



April 25, 2003

Mr. Rob Waston
Haynes and Boone, LLP
Suite 2200
201 Main Street
Fort Worth, TX 76102-3126
By mail and telecopy (817) 347-6650

Dear Mr. Watson:

I received your February 21 letter. You express your client's concerns about the possible effects of the proposed SH 121T on access to and from University Centre I to Vickery Boulevard. You also request that Vickery Boulevard remain a two-way street, that the City provide schematic drawings of the proposed one-way travel, that the City supply you "any future proposals or revisions [to Vickery Boulevard]," and that the City notify you of "any meetings that will affect or concern access to University Centre I."

I understand your concern to be that the conversion of Vickery Boulevard from a two-way street to a one-way street will "result in taking an important right away from the tenants and reduce the value of the building." While I can understand that you believe that circuitry of travel may be increased, I do not believe that the increase is a material and substantial impairment of access to the building and its parking facilities.

In addition, Vickery Boulevard must become one way for safety reasons. Vickery Boulevard will serve as an entranceway to SH 121T. Two-way traffic on Vickery Boulevard would create an unreasonable risk to the traveling public. Therefore, Vickery Boulevard should be changed to one way as in the current design. In this connection, please see the enclosed schematic that shows the proposed construction of SH 121T. I believe this is the schematic that you requested. If it is not, please let me know. While my staff and I are willing to work to explore access issues on this project with any affected property owners,



ENGINEERING DEPARTMENT

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(817) 871-7941 ★ FAX (817) 871-7854

the City believes that the circuitry of travel and safety concerns do not favor keeping Vickery Boulevard two way.

Your last two requests ask that I provide personal notice to you and your client regarding possible changes to Vickery Boulevard and "any meetings that will affect or concern access to University Centre I." I must decline your requests. As you can imagine, it would be impossible for me to provide that type of assistance to anyone affected by the nearly eight-mile long project. Moreover, I would run the risk of being blamed for failing to provide the information if I inadvertently overlooked any request.

That is not to say that you and your client cannot receive information concerning future meetings and proposed design changes. State law requires that all public meetings concerning SH 121T be posted on the City Hall bulletin board (it may be viewed 24 hours a day) with the date, time, place, and subject matter of the meeting. Any change in the access for University Centre I will be shown at a posted meeting and you or your client may see those changes by simply calling my office. The enclosed schematic is the latest modifications that will affect access to University Centre I.

I also urge you to provide your comments to Maribel Chavez, P.E., District Engineer, Texas Department of Transportation, at P. O. Box 6868, Fort Worth, Texas 76115, to voice your client's concerns over the proposed schematic design. I suggest that if your client wishes to suggest an engineering proposal that would be better and less expensive, that the proposal be sent to TxDOT and to me.

If you have additional questions or wish to discuss this matter further, please do not hesitate to contact me at (817) 871-7909.

Sincerely,



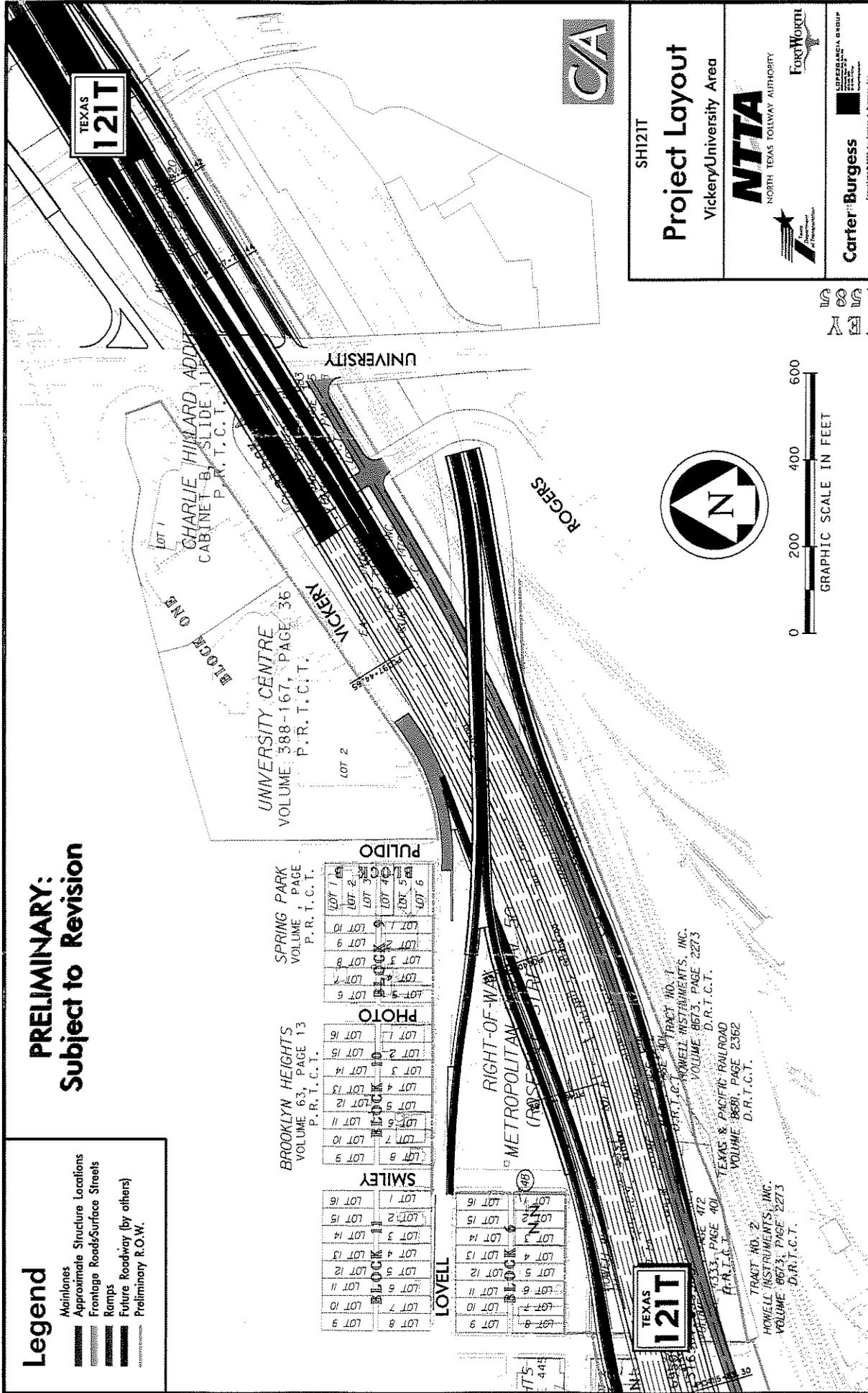
Bryan Beck, P.E.
Project Manager

Cc: Marc Ott, Assistant City Manager
Maribel Chavez, P.E., Texas Department of Transportation
Katie Nees, P.E., North Texas Tollway Authority
CFW 121 Project Team

Legend

- Mainlines
- Approximate Structure Locations
- Frontage Roads/Surface Streets
- Ramps
- Future Roadway (by others)
- Preliminary R.O.W.

**PRELIMINARY:
Subject to Revision**



SH121T

Project Layout

VickyUniversity Area

NTTA
NORTH TEXAS TOLLWAY AUTHORITY

Fort Worth

Carter Burgess
CORPORATE GROUP

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Gregory W. Higgins
General Counsel

Direct Dial (817) 367-5491
Telecopy (817) 367-4891

February 20, 2003

Ms. Maribel Chavez, P.E.
Fort Worth District Engineer
Texas Department of Transportation
Post Office Box 6868
Fort Worth, Texas 76115-0868

DISTRICT ENGINEER
TXDOT MAILROOM

FEB 26 2003

Re: State Highway 121T/University Centre II

Dear Ms. Chavez:

Please accept this letter as written testimony regarding the proposed construction of State Highway 121T. Additional oral testimony will be given at the hearing scheduled for February 25, 2003.

