rall ranch. Requests for the following: 1) perform additional survey of aquatic resources; 2) provide a statement of analysis procedure; 3) revise DEIS to reflect findings of discrepancies.

Response – Please see response to comment #29-2.

OTHER COMMENTS AND ISSUES

Comment #30-1 (Commenter 34) Would like to know whether TxDOT or NTTA will develop the plan.

Response – The City of Fort Worth, TxDOT and NTTA are developing the plan for SH 121 jointly. The three parties are operating under a three party agreement signed in December 2000.

Comment #30-2 (Commenter 48) Suggests extending SH 4 between Granbury and Cleburne as a State Highway.

Response – We understand the commenter to mean FM 4. Comment noted. Suggestion does not fall within the scope of this project.

Comment #30-3 (Commenter 55) Would like the EIS to address signage.

Response – Signage would be addressed in later stages of the design process and in the detailed plans for construction and would conform to MUTCD.

Comment #30-4 (Commenter 56) The DEIS also does not thoroughly evaluate vibration impacts on adjacent neighborhoods.

Response – The issue of vibration is typically associated with rail projects. From the Federal Transit Administration (FTA): “...vibration refers to ground-borne noise and perceptible motion. For people living near a transit route or a maintenance facility, the rumbling sound and vibration from passing trains may permeate an entire building and may be extremely annoying for occupants of the building. In most cases, vibration is a problem associated with rail projects, not (other transportation) projects.”

Vibration issues normally are applied to sensitive receivers only. Although the perceptibility threshold is about 65 dB, human response to vibration is not substantial unless vibration exceeds 70 dB. Trucks and buses rarely created vibration levels that exceed 70 dB

Comment #30-5 (Commenter 63) A permanent air quality monitor should be placed at Summit and IH 30.

Response – Suggestion does not fall within the scope of this project. TCEQ is the responsible party for installing the air quality monitors.

Comment #30-6 (Commenter 68) Expand analysis of environmental impacts to include comparison of impacts.

Response – A comparison of impacts (Evaluation Matrix) in table format is included in the FEIS. Please refer to DEIS sections IV and V or FEIS sections 4 and 5 (Volume 1) for discussion of impacts for each alternative.

Comment #30-7 (Commenter 94) Add signature landmark signage.

Response – Suggestions and recommendations from the CAG via the City of Fort Worth would be included in the final design of the proposed project in so far as is reasonable and practicable. Landmark signage, if applicable, would conform to MUTCD.

Comment #30-8 (Commenter 102) Concerned that lack of frontage roads, access streets, crossings will be detrimental to Cassco Land Co. property.

Response – Equal access would be maintained throughout the project as it currently exists. Please see response to Comments 11-3 and 8-11.

Comment #30-9 (Commenter 19) In favor of hike and bike access and preservation of open spaces.

Response – The project would not impact the trail system permanently because no TRWD property ownership transfers for any portion of the bike trail or for any property controlled by TRWD would occur and no portion of the bike trail or property controlled by TRWD would be retained for long-term use. There is anticipated to be only a short-term detour to the hike and bike trail. Also see response to #8-20 and #9-2.

Comment #30-10 (Commenter 98) The US Dept of the Interior provided comments from USFWS and NPS. USFWS concurred with BA but recommended more explanation of secondary and cumulative impacts. USFWS suggests restoration of the Clear Fork riparian zone as mitigation. The NPS requested a better description of the parks potentially impacted by DEIS alternatives in order to determine if Sec 4(f) issues remain and to discuss 4(f) issues in a separate section. NPS also requested that information regarding archeological site location be removed from the document to better protect the site.

Response – Section 4(f) determinations are made by FHWA. Section 4(f) issues are addressed in the FEIS. More explanation of secondary and cumulative impacts is included in the FEIS. Suggestion that restoration of the Clear Fork of the Trinity River riparian zone be used as mitigation can be considered at the appropriate time in the environmental process. Information regarding specific archeological site locations has been removed from the document to better protect the sites.

Comment #30-11 (Commenter 68) Why isn't the ultimate plan for build-out considered fully in the DEIS?

Response – In order to better evaluate future potential impacts to the environment, additional studies have been accomplished for the proposed project and presented in the FEIS. The FEIS does consider the ultimate plan for build-out as addressed in Mobility 2025 Update and Mobility 2025-2004 Update.

Comment #30-12 (Commenter 68) SH 121 could be interpreted as inconsistent with the objective to minimize SOV needs.

Response – Single occupancy vehicle (SOV) analysis is discussed on pages 2-11 and 2-19 of the FEIS. The CMS analysis for the Transportation Management Area (TMA) is on file at NCTCOG. Also, see response to Comment # 4-1.

Comment #30-13 (Commenter 68) The Notice of Intent (NOI) is over four years old. Does this exceed its shelf life?

Response – According to FHWA's Technical Advisory 6640.8A there is no expiration date for a NOI.

COMMENTS ON SECTION 4(F) ISSUES

Comment #31-1 (Commenter 64, 68, 85) Sunset Terrace should be designated as a Sec 4(f) property. DEIS ignored Mistletoe Heights and Sunset Terrace in regards to Sec 4(f).

Response – During environmental investigation, Mistletoe Heights and Sunset Terrace were studied to determine their eligibility under NRHP rules and regulations. In accordance to coordination procedures with THC and FHWA, it was determined that there is no Section 4(f) takings and no adverse affects to these areas. No direct takings from these properties are required for the proposed project; therefore, a 4(f) statement is not required. The NEPA process demonstrated that existing conditions would not significantly change for the historic properties, with their protected activities, features or attributes not substantially diminished by the proposed project.

Similarly, TxDOT determined sites 80-227 in the Mistletoe Heights neighborhood to be NRHP-eligible as a potential historic district. As no direct takings from these properties are required for the project, however, no 4(f) statement is required. Moreover, construction of the recommended alternative would not constitute a constructive use of the potential historic district as the project's proximity impacts are not so severe that the protected activities, features, or attributes that qualify a resource for protection under section 4(f) are substantially impaired. The NEPA process demonstrated that existing conditions would not significantly change for the historic properties, with their protected activities, features or attributes not substantially diminished by the proposed project.

Comment #31-2 (Commenter 55) Would like the EIS to address parkland.

Response – Parkland issues are discussed in the DEIS in sections: IV-Publicly Oriented Facilities, V- Publicly Owned Facilities & Community Services Impacts and V-Publicly Owned Parks, Recreation, Wildlife and Waterfowl Refuge Lands. No impacts would occur to these properties. Parkland is discussed in Section 4.1.5, 4.6, 5.5, 5.9.1, 5.21.6, 5.23, 8.8 and Exhibit 4.6 of the FEIS.

Comment #31-3 (Commenter 68) Insufficient Environmental Impact Analysis with regards to 4(f).

Response – Section 4(f) impacts are addressed in Section V, Section 4(f) Impacts, Historic Sites Section and V-Historic Preservation Impact. Please see response to Comment #31-1.

GENERAL COMMENTS REGARDING THE SH 121 PROJECT

Comment #32-1 (Commenter 1, 16, 27, 28, 31, 30, 35, 36, 54, 58, 59, 62, 82, 83, 95, 97, 39, 81, 75, 22) Recommends TxDOT approve Alternative C/A.

Response – Comment noted.

Comment #32-2 (Commenter 23, 42, 45, 47, 69) Recommends TxDOT approve Alternative C/A. In favor of preserving “Hangman’s House of Horrors”

Response – Comment noted.

Comment #32-3 (Commenter 32) In favor of Alternative C. In favor of landscaped trees and bike trails.

Response – Comment noted.

PUBLIC HEARING TRANSCRIPT

Public Hearing Transcript

TXDOT

PUBLIC HEARING

APRIL 22, 2003



DOLORES STEWART & ASSOCIATES, INC.

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MS. CHAVEZ: Thank you. Thank you very much.

Good evening and welcome to the -- to this public hearing. This is the formal hearing for the State Highway 121T project, also known as Southwest Parkway. My name is Maribel Chavez, and I am the district engineer for the Fort Worth District of the Texas Department of Transportation.

Actually, relatively new to -- to Fort Worth. I've been here a little over, I guess, a year, a year and several months. And -- and let me tell you, I've already fallen in love with Fort Worth so this is home as far as we're concerned.

On behalf of this Department, I'd like to express our appreciation to the City of Fort Worth for allowing us to use this facility. And -- and before -- before I begin my comments, let me -- let me first, for the record, remind everyone that while TxDot is responsible for preparing the environmental impact statement for this project, that the design and construction of this project are being pursued through a partnership of the City of Fort Worth, the North Texas Tollway Authority, and the Department.

And at this time, before -- before I begin with some of my opening comments, I'd like to go ahead and recognize the other two partners on behalf of this effort.

1 For those of you on behalf of the North Texas Tollway
2 Authority that are here, if you would please stand?
3 Everybody's in the back row.

4 And -- and those on behalf of the City of
5 Fort Worth, including our elected officials, if you would
6 please stand, those of you associated with this project?
7 Mayor Barr is back there. You notice my staff is up here
8 where they belong.

9 And those on behalf of the Department of
10 Transportation with the Fort Worth district, if you would
11 please stand or raise your hand wherever you may be so that
12 folks that need to -- need to find you out when we break or
13 they need to talk to you at any time. Thank you.

14 I'd like to give just a short history on this
15 project. And I say that in all reality, there's not a short
16 history on this project. In fact, it's been around for --
17 for almost 40 years. There have been preliminary route
18 studies performed on -- on this project beginning in the
19 1970s, and then again in the early 1980s. And in the '80s
20 TxDOT presented an alignment to the public that indicated
21 the development pretty much as a typical freeway section.
22 And by that, I mean similar to an I -- an Interstate 35W
23 with main lanes and frontage roads. And this concept was
24 actually pursued all the way through public hearings in
25 1993.

1 It was at that time, due to funding
2 constraints both at the state and federal levels that it was
3 realized that construction of a roadway at the typical
4 freeway section would be absolutely cause prohibitive. And
5 it was in the mid '90s that the City of Fort Worth mentioned
6 the feasibility discussion for development of the State
7 Highway 121. From these discussions, the concept of
8 building 121 from Interstate 30 to FM 1187 as a controlled
9 access toll facility was developed.

10 It was in 1997 that the North Texas Tollway
11 Authority completed traffic and revenues that indicated
12 State Highway 121's feasibility as a tollroad from
13 Interstate 30 to the Altamesa Boulevard. Then on June 4th
14 of 1998, a public meeting was held both by NTTA and TxDOT
15 to -- to announce the revised design, and also the
16 environmental studies along with continuous public
17 involvement that we were conducting and cooperation with the
18 City of Fort Worth.

19 In 1999 the city of Fort Worth's appointed
20 what was known the Citizen Advisory Committee to review
21 design work and make some recommendations. They met
22 at several -- several meetings, and they did produce a
23 project recommendation to the City Council.

24 In -- in the year 2000, the City of Fort
25 Worth also organized an expert peer review team which

1 endorsed the need for the project, recognized the
2 acceptability of the citizen's advisory committee plan, and
3 also made recommendations for possible enhancements to the
4 project and also the study of possible alternatives for the
5 interchange at Interstate 30.

6 Later in 2000, the City of Fort Worth
7 organized a project development team or PDT as it was also
8 known. And again, to solicit further public input on the
9 project and to study possible alternatives as recommended by
10 the peer review team. The PDT studied the entire project,
11 and brought forth a studied enhancement concepts and themes,
12 numerous interchange concepts, and a detailed design to also
13 be considered in the public involvement process. The Fort
14 Worth City Council endorsed the PDT's recommendations for
15 further consideration in the ongoing public involvement
16 policies.

17 In 2001 we again held public meetings,
18 jointly through the NTTA and TxDOT on June the 4th and June
19 7th continuing the public input on all the reasonable
20 alternatives for the project. It was at this time that the
21 Department had some concerns, some safety and traffic
22 operation concerns, and this prompted the development of
23 what's also known as alternative C at Interstate 30 in order
24 to accommodate the concerns that the Department had and in
25 keeping with the themes and features of the PDT

1 recommendations.

2 It's been input from all of these various
3 public forums that were incorporated into project
4 alternatives, and again, another round of public meetings
5 were -- were conducted by NTTA and TxDOT on November 27th
6 and December 3rd of 2001. Which brings us to tonight with
7 the completion and submittal of the draft, environmental and
8 impact statement, that we submitted to the Federal Highway
9 Administration back in December 2002, we're now at the step
10 of conducting a formal public hearing.

11 Let me just say that, should this project
12 receive environmental clearance, we look forward to the
13 building of a transportation facility that this community
14 can be proud of. Building a facility of this magnitude
15 through development and environmentally sensitive areas of
16 the Trinity River requires extraordinary efforts, and we
17 fully recognize that.

18 Now, I'll ask that you bear with us before we
19 open it up to receive public comment. This is a formal
20 process, therefore, there's information that we're required
21 by law to present to you. We've also got to present some
22 project preliminary plans to you, as well. And -- and
23 again, I -- I would just remind you that -- that with a
24 formal hearing, we do have to follow a very structured
25 process. And what I'll do now is -- is introduce to you Mr.

1 Charles Conrad, the Fort Worth District's Director of
2 Transportation Planning and Development. And what he'll do
3 is lay out -- lay out for you the process and the procedures
4 that we'll follow in this public hearing. Thank you.

5 MR. CONRAD: Good evening. My name is
6 Charles Conrad, and I am the Director of Transportation
7 Planning and Development for the Fort Worth District of
8 TxDOT.

9 Roadway planning and construction requires
10 close cooperation among all levels of government. The
11 proposed project is being developed by the Texas Department
12 of Transportation, the North Texas Tollway Authority, and
13 the City of Fort Worth in cooperation with the Federal
14 Highway Administration, Tarrant County, and the North
15 Central Texas Council of Governments.

16 The state and federal governments have various
17 laws, regulations, and guidelines that outline the processes
18 whereby public awareness of system planning and project
19 planning can be assured. The opportunity for public
20 involvement in these developmental phases is accomplished in
21 conjunction with the technical, social, economic, and
22 environmental condition studies.

23 We're in the final stage of public
24 involvement for this project, our public hearing. And I
25 want to emphasize the word "hearing" by explaining the

1 difference between a public meeting and a public hearing for
2 transportation projects.

3 Meetings are informal in nature, in that
4 there is a gathering of information, ideas, and concerns or
5 an exchange of information with questions being raised and
6 answered in dialogue during the course of the meeting.

7 Hearings, on the other hand, are formal and
8 are not designed or intended to be a time of questions and
9 answers. During hearings, information about alternatives,
10 derived from design considerations and input received from
11 the public and various local entities, is presented. Public
12 statements on the information presented are recorded and are
13 included as part of the records of the project. More
14 specific information about hearings and your right and
15 ability to make statements will be given later as we
16 progress with this hearing.

17 When TxDOT submits a plan for any project, it
18 involves significant right-of-way acquisition, additional
19 mobility, or other potential significant impacts,
20 regulations require that the Department certify that it has
21 held a public hearing or has afforded an opportunity for
22 such a hearing, and that it has considered the economic and
23 social effects of such a project, its impacts on the
24 environment, and its consistency with the goals and
25 objectives of planning, promulgated by the communities and

1 entities involved.