OmniAmerican Credit Union (OmniAmerican) purchased the property located at 1320 South University Drive, known locally as University Centre II, in November 2002. At the time that we purchased this ten story building, it was our understanding and belief that West Vickery Boulevard would remain a two-way street between the University Centre II facility and University Drive and that we, and our tenants, would have ready access to and from University Drive and eastbound I-30 via West Vickery Boulevard, notwithstanding the construction of the State Highway 121T. We also understood that the parties involved in the design and construction of 121T would consider incorporating a road crossing under 121T and linking the entrance to University Centre II to the eastbound 121T service road. Based upon these understandings, we purchased the University Centre II for a substantial sum of money.

We recently learned that changes have been proposed to the project that affects West Vickery Boulevard. It is our understanding that the proposal currently under consideration calls for West Vickery Boulevard to be a one-way street in the westbound direction, beginning at University Drive. Further, we have been advised that it does not appear that it will be feasible to incorporate the previously discussed road linking the entrance of the University Centre II to the eastbound 121T service road. We believe that this proposal will have a substantial and negative effect on the tenants of University Centre II, and, thus, on the value of our building.

Ms. Maribel Chavez, P.E.
February 20, 2003
Page 1 of 2

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Fort Worth, Texas 76108
www.OmniAmerican.org

Commercial Banking
817.332.3751
817.870.2260 fax

Personal Banking
817.481.6359 metro
817.421.4276 fax

If the proposal is incorporated into the final plans for 121T, tenants of University Centre II will have no reasonable method of accessing University Drive, eastbound I-30, or eastbound 121T. To access University Drive, tenants of the University Centre II would be required to travel west on West Vickery to Montgomery Street, turn north on Montgomery and proceed to the I-30 access road, turn east onto the eastbound I-30 access road and continue down the access road back past the University Centre II facility to University Drive. This circuitous route would have to be taken each time that a tenant wished to access University Drive and its previously convenient dining and shopping destinations. The Vickery-to-Montgomery-to-I-30 route would also have to be taken by any tenant wishing to travel eastbound on either I-30 or 121T.

In addition to being a burden on our tenants, we believe that the proposal would dramatically affect the value of the building that we just purchased by taking away a vital access route – an access route that we relied upon in purchasing the building. Additionally, the proposal would unnecessarily increase the traffic on West Vickery Boulevard (west of the University Centre II), on Montgomery Street, and on the eastbound access road to I-30.

We submit that the most viable resolution would be to allow West Vickery Boulevard to remain a two-way street between University Drive and the University Centre II facility. If for some reason this is not deemed viable, we submit that a road under 121T, linking the University Centre II entrance and the eastbound service road of 121T should be included in the final plans for 121T so that the tenants of the University Centre II can continue to have access to University Drive and the eastbound arteries, without being required to circumnavigate West Fort Worth.

We respectfully request and urge the Texas Department of Transportation, the City of Fort Worth, and the North Texas Tollway Authority to give serious consideration to this issue and the adverse effects that the proposed change to Vickery Boulevard would have on our facility and our tenants. We are (and remain) willing to discuss this matter with you and we welcome any thoughts or proposals that you may have.

Very truly yours,



Gregory W. Higgins
General Counsel
OmniAmerican Credit Union

cc: Members, Texas Department of Transportation

Ms. Maribel Chavez, P.E.

February 20, 2003

Page 2 of 2

February 21, 2003

DIST 02 FT. WORTH
TXDOT MAILROOM
FEB 23 2003

Mr. Brian Beck, P.E.
City of Fort Worth
Department of Engineering
1000 Throckmorton
Fort Worth, Texas 76102

Re: State Highway 121T/University Centre I

Dear Mr. Beck:

1300 UC-I, Ltd. purchased the office building known as University Centre I in November 2002. The building is located at 1300 South University Drive. At the time the owner purchased the six story office building, the owner understood and believed that West Vickery Boulevard would remain a two-way street to provide access from University Centre I to University Drive and from Montgomery Street to University Centre I so that all tenants and visitors would have access to and from University Drive, Montgomery Street and also be able to access east bound I-30 toward downtown Fort Worth. The owner understood that the proposed construction of Highway 121T would not interfere or change such access.

At the end of last week, the owner was told about a proposal to restrict the access that is currently available to University Centre I. The owner understands that the proposal provides that a portion of West Vickery Boulevard beginning at the University Drive intersection will be a one-way street in the west bound direction.

The proposal will greatly reduce the value of University Centre I. The current ability to access the office building is important to the tenants and the owner. Losing access to the building from Vickery Boulevard in the east bound direction and prohibiting any other access that is currently available to University Centre I will result in taking an important right away from the tenants and reduce the value of the building to the owner. To avoid damaging the owner of University Centre I, we request that West Vickery Boulevard remain a two-lane street between University Drive and Montgomery Street.

Please send me a drawing of the new proposal referenced above in which West Vickery Boulevard will become a one-way street and any changes that would limit access to I-30 from University Centre I. I would also appreciate any future proposals or revisions be forwarded to me for review and that I be notified of any meetings that will affect or concern access to University Centre I.

Attorneys

201 Main Street Suite 2200 Fort Worth, Texas 76102-3126

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h b

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Mr. Brandon Aghamalian
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Ms. Donna Parker
North Texas Tollway Authority
5900 West Plano Parkway, Suite 100
Plano, Texas 75093

Members
Texas Transportation Commission
2501 Southwest Loop 820
Fort Worth, Texas 76133



April 28, 2003

Joe H. Staley
5949 Sherry Lane, Suite 501
Dallas, Texas 75225

Re: SH-121T

Dear Mr. Staley:

On February 25, 2003, the City Council adopted by resolution a Locally Preferred Alternative (LPA) and comments on the Draft Environmental Impact Statement (DEIS) for State Highway 121T. Copies of those resolutions are enclosed herein. The adoption of the City's LPA provides opportunity for continued dialogue about implementation of the community's vision for the facility. In that regard, we understand how critically important the design of SH-121T is to the future of Fort Worth Country Day School.

Before the adoption of the LPA, your client wrote the parents of students raising concerns about the plans for the roadway. Those concerns were then communicated to the City Council. In addition, during the City's public hearing you raised several concerns about the planned design of the toll road.

Regarding the concerns raised, the City's LPA reflects the City's recognition that S.H.-121T will have a significant impact on the school's future. In particular, the LPA calls for the main lanes of the toll road to be constructed under, instead of over, Arborlawn Drive, the local arterial that will be used for the east-west connector in the Bellaire area. This design will ensure that S.H. 121T remains as low as possible as it passes by the school. In addition, frontage roads on the west side of S.H. 121T and an interchange with Arborlawn will be utilized in order to provide as much access as possible for planned future development for the school in the area of the "Ropes Course."

Regarding your comments at the City's public hearing, we want to provide a couple of responses. As to your concerns about the appropriateness of the approach taken to analyze noise impacts, the City concurs as is reflected in the City Council's Resolution commenting on the DEIS. Accordingly, additional noise analysis has been requested.