2 After a hearing has been held, a written
3 summary and analysis of the hearing is prepared. The
4 summary and analysis, along with a verbatim copy of the
5 hearing transcript and certification of the hearing, is then
6 submitted for final approval of the public involvement
7 process.

8 In accordance with these processes, notices
9 of this public hearing were published in the local
10 newspapers.

11 Additionally, adjacent property owners and
12 public officials were mailed individual notices. Adjoining
13 property owners were identified using the county tax rolls.
14 If the tax rolls are updated after the Department received a
15 list, you may not have been included on this -- on this
16 list. Additional mailings were made to those who
17 specifically requested to be added to our mailing list. And
18 hopefully, everyone interested was made aware through their
19 neighbors or the other media notices.

20 As for tonight's agenda, I will outline the
21 proceedings for this hearing. We will discuss the
22 recommended project, and bring out various aspects of the
23 alternatives. Following that, a representative from our
24 District Right-Of-Way office will discuss the right-of-way
25 acquisition procedures.

1 We will then take a recess for about 15
2 minutes to allow everyone to look at the display in more
3 detail. Several persons involved with the project will be
4 on hand at the displays to assist you with questions that
5 you may have, and to help you understand how the project
6 will affect each abutting property. These questions and/or
7 discussions during the recess will not be a part of the
8 public hearing record.

9 We are providing two opportunities or methods
10 for you to provide oral statements tonight so that we may
11 have the benefit of your comments about the project. A
12 court reporter is located in the hallway near the
13 registration table for your convenience. At any time during
14 the hearing, statements can be made at this location. These
15 statements will be recorded, transcribed by the court
16 reporter, and will become a part of the hearing record.
17 Please state your name and address followed by your
18 statement. After the recess, the floor will be opened for
19 statements about the project. This time is strictly for
20 statements. Responses will not be provided during the
21 hearing. They will be included in the written summary and
22 analysis of the hearing.

23 We are making both audio and video recordings
24 of this hearing so that your statements can be accurately
25 transcribed and understood. Written statements will be

1 received for ten days after the public hearing or through
2 May 2nd, 2003. Written statements may be submitted tonight
3 or mailed to the address located on the back of the written
4 statement form and on the agenda. The statement form and
5 agenda are located at the registration table. If you did
6 not receive one as you came in, please feel free to get one
7 during the recess or after the hearing. Each statement we
8 receive tonight, and written statements received within ten
9 days, will become a part of the hearing record.

10 If you desire to speak tonight, please fill
11 out a form at the registration desk before the recess is
12 over. However, if you don't register, the floor will be
13 open for other statements before adjournment, to be sure
14 that every individual property owner, or occupant, or group
15 representative has an opportunity to voice their concerns or
16 support for the project. In response to statements, we may
17 alter the plan, if a feasible and prudent adjustment is
18 possible. If altered, we will meet with the affected
19 property owners to discuss the alterations.

20 Bear in mind that statements should be made
21 to tell us what you like about the project, as well as what
22 you don't like. There have been cases where a project was
23 revised in response to negative statements, only to learn
24 later that we changed something that others wanted, but had
25 not voiced their opinion. Help us to develop a balanced

1 project that will address the needs of everyone, by telling
2 us about your needs, both pro and con.

3 In order to move the hearing along, we ask
4 that all oral statements be limited to a maximum of three
5 minutes. If your statement will exceed three minutes,
6 please furnish a written statement. You may include any
7 information you feel is necessary to explain your concerns,
8 such as graphs, charts, tables, drawings or photographs.
9 Electronic data or projection slides will need to be
10 converted to hard copies for inclusion in the hearing
11 record.

12 Project Introduction

13 Tonight I want to discuss the engineering and
14 environmental studies for proposed State Highway 121 from
15 IH 30 to FM 1187.

16 The National Environmental Policy Act or NEPA
17 is the process to identify and assess the reasonable
18 alternatives to proposed actions that will avoid or minimize
19 adverse effects of these actions upon the quality of the
20 human environment. We use all practicable means, consistent
21 with the requirements of the NEPA and other essential
22 considerations of national policy, to restore and enhance
23 the quality of the human environment and avoid or minimize
24 any possible adverse effects of actions upon the quality of
25 the human environment. Consistent with NEPA, an

1 environmental document covering the social, economic, and
2 environmental effects of the alternatives for State Highway
3 121, including information covering impacts of air, noise,
4 water quality, vegetation, archeology, among other aspects
5 of the project has been prepared.

6 With growth and population, it is inevitable
7 that there be additional traffic demands on the already
8 overburdened existing facilities; hence the need for State
9 Highway 121. The North Central Texas Council of
10 Governments, or COG, is the metropolitan planning
11 organization for the Dallas/Fort Worth region. COG along
12 with the Regional Transportation Council, which is a group
13 of civic leaders, have identified State Highway 121 as a
14 needed corridor having -- and have included this facility in
15 a Metropolitan Plan for this region. As such, it has been
16 evaluated in the Air Quality Conformity Analysis for the
17 region.

18 The proposed project is approximately 15
19 miles long and requires approximately 770 acres of
20 right-of-way. Total displacements vary with the
21 alternatives and range from 154 to 104 properties.
22 Although most of the displacements are commercial, there
23 will be some residential displacements. Details about the
24 project alternatives will follow in the project
25 presentation.

1 No historical structures were found within
2 the project limits. No significant archaeological sites
3 were discovered, and there is no use of lands from waterfowl
4 refuge, park or public owned facilities significantly
5 impacted by the project. Hazardous material sites within
6 the project limits will be handled appropriately and are not
7 expected to impact the development of the project. Air
8 quality will not significantly change. Noise analyses were
9 conducted. Three locations approached, equaled or exceeding
10 the national -- the -- the Noise Abatement Criteria
11 established by the Federal Highway Administration and
12 adopted by TxDOT. Because the Noise Abatement Criteria was
13 approached, equaled or exceeded, noise abatement will be
14 considered. If noise barriers are reasonable and feasible
15 under federal and state guidelines, they will be included in
16 project design and construction. There are noise brochures
17 at the registration table for those who may be interested in
18 this criteria.

19 There are no known threatened or endangered
20 species impacts. There will be vegetation impacts due to
21 the construction on new location. Impacts to waterways are
22 preliminary at this time. This is because we are currently
23 working with a plan and not a detailed design. When the
24 detailed design is done, all areas of impact requiring
25 coordination with the US Army -- US Army Corps of Engineers

1 will be done and mitigation requirements will be addressed
2 at that time and implemented during project construction.
3 Development impacts will be minimal because the facility is
4 being planned with controlled access.

5 The Draft Environmental Impact Statement has
6 been reviewed by the Federal Highway Administration and
7 TxDOT received their concurrence that the project could
8 proceed to this public hearing. The United States
9 Environmental Protection Agency has also reviewed the Draft
10 EIS and has classified it and the proposed action as "LO" or
11 "Lack of Objections" to the proposed alternatives. EPA has
12 no objections to the selection of the preferred alternative
13 with implementation of the mitigation measures as described
14 in the Draft EIS. With prescribed mitigation, the Draft EIS
15 demonstrates the proposed action would have no significant
16 adverse effect on the human environment and would have
17 negligible impacts in all other areas. EPA's participation
18 as a cooperating agency provided them the opportunity to
19 comment early in the development stages of the Draft EIS and
20 contributed to the development of an environmentally
21 acceptable alignment and a full disclosure document.