As to your statements about the transformation of the plans for the roadway from an urban arterial to a controlled access toll road, that transformation took place several years ago when the facility evolved from a pure TxDOT project into a toll road. That transformation was necessitated by the realization that the level of funds needed to construct S.H. 121 would be insufficient unless it was developed as a toll road.

CITY MANAGER'S OFFICE

THE CITY OF FORT WORTH ★ 1000 THROCKMORTON STREET ★ FORT WORTH, TEXAS 76102
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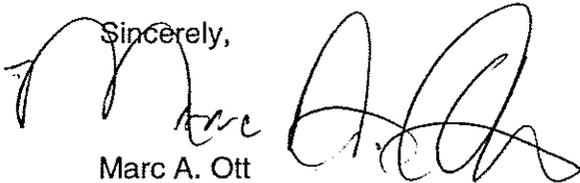
Continued –
Joe H. Staley
April 28, 2003

Regardless, the concern boils down to the issue of local access. As called for in the LPA, the utilization of frontage roads on the west side of the main lanes substantially responds to those access concerns.

In general, the elements established in the LPA necessitate continued work in order to develop design details. For example, continued dialogue with TxDOT will be useful on the issue of the relationship of the SH-121T frontage roads with SH 183. In addition, the City understands that Fort Worth Country Day School may have additional concerns about the details of implementation. The City looks forward to continued dialogue with the leadership of Fort Worth Country Day School and facilitating resolution of the remaining design issues in coordination with TxDOT and the North Texas Tollway Authority.

In closing, the City is in possession of your letter dated March 24, 2003 pertaining to the direction of all correspondence being directed through your office. It is our hope that the City of Fort Worth and Fort Worth Country Day can enter into a productive dialogue regarding the City's LPA for this project, including the upcoming Arborlawn Route Study. It is the City's intention to involve the appropriate FWCD staff in these discussions as they relate to the local circulation issues concerning the campus. We intend to make contact with FWCD staff in the coming weeks unless we receive direction otherwise.

Sincerely,



Marc A. Ott
Assistant City Manager

Enclosures

c: Gary W. Jackson, City Manager
Maribel Chavez, P.E., Texas Department of Transportation
Bryan Beck, P.E. Project Manager
CFW 121 Project Team

CHRISTINA PATOSKI
POST OFFICE BOX 9052
FORT WORTH, TEXAS 76147
817/738-0330

DIST 02 FT. WORTH
TXDOT MAILROOM

MAR 06 2003

March 5, 2003

Maribel Chavez, P.E., District Engineer
Texas Department of Transportation
P.O. Box 6868
Fort Worth, Texas 76115

RE: Letter of comment for Proposed 121 Toll Road

I urge you to deal with the mitigating impact of the noise from the proposed 121 toll road by conducting thorough noise impact studies throughout its routing.

I live four blocks to the north of Interstate 30. I spend a lot of time on my backyard patio. However, when the wind is blowing from the south, the noise from the interstate is so loud that I can hardly have a conversation, much less enjoy the experience. If the wind is from the north it's as quiet as a sanctuary. But, if it's from the south I'm literally confined to the interior of my house (with the windows closed) to find peace. It's amazing how much it varies from day to day and how far the noise travels, sometimes to neighborhoods miles away.

Therefore, I urge you to conduct the noise impact studies on multiple days, and when the wind is blowing in different directions. I predict you will be quite surprised at the different results.

An area that stands to be extremely effected by the 121 traffic noise is the Botanic Gardens. This is one of Fort Worth's crown jewels where all ages and classes of people go to escape from the stresses of urban life. Experiencing the gardens to the roar of nearby speeding cars and trucks seems a ludicrous thing. Please go to whatever design lengths are necessary to protect one of our community's most popular retreats from the noise of the proposed toll road.

Sincerely,



Christina Patoski

cc: Gary Jackson,
Jerry Hiebert,
Scott Polikov,
The Honorable Kay Granger,
I-CARE

Christina Patoski
4237 El Campo Ave.
Fort Worth, Texas 76107
817/738-0330 tel 817/732-4676 fax

May 1, 2003

Maribel Chavez, P.E.
Texas Department of Transportation
2501 Southwest Loop
PO Box 6868
Fort Worth, Texas 76115

Dear Ms. Chavez:

This is a letter of comment on the proposed 121 Toll Parkway.

After attending the public hearing at the Roundup Inn on Tuesday April 22, 2003 I would like to add the following comments to the public record. I am very concerned about the existing traffic noise levels as a result of Interstate 30 between Hulen and Forest Park Blvd. I believe that the traffic noise levels from I-30, and for miles beyond, exceed the noise abatement criteria established by the Federal Highway Administration. Building 121 will only serve to exacerbate an already existing traffic noise problem.

The areas most severely impacted are the Botanic Gardens and adjacent Trinity Park, both places of extraordinary significance and where serenity and quiet are paramount. I believe that the traffic noise levels from I-30 are already more than 57 decibels, especially if the prevailing wind is from the south, which is most of the spring and summer months when these sites are most often used by the public. I request that multiple sensors are installed at the Gardens and along the river to measure decibels and that these measurements be done at multiple times and on multiple days, especially when the wind is from the south.

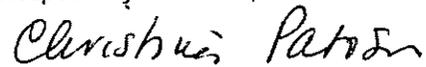
The other area of concern is the proposed tollway plaza booths area along Vickery Blvd. from Hulen to Montgomery. The Alamo Heights neighborhood is already negatively impacted from the traffic noise of I-30, and on the other side the massive railroad switching yard. Alamo Heights will literally be hemmed in by 121. They will also have added air quality issues from the emissions of cars braking and accelerating at the toll plaza booths. The cumulative effects of 121, along with I-30 and the railroad switching yard will be beyond what noise abatement barriers can contain and will severely impact the Alamo Heights neighborhood.

I live four blocks to the north of I-30 and am deafened by the traffic noise from the road. There are many days that I'm not able to enjoy my backyard because of the traffic noise. I can even hear the noise from inside my house. Noise barriers are there, but they obviously aren't doing the job.

Therefore, I formally request that the design of 121 from Hulen to Forest Park Blvd. be depressed, that is below grade enough that the traffic noise is abated. That means not slightly below grade, but way below grade. It's the only thing that really works to stop the noise.

Noise pollution damages the quality of life in the neighborhoods, at our schools, our cultural institutions, and our city parks. I urge you to include the Project Development Team themes and features regarding all the alternatives in the Final Environmental Impact Statement.

Respectfully submitted,



Christina Patoski

cc: Gary Jackson, City Manager
City of Fort Worth
1000 Throckmorton
Fort Worth, TX 76102

Jerry Hiebert, Executive Director
North Texas Tollway Authority
5900 W. Plano Parkway, Suite 200
Plano, Texas 75093

Scott Polikov A.I.C.P., J.D.
Prime Strategies
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Austin, TX 78751

The Honorable Kay Granger
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Fort Worth, TX 76107

Wendy Davis
2325 Mistletoe Dr.
Fort Worth, TX 76110

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4237 El Campo Ave.
Fort Worth, Texas 76107
817/738-0330 tel 817/732-4676 fax

April 30, 2003

Maribel Chavez, P.E.
Texas Department of Transportation
2501 Southwest Loop
PO Box 6868
Fort Worth, Texas 76115

Dear Ms. Chavez:

This is a letter of comment on the proposed 121 Toll Parkway.

After attending the public hearing at the Roundup Inn on Tuesday April 22, 2003 I would like to add the following comments to the public record. I am very concerned about the existing traffic noise levels as a result of Interstate 30 between Arlington Heights High School and Forest Park Blvd. I believe that the traffic noise levels from I-30, and for miles beyond, exceed the noise abatement criteria established by the FHWA. Building 121 will only serve to exacerbate an already existing traffic noise problem.