22 Tonight we are here in our final official
23 public involvement setting to present the alternatives and
24 known potential impacts associated with the alternatives.
25 After this hearing and subsequent documentation, the NEPA

1 requirements for this project will have been addressed and
2 it is expected that the project will move forward from the
3 planning phase to the design phase.

4 All information developed concerning this
5 project, including the environmental documentation, is
6 available upon request for public inspection and copying at
7 TxDOT's District Office located at IH 20 and McCart Avenue
8 in Fort Worth. We have also brought a copy of the Draft EIS
9 with us tonight for your viewing during the recess and after
10 the hearing. The Draft EIS is also available on the
11 internet and in all branches of the Fort Worth public
12 libraries.

13 Each statement made at this hearing, and each
14 written statement received on or before May 2nd, 2003, will
15 be carefully analyzed in writing in the Summary and
16 Analysis. Where appropriate, changes will be incorporated
17 in the project design, and the analysis will be attached to
18 the environmental document.

19 After review of the transcript of these
20 proceedings and addressing of all concerns and concepts
21 contained in the statements, a Final Environmental Impact
22 Statement will be prepared. After approval is given in the
23 form of a Record of Decision by the Federal Highway
24 Administration, the acquisition of right-of-way and
25 development of detailed plans can begin. Construction can

1 then begin when right-of-way has been obtained, detailed
2 plans are completed, and utilities are relocated.

3 The preliminary plans for this project were
4 prepared by the consulting firm of Carter and Burgess for
5 the North Texas Tollway Authority and TxDOT. At this time
6 the project manager for Carter Burgess, Mr. Darrel Thompson
7 will explain the display and discuss the project
8 alternatives.

9 MR. THOMPSON: Good evening, I'm Darrell
10 Thompson with Carter & Burgess, a locally based consulting
11 and engineering firm. The process I will use tonight is I
12 will describe the alternatives while they are on the screen
13 in front of you. The proposed State Highway 121T is planned
14 to be a controlled access multi-lane divided tollway. This
15 total route will extend from Interstate Highway or IH 30
16 near downtown Fort Worth in Tarrant County to United States
17 US 67 in Cleburne, Johnson County.

18 This public hearing focuses on the northern
19 portion of the project from IH 30 to Farm-to-Market,
20 FM 1187, for a total project length of approximately 15
21 miles. The typical section of this portion of State Highway
22 121T will consist of two to three twelve-foot travel lanes
23 in each direction divided by a median. The median will vary
24 from 48-feet to 124-feet in width. The project will have
25 a -- have ten-foot inside and outside shoulders. The

1 minimum right-of-way for this project is 220 feet with
2 additional right-of-way needed at the interchanges.

3 This project contains up to ten diamond
4 interchanges and five grade separations without interchanges
5 depending on what alternative is selected, plus direct
6 connect interchanges at IH 30 and IH 20. A tollroad
7 consisting of two lanes in each direction will be
8 constructed in the first phase from IH 30 to Altamesa
9 Boulevard/Dirks Road. This initial construction will
10 include several diamond interchanges and grade separations
11 as well as the direct connect interchanges at IH 30 and
12 IH 20.

13 The initial construction of the IH 20
14 interchange may only include direct connectors from the --
15 from and to the west. The expansion of the initial tollroad
16 facility is planned to allow a third lane in each direction
17 to be constructed in the median without interference with
18 entrance and exit ramp configurations. The initial
19 construction south of Altamesa will be a two-lane roadway.
20 This -- this portion is planned to allow development of a
21 future tollroad facility. If justified, the entire tollroad
22 could be constructed initially.

23 Exhibits of the project are located in the
24 back of the room and will be displayed on the screen. The
25 color code utilized is yellow for the main lanes; bridges

1 are in red; frontage/roads surface/roads are in green; blue
2 identifies entrance and exit ramps; purple indicates
3 future roadways to be constructed by others; the orange
4 dashed line depicts the preliminary right-of-way for this
5 project. Property ownerships for tracts along the project
6 are in black text. For your convenience, there will be
7 representatives at the exhibits during the break.

8 I will describe the project from IH 30 south
9 and will include Alternatives A, B, C and D along with C/A
10 at IH 30. Each of these alternatives are on basically the
11 same alignment with variations in profile and interchange
12 locations and configurations.

13 Alternative D was the alternative displayed
14 at the June 1998 Public Meeting. Alternative B was
15 developed during the City of Fort Worth's Citizens Advisory
16 Committee process. Alternative A was developed by the City
17 of Fort Worth Project Development Team following the City's
18 Peer Review. Alternative C addressed issues with
19 Alternative A and Alternative C/A was the final alternative
20 developed and exists only at IH 30. Each of the
21 alternatives, with the exception of Alternative C/A are
22 included in the Draft Environmental Impact Statement. The
23 impacts of Alternative C/A are very similar to either
24 Alternative A or C. These alternatives, with the exception
25 of C/A, were displayed at the November and December 2001

1 Public Meetings.

2 Each of the alternatives tie to downtown
3 IH 30 improvements, including IH 30, Summit Avenue and the
4 connections to Macon, Cherry and Lancaster.

5 Alternative D at IH 30 is similar to the
6 remainder of the alternatives except for its connection to
7 Forest Park. This connection consists of two lane flyover
8 ramps that tie to Forest Park near the Lancaster bridge,
9 direct connections from Forest Park north of IH 30 west and
10 braided ramps adjacent to the St. Paul Lutheran Church.
11 Each of the alternatives replaces, in-kind, the connections
12 from IH 30 to Rosedale due to conflicts with the bridge
13 supports. Alternative B, as noted previously, was developed
14 during the Citizen's Advisory Committee process and resulted
15 in reducing the flyover connections to Forest Park to one
16 lane in each direction and removed the direct connections
17 from Forest Park north to IH 30 west.

18 Alternative A, developed by the City of Fort
19 Worth's Project Development Team eliminated the flyover
20 connections to Forest Park by relocating Forest Park to the
21 west and connecting to the relocated Forest Park with ramps
22 that traversed under IH 30 adjacent to Fort Worth & Western
23 Railroad. In addition, the braided ramps adjacent to the
24 church were replaced with a weave section on the IH 30
25 frontage road at this location. Access to Summit and Forest

1 Park in this alternative is by a split diamond with ramps
2 from and to the west at Forest Park and ramps to and from
3 the east at Summit. IH 30 has direct access to and from
4 SH 121T.

5 Alternative C modified Alternative A due to
6 safety and operation concerns. These modifications are
7 shown with the connection to Forest Park. SH 121T now
8 connects with existing Forest Park between IH 30 and the
9 Union Pacific Railroad. This revised connection eliminated
10 the impacts to the existing garbage dump located north of IH
11 30 and the construction of roadways on the Fort Worth and
12 Western Railroad property. In addition, the weave area on
13 the frontage road adjacent to the church was replaced by
14 stacked ramps in this location.

15 Alternative C/A was then developed to
16 eliminate the stacked ramps adjacent to the church. This
17 was done by raising the profile on IH 30, increasing the
18 length of the weave on the frontage roads and by eliminating
19 one of the connections utilizing this weave. Forest Park
20 still operates as a split diamond, but Summit is a full
21 diamond interchange with IH 30. In addition, a westbound
22 ramp from State Highway 121T to University has been added,
23 which will relieve traffic operating on the westbound IH 30
24 to University ramp. This connection utilizes the existing
25 Vickery bridge over the river, while a portion of this

1 bridge is proposed to accommodate pedestrian/bicycle traffic
2 from each side of the river.

3 I'll describe Alternative A from this point
4 forward with the alternatives, the other alternatives
5 described where they differ. Proceeding to the west or
6 south, the roadway crosses over the Clear Fork of the
7 Trinity River and University then under the Vickery
8 connections to Rosedale and the extended Montgomery. The
9 mainlane toll plaza is located between Montgomery and Hulen
10 with SH 121T alignment between Vickery and the U.P.
11 Railroad. A split diamond will serve University and
12 Montgomery with access to Rosedale to and from the west.
13 Vickery will continue to have access to the Rosedale
14 connections. Most of the improvements being acquired as
15 part of this project occur between Hulen and Summit.

16 At Hulen, SH 121T will pass under the Hulen
17 Bridge and over the railroad. The Hulen Bridge will be
18 rebuilt and widened as part of this project. Stonegate is
19 proposed to be extended to the west and will cross over SH
20 121T with a diamond interchange. Stonegate will serve as
21 access to and from Hulen and State Highway 121T.

22 This -- the alignment curves to the south at
23 this point and crosses over the Clear Fork of the Trinity
24 River. This river crossing is planned to span as much of
25 the river as possible with proper clearances for the

1 existing bike trail and maintenance road. It also allows
2 for future roads on each side of the river. SH 121T then
3 crosses under the future extension of Bellaire with no
4 interchange with Bellaire. The median on SH 121T is widened
5 in this area and 80-foot buffers are included on each side
6 of the SH 121T. Again, the alternative I'm describing is
7 Alternative A.

8 Next is the interchange with IH 20 and
9 frontage roads on SH 121T from SH 183 to Overton Ridge, on
10 SH 183 and on IH 20. A fully directional interchange is
11 planned for IH 20 with no direct connections to SH 183.
12 SH 121T crosses under the westbound 183 frontage road and
13 over 183, IH 20, the eastbound IH 20 frontage road and
14 Overton Bridge. A split diamond interchange is planned on
15 SH 121T with 183 frontage road and Overton Ridge. Overton
16 Ridge is planned to be lowered eight feet and reconstructed.
17 South of Overton Ridge the median is again widened and
18 buffers are included south to Altamesa/Dirks Road. This
19 results in impacts to the apartment complexes at Overton
20 Ridge, houses on the east side of SH 121T between Oakmont
21 and Altamesa and to recent development on the west side in
22 this same area.

23 SH 121T crosses over (sic) the proposed
24 Oakbend and existing Oakmont as well as under Altamesa. The
25 roadway will pass over Dutch Branch, with Dutch Branch

1 lowered eight feet and reconstructed. A diamond interchange
2 is planned for Oakmont with a half diamond at Altamesa.
3 Ramp plazas will be included at the interchanges south of
4 Hulen, with the -- at the interchanges south of Hulen, with
5 the exception of the IH 20 interchange. The initial
6 tollroad will end at Altamesa/Dirks Road.

7 South of Altamesa, SH 121T crosses over the
8 Fort Worth and Western Railroad and the future Sycamore
9 School Road with a diamond interchange at Sycamore School
10 Road. From this point, SH 121T continues south and passes
11 under the future Risinger and over future McPherson with an
12 interchange at McPherson. It then crosses under future
13 roads at Stuart-Feltz and Cleburne-Crowley, with a future
14 mainlane toll plaza between Cleburne-Crowley and FM 1187.
15 The initial tie-in at the intersection of FM 1187 and 1902
16 will be two lanes. An ultimate diamond interchange is
17 planned just west of this intersection. This is the
18 termination point of SH 121T on each of the alternatives.

19 Now I will describe the differences that
20 exist in other alternatives. I will begin with Alternative
21 D. This alternative goes over the Hulen Bridge, a future
22 development road and Stonegate, which is -- is located closer
23 to the river than in the other alternatives. A diamond
24 interchange is planned at Stonegate which frontage roads
25 along SH 121T on each side of the river between Stonegate

1 and Bellaire. At Bellaire, SH 121T crosses over Bellaire
2 and a diamond interchange is planned for this location with
3 frontage roads extended on 121T to SH 183 frontage road. No
4 widened medians or buffers are included in Alternative D.

5 Alterative B is the same in -- in this same
6 area, it crosses under the Hulen Bridge and over the future
7 Stonegate with an interchange at this location. Turning to
8 the south, it crosses over the future Bellaire with a
9 diamond interchange and frontage roads from Bellaire to
10 State Highway 183. This alternative follows the same
11 alignment as Alternative A from this point south. At IH 20,
12 direct connectors are included for all the movements of
13 IH 20 as well as direct connectors to the south -- from the
14 south and to the west on SH 183. A full diamond interchange
15 is included at Overton Ridge. Overton Ridge is not lowered
16 or reconstructed.

17 The major differences for Alternatives B & D
18 south of Overton Ridge from Alternative A is that the median
19 is not widened, both -- no landscape buffers are included,
20 Dutch Branch is not lowered or reconstructed, and SH 121T
21 crosses over Altamesa/Dirks Road. From this point south,
22 Alternative A, B and D are the same.

23 As I noted earlier, Alternative C was
24 developed after the Project Development Team developed
25 Alternative A. I noted the changes in Alternative C and C/A

1 at IH 30. I will now describe the differences in
2 Alternative C south of IH 30. This slide depicts the many
3 ways that C and A are the same. Between University and
4 Bellaire they are the same. They both have the same
5 alignment, horizontally and vertically, the same access and
6 interchanges, and both have the wide medians and landscape
7 buffers. In this area Alternatives A and C are the same.

8 In the IH 20 area, they are very -- they are
9 similar, but Alternative C has added direct connectors from
10 SH 121T to SH 183 and includes a full diamond interchange at
11 Overton Ridge. Overton Ridge is not lowered or
12 reconstructed with Alternative C. South of Overton Ridge
13 the median is widened where feasible, but landscape buffers
14 are not included where damage to current development, such
15 as apartments and houses, would be incurred. Where
16 possible, the landscape buffers are included. At Dutch
17 Branch, the existing roadway is not lowered or reconstructed
18 in Alternative C. As in Alternative A, SH 121T crosses
19 under the reconstructed Altamesa.

20 The alternatives remain the same south of
21 Altamesa to near Stuart-Feltz. At this point in Alternative
22 C, SH 121T curves to the southwest in accordance with the
23 most recent changes to the Fort Worth Master Thoroughfare
24 Plan. It ties to FM11 -- 1187 in a similar manner as the
25 other alternatives. Alternative C was developed with the

1 purpose to maintain the Project Development Team efforts
2 reflected in Alternative A. The only deviations from
3 Alternative A occur at IH 30 due to safety and operation
4 issues with additional modifications shown in Alternative
5 C/A, at IH 20 with direct connectors -- connections added to
6 SH 183, and south of Oakmont to eliminate the taking of
7 homes and apartments. In most instances, Alternative C is
8 Alternative A. This concludes my description of the
9 alternatives, and I will now turn the program back over to
10 Mr. Conrad.

11 MR. CONRAD: Thank you, Darrell. District
12 Right-of-Way engineer, Mr. Bill Wimberley will now discuss
13 the right-of-way acquisition process.

14 MR. WIMBERLEY: Good evening. As has been
15 described, this project will require the establishment of a
16 new -- of a new transportation corridor. We'll wait a few
17 minutes to get the lights up there.

18 (Audience member speaks out he can't hear.)

19 How's this? As has been described, this
20 project will require an establish of a new transportation
21 corridor. This will entail a major conversion of private
22 property for public use. One of the fundamental rights that
23 the framers of our Constitution sought to guarantee was the
24 right of private ownership of property. This right is
25 documented in the First Amendment to the Constitution.

1 It soon became apparent to the founding
2 fathers that supporting infrastructure would be necessary if
3 our country were to continue to grow and prosper. The land
4 requirements of this infrastructure are what prompted the
5 passage of the Eminent Domain Laws as documented in the
6 Fifth Amendment of the Constitution. These laws provide
7 authority for governmental entities to acquire property for
8 needed public works projects provided the owner is provided
9 compensation to the rights he or she is losing.