The areas most severely impacted are the Botanic Gardens and adjacent Trinity Park, both places of extraordinary significance and where serenity and quiet are paramount. I believe that the traffic noise levels from I-30 are already more than 57 decibels, especially if the prevailing wind is from the south, which is most of the spring and summer months when these sites are most often used by the public. I request that multiple sensors are installed at the Gardens and along the river to measure decibels and that these measurements be done at multiple times and on multiple days, especially when the wind is from the south.

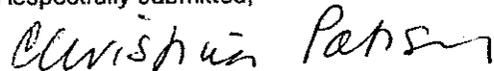
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I live four blocks to the north of I-30 and am deafened by the traffic noise from the road. There are many days that I'm not able to enjoy my backyard because of the traffic noise. I can even hear the noise from inside my house. Noise barriers are there, but they obviously aren't doing the job.

Therefore, I formally request that the design of 121 from Hulen to Forest Park Blvd. be depressed, that is below grade enough that the traffic noise is abated. That means not slightly below grade, but way below grade. It's the only thing that really works to stop the noise.

Noise pollution damages the quality of life in the neighborhoods, at our schools, our cultural institutions, and our city parks.

Respectfully submitted,



Christina Patoski

cc: Gary Jackson, City Manager
City of Fort Worth
1000 Throckmorton
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LAW OFFICES OF
JOE H. STALEY, JR.

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FAX

To: Maribel Chavez

Fax: 817-370-6787

Date: May 2, 2003

Total Number of pages, including cover sheet: 7

Comments:

LAW OFFICES OF
JOE H. STALEY, JR.

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May 2, 2003

Maribel Chavez
District Engineer
Texas Department of Transportation
P.O. Box 6868
Fort Worth, Texas 76115

SENT VIA FACSIMILE AND REGULAR MAIL

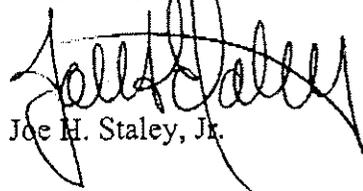
In Re: Fort Worth Country Day School's written comments and questions regarding
environmental study for SH121T

Dear Ms. Chavez,

When I spoke at the public hearing on April 22 on behalf of Fort Worth Country Day School, I said I would submit written comments and questions on behalf of the school. Attached hereto are the written comments and questions.

Please include them in the record of public comments and questions for the TxDOT and North Texas Tollway Authority hearing held on April 22 in Fort Worth, Texas.

Very Truly Yours,



Joe H. Staley, Jr.

**ADDENDA TO TESTIMONY OF FORT WORTH COUNTRY DAY SCHOOL
AT PUBLIC HEARING ON APRIL 22, 2003**

- A. Fort Worth Country Day School (FWCDS) has been unable to verify the findings of the Draft Environmental Impact Statement, which justifies classifying parts of its campus as Category "E" (interior impact only) property. The specific sites, called "sensitive receptors", are the Kindergarten, R3, the Middle School, R4, and the Library, R5.

In this regard, FWCDS requests the following background information be addressed and answers furnished to it:

1. The basis (visual observation, discussion with FWCDS staff or other) for the statement in the DEIS, *"The school... (has) no frequent human outdoor activity areas between highway and receptor"*.
 2. The dates and duration of any observations made of the outdoor activities at FWCDS in order to write the above italicized statement.
 3. Any member of faculty or staff at FWCDS who confirmed whether the school ever held outdoor activities between the proposed roadway and school buildings.
 4. All inquiries as to the nature of human outdoor activities, who participated in them, how often they might occur, and the importance of outdoor activities to the goals and curriculum of the school.
- B. FWCDS has found that the DEIS contains no information regarding the determination of existing noise levels at sensitive locations, three of which include buildings at FWCDS.

In this regard we have the following questions:

5. Did the writers of the DEIS determine the existing noise levels at receptors R4 and R5 in accordance with Step 2 of the traffic noise analysis procedure outlined on page V-80 beneath Table V-10?
6. If the answer to question 5. is yes, how was the existing noise level measured (state date(s), times and durations of measurements, and type of measurement equipment used)?
7. If the answer to question 5. is yes, why were the existing noise levels at sensitive receptors not included in the DEIS?

8. If the answer to question 5 is yes, were the existing noise levels compared with the predicted noise levels at the Estimated Time of Construction Completion (ETC) and with the ETC+20 predicted noise levels?
9. If the comparison in question 8. was made, what was the result? Specifically, could the difference between the existing noise level at the FWCDS and the predicted ETC level create a Relative Criterion noise impact, defined as being a difference of more than 10 dB(A)?
10. If the answer to question 9 is that there is a traffic noise impact based on the Relative Criterion, why was this information not included in the DEIS?
- C. FWCDS alleges that the predicted interior noise level of 43 dB(A) at sensitive receptors R3 and R4 and 40 dB(A) at sensitive receptor R5 in ETC 2005 are speculative and not based on the actual construction of the school buildings. There are no noise contours or spot exterior noise levels accompanying the DEIS which could be used as a necessary part of the calculation of the interior noise levels, the absence of which contradicts Step 3. of the Traffic Noise Analysis Procedure, Prediction of future noise levels.
11. What are the predicted exterior noise levels at the three FWCDS sensitive receptor sites?
12. What is the building shell attenuation (the loss or noise reduction value in dB(A)) afforded by the construction of the FWCDS buildings at these three sites, which was used to arrive at their interior noise levels?
13. If the Relative Criterion is applied to an occupancy classified as Activity Category "E", interior, and the Criterion states that, "The predicted noise level substantially exceeds *the existing noise level at a receiver...*", would this not imply that a Category "E" receiver is an *indoor* receiver?
14. Did the authors of the DEIS measure the *interior noise levels* in the three affected buildings at FWCDS?
15. If the answer to question 14 is no, what other method was used to justify the finding as to whether traffic noise impact has occurred for an indoor receiver?
16. If the answer to question 14 is no, would a traffic noise impact occur inside one of these three buildings if the measured noise level indoors adjacent to the proposed

- roadway were found to be a low number, and the predicted interior noise level exceeded it by more than 10 dB(A)?
17. Will such occur after construction of the road?
- D. FWCDs alleges that its property should have been categorized at a minimum as Activity Category "B".
18. Does Category "B" include "schools" as one of the uses eligible for that category?
19. Does FWCDs include several other associated uses on its property which also may be eligible for inclusion under Category "B", such as playgrounds, recreation areas, parks, and libraries?
20. If it is unsubstantiated that "there is no outdoor activity..." at FWCDs, and there are *compelling* uses of this site which would dictate it to be placed in Category "B", wouldn't Category "B" be the most proper category for FWCDs?
21. If Category B is an equally or more compelling category, why was Category "E" selected instead?
22. What are the factors utilized to distinguish whether Category E or Category B is applicable to a property; which were used in this instance, and how were they applied and what were the specific result for each?
- E. FWCDs alleges that the authors of the DEIS did not discuss with school staff the types of activity categories in which the campus might be placed, did not discuss the potential ramifications of the category placement in terms of its potential to secure consideration and evaluation of noise impact reduction measures.
23. Did the authors of the DEIS explain any of the above issues to the school, or ask their opinion of or reaction to the location of a freeway adjacent to their property?
24. Did the authors of the DEIS ask FWCDs staff whether they thought that the impact of the proposed roadway would significantly change the environment of the school?

25. Did the authors of the DEIS ask FWCDS staff if, in its judgment, changes such as those predicted from the presence of the proposed roadway would harm the school's ability to deliver a tranquil setting and educational curriculum consistent with their past standards?
26. Did the DEIS advise the school that it was considered non-impacted by noise and that any noise reduction efforts, if feasible, would have to be borne at the school's expense?
- F. FWCDS alleges that a prior report by Pelton Marsh Kinsella, a division of Carter and Burgess, Inc., (C&B) the engineering firm in charge of the SH121T project, addressed to Mr. Steve Stackhouse at FWCDS on February 7, 2003, stated twice that, "it is important to stress that the school should be consider (sic) in a Category "A" zone."
27. Have any authors of the DEIS, TxDOT or NTTA officials who have been working on the SH121T project reviewed the above letter from PMK on this subject and reviewed their findings with C&B?
28. If the answer to question 27 is yes, did these other entities consider Carter & Burgess/PMK's judgment incorrect or inaccurate?
- G. Eleven days later, on February 18, 2003, PMK wrote a letter to Mr. Stackhouse which noted that they had "become aware" that their parent company, Carter & Burgess was actively working with TxDOT on the SH121T project, and on the basis of conflict of interest, withdrew from providing any further sound analysis of the FWCDS site. This letter also changed their original assessment of the proper category for the school's setting from Category "A", the first and most sensitive land use category, to Category "E", the last and arguably least sensitive category. They also noted that their reference to ANSI Standard S12.60-2002, *Acoustical Performance Criteria, Design Requirements and Guidelines for Schools*, "should not be used" because it is a voluntary National Standard and has not been adopted by any Code, even though in their February 7th letter they noted that this Standard states that "excessive intruding sound levels would be those exceeding 35 dBA as a 1-hour Leq average. The TxDOT calculated sound levels exceed this level by 5 to 8 dBA."
29. What suggestions or instructions were given to PMK concerning its second letter by either TxDOT, NTTA, or C & B to modify its earlier conclusions, made before it was discovered that C&B was working on the SH121T project?

- 30. Please explain the specific reasoning for the letter modification brought about by TxDOT's engineers (C & B) and all factual basis reconsidered in determining same.

- H. FWCDS alleges that the DEIS is incomplete and therefore draws erroneous and misleading conclusions to attempt to avoid the noise impact issue at FWCDS by SH121T by arbitrarily assigning the Noise Activity Category least likely to elicit a Noise Impact action.

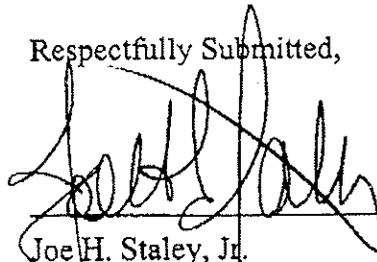
- 31. Will noise abatement issues decided in favor of actions which cause construction or design changes to the Design increase its cost?

- 32. Do increased costs jeopardize the chances that the project might be built?

- 33. Does an interest in maintaining lowest construction costs practicable present a conflict of interest with minimizing noise impact on the communities through which SH121T will pass?

- 34. Should TxDOT have utilized an independent agency to conduct its Noise Activity categorization and noise impact analyses?

Respectfully Submitted,



Joe H. Staley, Jr.

LAW OFFICES OF JOE H. STALEY, JR.

5949 Sherry Lane, Suite 501

Dallas, Texas 75225

Tel: (214)739-3700

FAX: (214)739-1919

ATTORNEY FOR

FORT WORTH COUNTRY DAY SCHOOL

May 2, 2003

Ms. Maribel Chavez, P.E., District Engineer
Texas Department of Transportation
P. O. Box 6868
Fort Worth, Texas 76115

Re: DEIS for 121 Parkway, Fort Worth, and impact on Sunset Terrace Historic
Neighborhood, one block west of I-30 and Summit Avenue intersection

Dear Ms. Chavez:

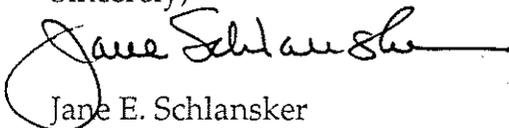
In response to the DEIS for the proposed construction of the 121 Parkway through the central corridor of Fort Worth, I am writing to comment on several points. For reference, I live at 1614 Sunset Terrace and also am part owner of the apartments located at 1700 Sunset Terrace, both properties located adjacent to the intersection of I-30 and Summit Avenue.

Environmental Studies. As a resident of the historic Sunset Terrace neighborhood (eligible for the National Historic Register), I join my neighbors in requesting that there be a full and total evaluation of all of the cumulative environmental impacts on our neighborhood – noise, air and traffic. (We are currently having great difficulty renting an apartment at 1700 Sunset Terrace due to freeway noise, a factor that will only increase with the addition of 121.)

Traffic Impacts. It is currently extremely difficult to get into and out of our neighborhood due to traffic congestion at the intersection of Summit Ave. and I-30. This problem will only get worse with the opening of the RadioShack and Pier 1 Imports new corporate campuses in downtown Fort Worth. The DEIS must address these negative impacts, offering relief not only to our neighborhood but to others who work in the downtown Fort Worth area and nearby medical district.

Historic Property. The Sunset Terrace neighborhood is eligible for the National Historic Register. I understand that under the law, federal agencies are required to evaluate and take into account the impacts that projects such as the construction of the 121 Parkway will have on affected historic areas. The DEIS for 121 does not include such an evaluation for the Sunset Terrace neighborhood, and I am requesting that this be accomplished and addressed.

Sincerely,



Jane E. Schlansker

1614 Sunset Terrace
Fort Worth, Texas 76102
817-332-6522

April 22, 2003

Ms. Maribel P. ChaVEZ, P.E. - District Engineer
Texas Department of Transportation
P.O. Box 6868
Fort Worth, TX 76115

Our neighborhood watched the T121 process very closely and our initial apprehension of the T121 project was largely relieved by the recommendations of the PDT and the subsequent adoption of those recommendations by the Fort Worth City Council. Since this time, we have become concerned that the features and themes developed by the PDT will not be followed through in the final product. The DEIS has done little to relieve those concerns.

Specifically, we are concerned about the noise level in our neighborhood and how it will be mitigated. We do not think that the noise studies to date are adequate and would request additional site specific studies be performed.

Next, we are concerned about traffic patterns on Forest Park Boulevard. The traffic study referenced in the DEIS appears to come from 1984, now almost 20 years ago. I do not need to tell you how much has changed in 20 years particularly with the redevelopment of downtown. We are interested in projections of traffic on Forest Park based on current traffic data with and without T121.

Third, we would like to see the lighting of the roadway studied and designed with sensitivity to its proximity to our neighborhood and other neighborhoods along the corridor. We already have too much tall mast lighting along the Rosedale bridge and up Forest Park Blvd. through our neighborhood. The proposed new road will be visible from our neighborhood from several points (including our personal backyard deck) given the unique topography of Mistletoe Heights.

Fourth, we are worried about air quality effects. The DEIS particularly does not address potential stagnant traffic on the northern end of the project and its potential effect on air quality.

Fifth, as to all of the above, we do not see anything for T121 which studies the cumulative effect on Mistletoe Heights, given its historical significance to Fort Worth, when combined with the other freeway and street expansions which have occurred in that past 20 years. With the proposed T121 lanes, I count between 16 and 22 freeway lanes and ramps in succession (excluding a railroad bridge) within 1/2 mile from the northern border of our house. We do not see how anyone can claim that has no environmental impact on us and the livability and value of our properties.