10 The Eminent Domain Laws apply only to
11 projects with a demonstrated public need. The Texas
12 Department of Transportation demonstrates the need for
13 projects by identifying operational deficiencies through
14 long-range planning tools and building compelling community
15 support through public hearings and coordination with local
16 governments. This meeting tonight is part of that process.

17 To enhance and further ensure compliance with
18 the spirit of the Constitution, Congress passed the "Uniform
19 Relocation Assistance and Real Property Acquisition Act of
20 1970." This law establishes guidelines for the acquisition
21 of property and the relocation of displaced individuals and
22 businesses in accordance with the guarantees of the
23 Constitution.

24 The first aspect of this law deals with
25 acquisition of property. Our procedures are structured to

1 comply with all the requirements of this law. The sequence
2 of the acquisition process is as follows:

3 * A Property owner must be notified in
4 writing of the need for his or her property. This is
5 usually accomplished by one of our staff members who has met
6 with the property owner to discuss the needs, and a letter
7 is sent as a follow-up to the meeting.

8 * The State hires an independent appraiser to
9 do a detailed appraisal on the property needed. These are
10 independent business people who provide appraisal services
11 to anyone in the community who has a need. The appraiser
12 must be -- must have experience in appraising properties
13 similar to the subject property. Education, certifications,
14 and work experience are reviewed prior to making this
15 assignment.

16 * Property owner will be given the
17 opportunity to accompany the appraiser when the property is
18 inspected. This is the option of the property owner, but is
19 encouraged because no one knows the property like the owner.

20 * When the appraisal is complete, it will be
21 reviewed by a second equally qualified appraiser who will
22 certify that the standards of uniform appraisal practice
23 were used in determining the value.

24 * A right-of-way agent will make an offer to
25 the property owner based on the value determined in this

1 appraisal report. The agent will explain the impacts the
2 right-of-way taking has on the remaining property, and try
3 to any -- answer any questions the owner may have at this
4 time.

5 * The property owner will be given a -- a
6 minimum of 30 days to consider the offer. This can be
7 extended if needed, and our project schedules allow it.

8 * If the offer is accepted, the owner will --
9 will go to a closing at a title company.

10 * If the property owner considers the offer
11 unacceptable, the right-of-way agent will explain the
12 options available to him or her under the Laws of Eminent
13 Domain.

14 The second aspect of this law deals with the
15 Relocation Assistance Program. The basic procedures are as
16 follows:

17 * At the time of the offer of purchase or
18 shortly thereafter, a Relocation Assistance Agent will meet
19 with the property owner or occupant to explain the benefits
20 of this program. This agent will work with the displaced
21 person or business until the move is completed.

22 * This program is designed to ensure that a
23 displaced residential occupant is properly relocated with no
24 undue financial hardship and a minimum of inconvenience.

25 * Business displacees are entitled to

1 reimbursement of the cost to move personal property and
2 inventories.

3 * Some business reestablishment expenses are
4 eligible for reimbursement under this program.

5 We have a short film which explains the
6 Relocation Assistance Program more in detail. This film is
7 playing out in the hallway, and I would encourage anyone who
8 has property impacted in this project to review this film.
9 It gives quite a few more details than what we've covered
10 here.

11 Also, we have a couple of brochures. These
12 are available at the table in the back. These brochures
13 explain the acquisition procedures and the Right-Of-Way of
14 Relocation Assistance Program in a little more detail. I
15 would encourage every person whose property's impacted to
16 get these. It would give you a better understanding of what
17 the process is, and when we come to visit you to make an
18 offer for your property, you'll have some idea of what --
19 what the process is.

20 Project specifics of this -- this particular
21 project, we anticipate there will be approximately 145
22 parcels of right-of-way to acquire. There may be as many as
23 four residential properties displaced, and as many as 50
24 businesses impacted. The total cost of the right-of-way is
25 estimated to be approximately \$115 million dollars. The

1 cost will be split between the State, and the City of Fort
2 Worth, and Tarrant County.

3 We think we could be released to begin the
4 right-of-way acquisition in the Fall of this year. It will
5 take 24 to 30 months to acquire the right-of-way and
6 relocate the displaced owners and businesses.

7 It is the policy of the Texas Department of
8 Transportation that individuals impacted by transportation
9 system expansions shall not be denied benefits, excluded
10 from the participation or otherwise subjected to
11 discrimination based on the grounds of race, color, sex,
12 age, handicaps or national origin.

13 In the months ahead, there's probably going
14 to be some rumors that you'll be hearing about the project
15 or you may have some questions about the project, we
16 encourage you to go ahead and call this number, which is our
17 right-of-way office. You can call us, and we'll try to give
18 you the latest information about the project timing and any
19 particular questions you have about the right-of-way
20 acquisition process.

21 If during the intermission, which will be
22 up -- upcoming here in a few minutes, we'll have
23 right-of-way folks at the back table and the far northwest
24 corner, I believe. They have some brochures back there, and
25 they'll try to answer any question you might have. And

1 also, the film is running out in the hallway. I would
2 encourage you to go ahead and review that, take the time to
3 review that this afternoon. Thank you for your time.

4 MR. CONRAD: Thank you, Bill.

5 Before we recess for fifteen minutes, I would
6 like to introduce the personnel from our staff, and from the
7 consultant staff that will be available at the boards and in
8 the selected areas to assist with the orientation on the
9 drawings, and to answer other questions in regard to this
10 project.

11 From Carter & Burgess, we have Darrell
12 Thompson, Lynn Pipkin, it -- it's difficult to see at the
13 back of the room. Just let -- let me read a few names.
14 The -- the real key is -- is look for somebody with a tag if
15 you have some questions to answer -- to -- to get with,
16 and -- and we'll find you, and -- if you have questions.
17 Randy Bowers up here at the front is TxDOT's project manager
18 for this. He'll be available. We'll be around the stage.
19 Like Bill has said, at the back of the room is -- is the
20 right-of-way folks with the -- the brochures.

21 Their film is -- is one that is a continuous
22 loop out in the hallway. So if you want to go watch that,
23 it is a continuous loop and it will start again when it
24 finishes. And the -- Judy, where's the Environmental
25 document? Is it out by the --

1 JUDY: It's back at the right-of-way table.

2 MR. CONRAD: It -- it's back at the
3 right-of-way table. As far as some of the environmental
4 questions, Robert Hall in the back of the room here is with
5 TxDOT. And Milton Richter is here with our consultant.
6 He's towards the back of the room here, too. And as a
7 reminder, please register at the table if you desire to make
8 a statements. Statements can be made at any time during
9 this hearing by utilizing the court reporter in the hallway.
10 Or when we reconvene, you will be given the opportunity to
11 give your statements. We will now recess and reconvene at
12 approximately 8:15.

13 (Short recess taken.)

14 MS. CHAVEZ: If you'll return to your seats,
15 we'd like to get started with the hearing. Ladies and
16 gentlemen, if you'd please go ahead and take a seat, we've
17 got quite a bit of cards for people who have are requested
18 to talk. Before I go ahead and open it to up to public
19 comment, I would like to recognize some of the elected
20 officials that are in the audience with us tonight.

21 From Johnson County, Judge -- Judge Harmon.
22 I can't see you, Judge. Thank you for coming, Judge. And
23 we've got some representatives, some folks representing some
24 of our state elected officials. From -- from our State
25 Senator's Office I believe we've got a representative from

1 Senator Ken Briner's office. Thank you. Also, representing
2 State Senator James Nelson, I believe we have a
3 representative from Senator Nelson's office. Thank you.