Finally, as a resident of the City of Fort Worth and not just Mistletoe Heights, I am concerned about the entire corridor. If this road cannot be built as a parkway with all that entails and with minimal impact to and significant mitigation for the neighborhoods, the river, and our beautiful linear park system, all of which it will clearly impact, I simply cannot support it.

Truly yours,

Patey H. Stocum
2218 W Rosedale So
In Worth TX 76110
817-923-5510



STATE HIGHWAY 121

From IH 30 to FM 1187

Tarrant County

Public Hearing

April 22, 2003

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written comments may be submitted to the District Office using this form or by letter postmarked by May 2, 2003. Written and verbal comments will become part of the project record and will be included in the written summary and analysis of the public hearing. Thank you for your comments.

OFFICIAL COMMENTS:

As a property owner in Overton Woods, our household strongly supports Alternative CA. However, we believe a more attractive variation on this alternative would be to permit ingress/egress at Belleire/Arboclawn to downtown destination traffic in order to eliminate the cut through impact on the neighborhood that will result from existing traffic to avoid trouble on SH 121 (from downtown exiting southbound into neighborhood; to downtown exiting northbound into neighborhood).

Name

Elizabeth Tindall

Address

3713 Black Canyon

FT WORTH TX 76109

Phone

07 862 9000



STATE HIGHWAY 121
From IH 30 to FM 1187
Tarrant County
Public Hearing
April 22, 2003

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during the remainder of project development. Written comments may be submitted to the District Office using this form or by letter postmarked by May 2, 2003. Written and verbal comments will become part of the project record and will be included in the written summary and analysis of the public hearing. Thank you for your comments.

OFFICIAL COMMENTS:

I whole heartedly support the A/C Combo Plan. I live in SW Fort Worth and have worked off Forest Park and I-30 for many years. This seems to be the most beneficial route to all parties concerned.

Name

Darlene Trojacek

Address

5121 Whistler Dr
JTW 76133

Phone

817 3466615

ARLINGTON HEIGHTS NEIGHBORHOOD ASSOCIATION
P.O. Box 470692 Fort Worth, TX 76147

MAR 04 2003

March 3, 2003

Maribel Chavez, P.E., District Engineer
Texas Department of Transportation,
P.O. Box 6868,
Fort Worth, Texas 76115

RE: Letter of comment for Proposed 121 Toll Road

The Arlington Heights Neighborhood Association urges the Texas Department of Transportation to follow its mandate to listen to the citizens of Fort Worth when making decisions about building the proposed 121 Toll Road.

Our neighborhood association is concerned about the negative impact that noise and lighting from the proposed toll road will have on the neighborhoods that it passes through. We know first-hand how much a multi-lane highway can damage the quality of life in a neighborhood. A large portion of our neighborhood is adjacent to Interstate 30, and has been negatively impacted by the acoustics of said road, sometimes at almost deafening decibels. There are days when it sounds like we live on the Daytona 500 racetrack.

Therefore, we feel that it is imperative that a noise impact evaluation be conducted for the Botanic Gardens area. The Japanese Gardens are among the city's most popular tourist attractions. The Rose Garden structures are eligible for the National Register and a children's garden is planned on the southern end of the park, adjacent to Interstate 30 and the Rosedale ramps. Hundreds of thousands of Fort Worth citizens have come to depend on their Botanic Gardens to provide them with an experience of tranquility and solace. We are concerned that the acoustics from the 121 traffic will negatively effect that experience.

We feel that it is essential and of the utmost importance that the design of this road impacts the citizens of Fort Worth in a positive manner and that the road in all of its various manifestations maintains and facilitates the highest possible quality of life for those established citizens living in its path.

We believe that high mast lighting is not acceptable when such lighting spills over into the adjacent neighborhoods, and would like to see directional lighting used when the roadway is

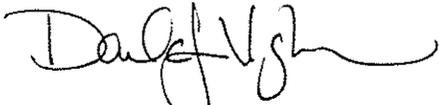
adjacent to residential areas.

We are concerned about mitigating impacts on the Trinity River, and support the Fort Worth Water District and the Streams and Valleys Committee in their requests on this matter.

We would like to see a linear park developed in the toll plaza area and would like to see the Trinity River hike and bike trails connected up to that park. Further, we request that the all of the latest technologies, such as toll tags, be used to reduce the number of toll booths in the toll plaza. We would also like to see lighting and noise impact mitigated in the toll plaza area.

We support the Fort Worth City Council's request that Project Development Team themes be included in consideration of all the alternatives in the Environmental Impact Statement, and request that Project Development Team report be attached to the final statement.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Darla Vaughan", with a long, sweeping horizontal flourish extending to the right.

Darla Vaughan

President of Arlington Heights Neighborhood Association

cc: Gary Jackson,
Jerry Hiebert,
Scott Polikov,
The Honorable Kay Granger,
I-CARE

Linbeck

FORT WORTH
TxDOT MAILROOM

APR 28 2003

April 15, 2003

Ms. Maribel P. Chavez, P.E.
District Engineer
Texas Department of Transportation
P. O. Box 6868
Fort Worth, Texas 76115

Re: SH-121T
Draft Environmental Impact Study
Public Hearing April 22, 2003 @ 7 PM @ Will Rogers Round Up Inn

Dear Ms. Chavez:

Linbeck is the project manager for the Children's Garden Committee which is planning for construction of a Children's Garden within the existing boundaries of the Fort Worth Botanic Gardens, a city park. The Children's Garden will occupy approximately 4 acres with the historic Rose Garden (which is eligible for the National Register of Historic Places) to the East, the Japanese Garden to the North, the proposed Greenhouse facilities to the West, and the Interstate 30 frontage road to the South. Sound impacts from the SH-121T Southwest Parkway must be mitigated to preserve the existing and future sanctuary of the Botanic Gardens.

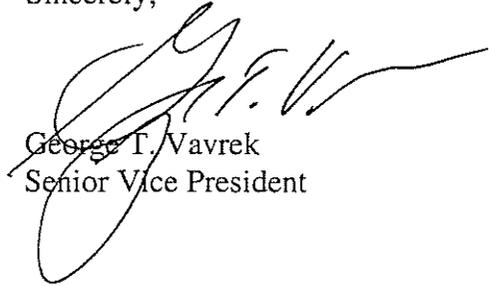
We respectfully request additional noise studies at the following locations:

1. The SW corner to the parking lot directly behind and east of the Antique Mall building located at the NE corner of I30 and Montgomery.
2. Between the curb and fence along the north side of the frontage road where the westbound Montgomery exit ramp for I30 intersects the frontage road.
3. At the Rose Garden Pavilion at the entrance to the Rose Garden.

Hopefully, these studies will identify the impact the Southwest Parkway would have on the Fort Worth Botanic Gardens and specifically, the Children's Garden. Please consider mitigation of this noise impact in the design of the Parkway.

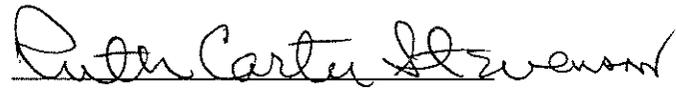
The Children's Garden will be a significant addition to what is already an historical and environmental treasure for this region. Thank you for your consideration of our concerns. We look forward to the findings of the noise studies and anticipated mitigation of any additional noise generated by the proposed Southwest Parkway.