4 And then also from our partner, the City of
5 Fort Worth, of course, we have Major Ken Barr. Thank you,
6 Mayor. And then I believe we have some of the council
7 members from the City of Fort Worth present with us as well.
8 If you would stand and -- and introduce yourself, please.

9 Wendy Davis.

10 MS. CHAVEZ: Thank you.

11 Mike Davis.

12 MS. CHAVEZ: Thank you, Council. Thank you.

13 Did I miss any of the elected officials? Any of you that
14 want me to mention you? Before I -- I go ahead and open it
15 up to the whole public comment, I would like to recognize
16 also as part of the first comment, the first speaker, on
17 behalf and representing the City of Fort Worth, Mayor Ken
18 Barr. Mayor Barr?

19 MAYOR BARR: Thank you, Ms. Chavez.

20 The City and my colleagues on the City
21 Council appreciate the partnership with TxDOT and NTTA, and
22 we appreciate the recognition by TxDOT and NTTA that State
23 Highway 121T must be designed and constructed in a special
24 way for the citizens of Fort Worth. Done right, State
25 Highway 121T will not only provide improved mobility and

1 economic development opportunities for Fort Worth, but it
2 will also enhance the urban fabric of southwest Fort Worth,
3 preserve substantial green space, and support the Trinity
4 River addition.

5 And I can't help but stop for a moment and
6 observe that on recent mornings in the past few weeks that
7 I have driven into downtown Fort Worth, I can't help but
8 admire the literally hundreds, I guess thousands of trees,
9 being planted as a part of the 12 -- Interstate 30
10 relocation project.

11 What is there is going to make an incredible
12 addition to our city, and I can't help but thank the people
13 who are out here, Bob and Anne Bass, Don Nelson, and Ruby
14 Halden, and a host of other people who worked 20 years ago
15 to put in place a plan that is really today coming into
16 being, and in the years to come will really make an
17 incredible difference in this city.

18 Over the past four years, the city has
19 undertaken extensive public involvement and technical work
20 to guide this decision on a recommended locally preferred
21 alternative. That public involvement has included the work
22 of the Peer Review Team, the Citizen's Advisory Committee,
23 the PDT, the Project Development Team, and stake holders
24 attending scores of meetings over the past couple of years.
25 And I specifically want to acknowledge the help and the

1 leadership of the city people like Mark Bouma, our
2 assistant city manager, Robert Good, Joe (inaudible), Bryan
3 Beck, and Doug (inaudible), with whom we would not have
4 been able to arrive at a satisfactory conclusion relative to
5 the issues related to Bellaire Drive.

6 In February of this year, the City Council
7 adopted a locally preferred alternative culminating the
8 state based process initiated four years ago. The locally
9 preferred alternative is delineated in the City's LBA
10 resolution, which I will present to you here tonight for the
11 record. The work of the PDT forms the baseline for the
12 city's locally preferred alternative. But the PDT vision
13 has been refined in light of the productive work undertaken
14 over the past year in conjunction with the community NTTA
15 and TxDOT. Those requirements as were outlined earlier
16 include the C/A combo design for the IH-30 interchange,
17 which eliminates the stacked ramps next to downtown, but
18 maintains safe traffic operations and good access.

19 They also include utilization of the Trinity
20 River master plan vision which is the culmination of the
21 helpful commitment from our partner, TxDOT, and realigning
22 the main lanes to the north of the Stonegate area -- to the
23 north in the Stonegate area west of Hulen to improve
24 development opportunities north of the Trinity River. And
25 in the Bellaire area, utilizing Arbor Lawn Drive for the

1 interchange with 121, with Arbor Lawn going over the main
2 lanes of 121 with a (inaudible) on each side of 121 along
3 Arbor Lawn on both sides of the street and the frontage road
4 only on the west side of 121 to facilitate the Country Day
5 School's future development potential with ramps directly
6 connecting 121 and 183 and not lowering Dutch Branch Road or
7 Overton Ridge.

8 The parkway qualities, themes, and features
9 developed by the PDT remain central to the City's preferred
10 alternative. I cannot emphasize how important these
11 features, these enhancements are, to this project. These
12 qualities, themes, and features include first a split
13 roadway profile in order to fit the roadway to the existing
14 topography in the most sensible manner possible. Secondly,
15 landscaped buffers. Third, enhanced gateways and trail
16 lineages. And fourth, special architectural treatments on
17 bridges and other structures.

18 In terms of ensuring the implementation of
19 these qualities, themes, and features, the City requests
20 that the final Environmental Impact Statement better
21 document the PDT process and the other public involvement
22 undertaken. In addition to documentation, the final
23 Environmental Impact Statement must provide an analysis of
24 how the themes and features in the City's locally preferred
25 alternative compare and contrast with the other alternatives

1 so that the community can assess the nature of the impacts
2 and necessary mitigation for the project.

3 Frankly, the devil is in the details, and
4 these details are very important to the City Council and to
5 the citizens of Fort Worth. Just as important, the final
6 Environmental Impact Statement should not commit or confirm
7 the need for the project partners to agree immediately on a
8 process by which a charter enhancement mitigation master
9 plan is developed and eventually incorporated into the
10 schematic design and final design of the project. This will
11 ensure the implementation of the parkway qualities,
12 features, and themes.

13 In addition, the city will be utilizing an
14 advisory group to continue to focus on the process with a
15 particular focus on the process of implementing the parkway
16 features and themes. Regarding the specific mitigation
17 issues for the final environmental impact statement, the
18 city is calling for additional environmental assessment in
19 terms of noise and accumulative impacts on certain
20 neighborhoods, as well as lighting impacts and potential
21 alternative strategies so as to avoid high mass lighting
22 even though the NEPA process does not require that
23 assessment. These and some of the technical corrections are
24 delineated in the City's draft and Environmental Impact
25 Statement and resolution, which also is presented to you

1 here tonight for the record.

2 Because of the special nature of the
3 partnership between the City and NTTA and TxDOT, the City
4 stands ready to work with its partners over the next several
5 months to ensure the issues and concerns we have about the
6 draft Environmental Impact Statement in order to -- in order
7 to realize the final Environmental Impact Statement that
8 will propel the project toward success. A strong and
9 comprehensive final Environmental Impact Statement will
10 enable the project partners to work cooperatively towards
11 the successful and final project design, as well as an
12 equitable final funding agreement.

13 We're excited about working with TxDOT and
14 NTTA. We appreciate your leadership. We are ready to roll
15 up our sleeves with our partners to make this project a
16 project that we all can be truly proud of. Thank you very
17 much.

18 MS. CHAVEZ: Thank you very much, Mayor.
19 And -- and let me say that on behalf of the partners we
20 appreciate your leadership, not just on this project, but on
21 all the transportation activities that we have in the
22 community. And if anybody wonders whether or not you have
23 advocated on behalf of your constituents, I'll be sure to --
24 I can be a witness to that. I've had some of those behind
25 closed doors meetings where let me tell you, he definitely

1 advocated on your behalf. So I very much appreciate that.

2 And now let me go ahead and -- and call on -- on
3 Charles. He's going to give you a little bit of -- a little
4 bit of information on how we're going to conduct and take
5 the rest of your comments. And -- and then we'll go ahead and
6 start this process.

7 MR. CONRAD: Thank you. I'll remind you that
8 we do have two court reporters here tonight. You may make
9 your oral statements in the hallway at any time during --
10 during this hearing. There is a court reporter there. Or I
11 will be calling upon those individuals who have previously
12 indicated a desire to make a statement here tonight. Please
13 come forward to one of the three microphones and give us
14 your name and then your statement. Please limit your
15 statement to a maximum of three minutes. We do have a clock
16 down here that will time out three minutes. I think Randy
17 intends to -- to turn and get your attention at two minutes.
18 And you can see the hand turn as -- as it approaches three
19 minutes, and it does have a little ding on it. And we would
20 ask you to cooperate with us on that, to make sure that we
21 do give everybody an opportunity who wishes to speak that
22 opportunity.