Sincerely,



George T. Vavrek
Senior Vice President

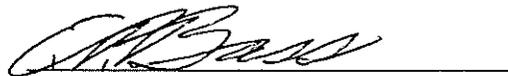
Endorsed by:



Ruth Carter Stevenson
Co-Chair



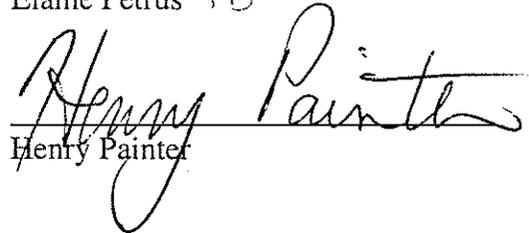
Brooke Lively
Co-Chair



Edward P. Bass



Elaine Petrus



Henry Painter

Cc: I-Care
P.O. Box 1899
Fort Worth, TX 76101-1899

CASSCO LAND CO., INC.

4200 SOUTH HULEN, SUITE 614
FORT WORTH, TEXAS 76109-4988
PHONE (817) 731-7396; FAX (817) 731-7398

DIST 02 FORT WORTH
TXDOT MAILROOM

FEB 26 2003

February 24, 2003

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

RE: Locally Preferred Alternative for State Highway 121T ("SH121T")

Dear Mayor Barr:

Maribel Chavez suggested we send you this letter following our meeting with her and members of the Fort Worth District TXDOT staff last Friday afternoon.

Specifically, we were asked to make clear the willingness of the owners of the property known as the Edwards Ranch to support that part of the SH121T project that would have Arborlawn, rather than Bellaire Drive, extended to become the main east-west arterial between Vickery and SH183. Arborlawn would veer north and then turn west with an interchange at SH121T. Bellaire Drive would terminate into the Arborlawn extension. While we would prefer Bellaire to be extended as a thru street, we would accept this alternative which is similar to the plan that we presented to you, Gary Jackson and Mike Weaver last June and is shown on the attached map. When Cassco developed the Overton Woods subdivision in the late 1970's the City required that Cassco build Bellaire Drive as a six-lane divided arterial. Typically, traffic-calming measures are not used on six lane divided arterials. However, to facilitate compromise, the property owners would support traffic calming on Bellaire Drive.

Previously, the owners of the property committed to donate the right-of-way for the extension of Bellaire Drive to Bryant Irvin Road with the construction being funded by the 1998 Capital Improvement Bond funds. The commitment to donate the right-of-way was conditioned on Bellaire Drive being built at grade. This letter also is to let you know that the owners would agree to donate the right-of-way for the Arborlawn extension to Bryant Irvin Road and the extension of Bellaire Drive to terminate into Arborlawn if the bond funds will be used to construct the Arborlawn and Bellaire Drive extensions at grade and in a reasonable time frame.

The owners believe that this compromise option would provide the needed traffic mobility, protect the Overton Woods neighborhood, minimize the damages to the Edwards Ranch property, and reduce the expense of remainder property damages as part of right of way acquisition. Maribel Chavez and the TXDOT staff

encouraged us to indicate our support for this compromise, which we understand, is being considered for the Locally Preferred Alternative.

We also told Ms. Chavez that the property owners would also consider donating the right of way necessary to create SH121T frontage roads to complete a Texas turnaround north of I-20 so as to improve access for the Country Day School assuming, again, that this frontage road is at grade and intersects at grade with the Bellaire or Arborlawn extension and affords reasonable frontage road access to the Edwards property.

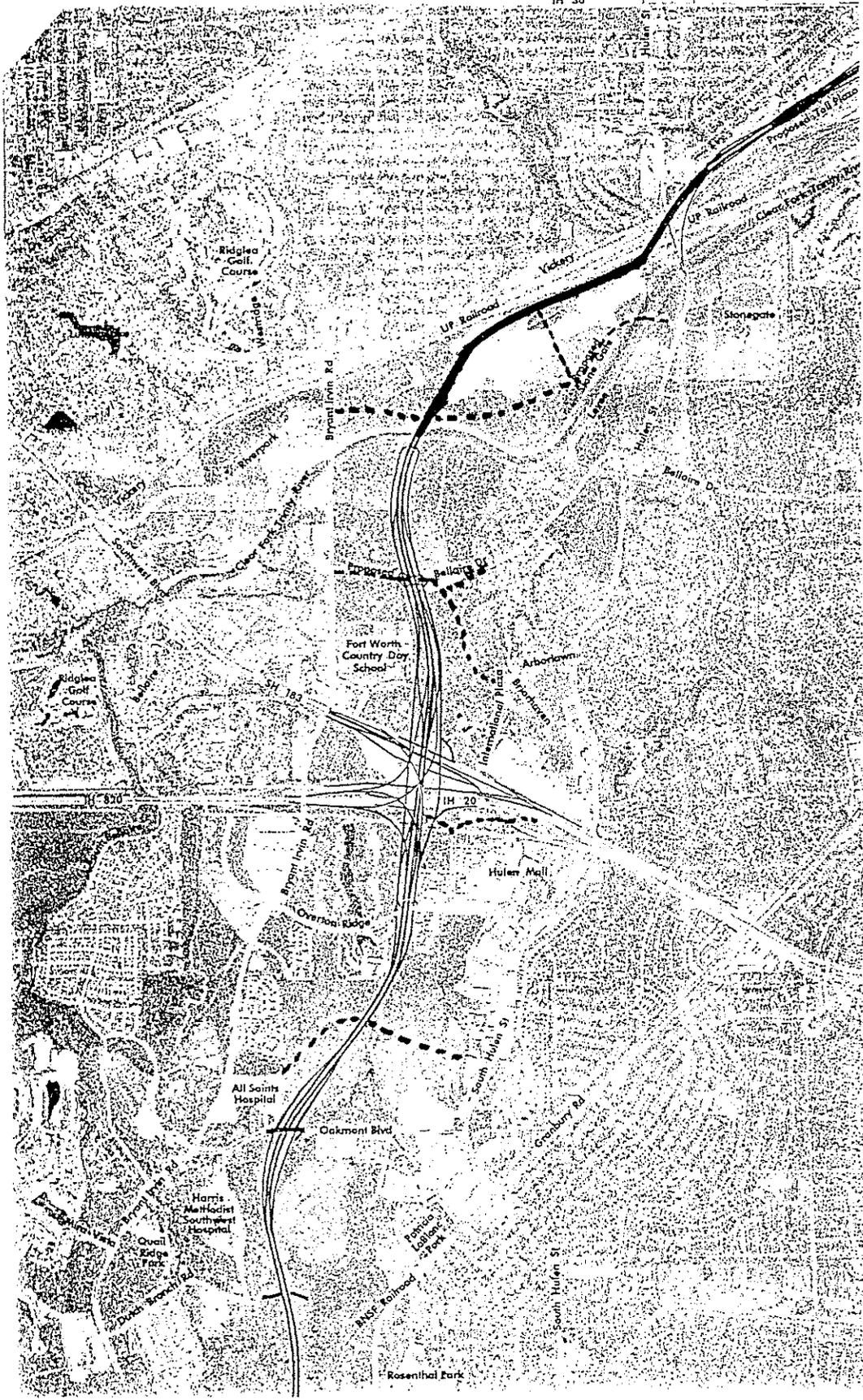
Please also note TXDOT was receptive to our requests for changes north of the Trinity River and hope Mike Weaver's work aligning SH121T north of the electric transmission right-of-way and south of the Union Pacific railroad would also be included in the Locally Preferred Alternative. We also gave TXDOT copies of the design prepared by Jacobs Engineering showing east-bound exit and entrance ramps from Interstate 20/820 to River Ranch Boulevard. This is the same information provided to Mike Weaver in our meeting last June. We also hope that this access be included in the Locally Preferred Alternative.