23 Also, like to remind you that this time is
24 for statements only. Statements will be reviewed and
25 responded to in the written summary and analysis of this

1 hearing. If you wish to present more information, we will
2 be glad to receive it in writing through Friday, May 2nd,
3 2003, to become part of the hearing record. Any written
4 statements will be considered, along with the oral
5 statements given tonight.

6 In order to move the hearing along, I will
7 read two names at a time. This will allow the second person
8 to approach one of the microphones and be prepared to make
9 their statement. First person I have registered is Roger
10 Harmon, and the second one is Clyde Picht.

11 SPEAKER: Thanks, Charles. My name is Roger
12 Harmon. I'm the county judge in Johnson County. I'm here
13 tonight representing the Johnson County Commissioners Court
14 to lend our support in the construction of Highway 121. We
15 had our public hearing in Johnson County back in -- in
16 February. I think we had over 300 people at that public
17 hearing. And with overwhelming response it was in favor for
18 the construction of Highway 121. From Cleburne to Tarrant
19 County there is approximately 29 red lights, and I believe
20 that number is growing every year.

21 So we're excited in Johnson County to -- to
22 have a highway where we do not have to go through the 29 red
23 lights. So we're -- I believe I can speak for the majority
24 of the citizens of Johnson County, at least the ones who
25 were at that public hearing, were very supportive of the

1 construction of Highway 121. Thank you very much.

2 MR. CONRAD: Thank you. Clyde Picht, and
3 then Tim Keleher.

4 SPEAKER: My name's Clyde Picht, and I
5 represent the City Council District 6, part of Southwest
6 Fort Worth. And we have about 65,000 people out there all
7 supporting this freeway. Well, maybe a couple of them
8 don't, but I would say the vast majority do. And I just
9 want to express my support for the statement that Mayor Barr
10 made regarding the highway. It's a very important highway,
11 not just for the people in southwest Fort Worth, but for the
12 people in Johnson County and even the people in the -- in
13 the rest of the city and the northeast part of our county
14 who have to travel out that way, or used to travel out in
15 Granbury and that area.

16 We have a great deal of development going on
17 in the far southwest, the streets are getting more clogged
18 all the time, and I think it's going to be apparent to
19 everybody as -- as time goes on before we even get a chance
20 to -- to use this road, and -- and I just support it. And I
21 know that most of the people in southwest Fort Worth do
22 recognize the need of it, and I think it's important that we
23 get the road built and not fight over the details, but I
24 think that a lot of those details are very important to the
25 -- to the construction, and you have to pay attention to

1 them. And I encourage a speedy beginning and a speedy
2 conclusion of the road.

3 MR. CONRAD: Thank you. We have Tim Keleher
4 up next, and after that Donna Parker.

5 SPEAKER: Thank you, Mrs. Chavez and Mr.
6 Conrad. Thank you very much. My name is Tim Keleher, and
7 it's my privilege for speaking to provide a statement on
8 behalf of the members of the Fort Worth Chamber of Commerce.
9 We appreciate very much the opportunity to make a formal
10 comment regarding the State Highway 121 Southwest Parkway
11 project, and the draft Environmental Impact Statement
12 relating to that project.

13 The Fort Worth Chamber of Commerce represents
14 over 2,000 businesses of all types and sizes from every part
15 of the City of Fort Worth and throughout the areas of
16 Tarrant County and beyond. And we have appointed a special
17 task force to work with the partners, work with TxDOT and
18 the City and the North Texas Tollway authority and others as
19 the project progresses.

20 Ray Dickerson is the chairman of our SH121
21 Southwest Parkway task force, and he's the president of the
22 Citizen's Bank located at Bryant Irvin and Highway 183. I'd
23 like to first reaffirm the Fort Worth Chamber's continued
24 support for the expeditious and the prudent completion of
25 all necessary phases of the SH121 Southwest project. It's

1 -- this has been the top surface transportation
2 infrastructure priority for the Chamber of Commerce since
3 1990, and the need for the roadway is a critical
4 transportation lineage between and along the proposed route
5 from FM 1187 to IH-30 has increased as development and
6 population has rapidly increased in the southwest quadrant
7 of the county.

8 The Southwest Parkway is more than a
9 transportation project. It's about mobility, of course, but
10 also it's about air quality, and it's about economic
11 development. We believe at the Chamber that the proposed
12 SH121 Southwest Parkway has many significant benefits
13 related to mobility, and it will obviously and clearly
14 improve regional mobility and it's a key element of the
15 metroplex regional 2025 mobility plan.

16 It will improve local traffic circulation and
17 access to homes and businesses. It will provide greater
18 access to and from downtown Fort Worth, and it will improve
19 access to health care services south of downtown and in
20 southwest Fort Worth. Regarding environmental quality, we
21 believe that this project will improve air quality, will
22 reduce traffic congestion in southwest Fort Worth and
23 southwest Tarrant County. And we believe that the increased
24 commercial and residential development in the southwest will
25 increase local property and the sales tax revenues and allow

1 for improved local services throughout the county and the
2 City.

3 The Chamber would like to recognize the
4 outstanding efforts of the partners to the project, TxDOT,
5 North Texas Tollway Authority, the City of Fort Worth and
6 North Central Texas Council of Governments and the Federal
7 Highway Administration, and the counties of Tarrant and
8 Johnson for moving the project forward, including
9 engineering, design, financial and extensive public
10 involvement process.

11 Regarding the PDIS, we commend TxDOT and the
12 staff for the tremendous amount of work that went into the
13 preparation of the PDIS, and we appreciate this opportunity
14 to offer a public comment. The Fort Worth Chamber supports
15 the recommendations of the City of Fort Worth outlined by
16 Mayor Barr regarding some additional elements that should be
17 considered for inclusion in the final Environmental Impact
18 Statement. For example, the public -- public involvement
19 process should be documented, including the contributions
20 and recommendations of the project development team, the
21 Citizen's Advisory Committee, Streams and Valleys, Trinity
22 River Mission, and other key stake holders in the project.

23 Secondly, additional lighting and noise
24 impact analyses on the commercial and residential
25 development along the roadway, and finally the clarification

1 of certain technical elements that the VEIA raised by the
2 City of Fort Worth's Transportation staff. And this
3 concludes my testimony. Thank you very much. And I do have
4 a document that was prepared by the Fort Worth Chamber of
5 Commerce's executive committee last month, and I'd like to
6 submit that as a formal part of the record. Thank you.

7 MR. CONRAD: Next we have Donna Parker, and
8 then John Nelson.

9 SPEAKER: Good evening. My name is Donna
10 Parker. I appear before you both as vice chairman of the
11 North Texas Tollway Authority Board of Directors, and as a
12 resident of Fort Worth, Texas. The Authority is located at
13 5900 West Plano Parkway in Plano, Texas, and represents
14 Tarrant, Dallas, Collin, and Denton Counties along with our
15 contiguous counties with representatives from Johnson
16 County.

17 I reside at 6312 Mesa Ridge Drive in Fort
18 Worth. The North Texas Tollway Authority and our
19 predecessor agency, the Texas Turnpike Authority, has been
20 an active participant including mobility throughout the
21 North Texas region for the past 50 years. The Authority
22 Bill what is now I-30 connecting downtown Fort Worth with
23 downtown Dallas. The Authorities work with the North
24 Central Texas Council of Government and all of its members
25 who have been focused on providing people with quality