Sincerely,



Scott Walker

cc: Councilmember Jim Lane
Councilmember Chuck Silcox
Councilmember Becky Haskin
Councilmember Frank Moss
Councilmember Clyde Picht
Councilmember Jeff Wentworth
Councilmember Ralph McCloud
Councilmember Wendy Davis
City Manager Gary Jackson
Jerry Hiebert, NTTA Executive Director
Donna Parker, NTTA Vice Chairman
Maribel Chavez, Fort Worth District Engineer, TXDOT
Stephen Adler, Barron, Adler & Anderson, LLP



10-1-1955

CASSCO LAND CO., INC.

4200 SOUTH HULEN, SUITE 614
FORT WORTH, TEXAS 76109-4988
PHONE (817) 731-7396; FAX (817) 731-7398

CERTIFIED MAIL # 7001 0320 0004 2088 6870
Return Receipt Requested

May 1, 2003

Mrs. Maribel P. Chavez, P.E.
District Engineer
Texas Department of Transportation
P. O. Box 6868
Fort Worth, Texas 76115-6868

Re: Proposed State Highway 121 ("SH121")

Dear Mrs. Chavez:

This letter serves as our written public comment on the SH121 project in connection with the Public Hearing conducted on April 22, 2003. Our comments concern that portion of the project between Vickery Boulevard and Oakmont Boulevard. These comments are presented on behalf of Edwards Geren Limited and Cassco Land Co., Inc. ("Cassco interests") which own most of the private property in this segment of the project.

The Cassco interests own approximately 1,050 acres in four tracts between Vickery Boulevard and Oakmont Boulevard. This land is among the last large, undeveloped and prime properties in central Fort Worth, Texas. If SH121 was not under consideration or was not to be constructed, these properties would have a very significant and immediate development potential. For many years, before introduction of the SH121 toll road or controlled access freeway concept, the City of Fort Worth's transportation plan provided for or allowed access to or through these properties on Stonegate Boulevard, Bellaire Drive, International Plaza, Interstate 20 frontage roads, River Ranch Boulevard and Oakbend Trail. The uses available to these properties were to take advantage of this access for significant and upscale residential, industrial, commercial, retail, and mixed uses. Mindful of our responsibilities and commitments to neighbors and consistent with our long time practice of responsible land use and development, we would be able to put these properties to their significant highest and best uses without the currently proposed SH121. For over forty years, the Cassco interests have forborne from developing these properties and have kept the corridor open and available specifically for this project. The public benefited and now has the opportunity to acquire the needed property without having to acquire the residences and businesses that could have been on these properties. The involved public entities, including the Texas Department of Public Transportation

Mrs. Maribel P. Chavez, P.E.
May 2, 2003
Page 2

("TXDOT") through its discretion in determining the final SH121 design, should not now penalize the Cassco interests but should act in a way that encourages such civic minded behavior among others in the future.

The proposed plan for SH121 would require acquisition of approximately 150 to 170 acres out of the Cassco interests' ownership identified above. The project as presently proposed effectively builds a wall down the middle of these parcels and severs them into multiple disassociated pieces. The failure of the proposed plan to contain (1) a sufficient number of crossings of the project, (2) effective interchanges at those crossings, or (3) frontage road access results in the proposed SH121 being a significant detriment to the development potential and value of the parcels owned by the Cassco interests. Some of the specific ways in which the proposed SH121 harms and diminishes the use and value of the Cassco interests' properties are as follows:

1. By running parallel to but distant from the railroad tracks and Vickery Boulevard, the proposed SH121 renders virtually inaccessible and without value approximately 70 acres that are severed from the balance of the parent parcel.
2. By elevating Stonegate Boulevard from the Trinity River to the north side of proposed SH121, the properties realize only very contorted or limited access to or benefit from the project or the extension of Stonegate Boulevard.
3. Routing Stonegate Boulevard north of proposed SH121 precludes access to it from most of the Cassco interests' property north of the Trinity River.
4. By replacing what would have been a continuous north/south spine road through the middle of much of these properties north of Interstate 20 ("I-20") with proposed SH121 (without frontage roads), these tracts have no significant access except at their perimeters, thus greatly reducing the accessibility, available uses, and the quality and value of the parcels.
5. By extending Bellaire Drive above grade and without access to proposed SH121, the property being split by proposed SH121 cannot access it and the property cannot even access all of Bellaire Drive because of its embankments.
6. The construction of proposed SH121 through the property south of I-20 prevents River Ranch Boulevard from being what would have been a spine road that would have provided access to all of the Cassco interests' property south of I-20.

7. The approximately 14 acre tract at the southeast corner of SH121 and I-20 will lose all of its access to the existing east bound I-20 frontage road and will have limited access to the north-bound SH121 frontage road as shown on the attached map provided by the City of Fort Worth ("Exhibit A"). The City of Fort Worth's development policies limit the ability to obtain a median opening on River Ranch Boulevard so this parcel is severely limited in its use and value by the SH121 changes.
8. At various meetings of the City of Fort Worth's Citizens Advisory Committee, Project Development Team and City Council and meetings of the North Texas Tollway Authority recommendations have included burdening the undeveloped property adjoining SH121 with the requirement that landscaping buffers and noise mitigation be provided at the time of development by and at the expense of the developer.

A property owner confronted with the public's need for right of way is entitled to receive the market value of property acquired and, in addition, the diminution in market value of property not taken that arises as a result of the project (damages). As discussed above, the proposed SH121 will cause considerable harm and damage to the remaining property of the Cassco interests by limiting the access and use potential from which these tracts otherwise would have benefited and burdening the property with additional development costs.

We request that the proposed plan for SH121 be altered or amended so as to mitigate and lessen the damages to remaining property not taken in order to minimize cost of property acquisition and related damages. The following are our specific proposals along with notations of agreement and differences between our requested changes and the Locally Preferred Alternative adopted by the City of Fort Worth ("LPA"):

1. The route of SH121 parallel to and proximate to Vickery Boulevard and the railroad tracks should be redesigned so as to follow a route as nearly adjacent to the railroad tracks as is possible before the route turns southward to cross the Trinity River. This change will serve to salvage the 70 acres that otherwise are needlessly severed and rendered virtually unusable. This change was included in the LPA as shown on the attached map provided by the City of Fort Worth ("Exhibit B").
2. Stonegate Boulevard should be brought to grade after crossing the Trinity River, and its alignment should be moved south of SH121, and SH121 should be elevated over Clear Fork Crossing (the proposed intersecting street coming north from Stonegate Boulevard to SH121). We understand

that this change was included in the LPA as shown on the attached Exhibit B.

3. Bellaire Drive should remain at grade under elevated SH121 main lanes. This would maximize the access the properties would have to Bellaire Drive and minimize the costs of the damages and drainage improvements required by extending the embankments for the cross street to the east and west into the future development. The LPA provides for Arborlawn to be elevated over SH121. If TXDOT adopts the LPA recommendation that Arborlawn be the street that intersects SH121 rather than Bellaire Drive our request that the SH121 main lanes be elevated would still apply.
4. A "diamond" or meaningful interchange should be constructed at the intersection of Bellaire Drive and SH121. The LPA includes the "diamond" interchange at the proposed Arborlawn intersection in place of the Bellaire Drive intersection as shown on the attached Exhibit B.
5. A roadway perpendicular to Bellaire Drive should run from Bellaire Drive south to an extension of Arborlawn Drive. The LPA eliminates this roadway by providing for an Arborlawn interchange with SH121 rather than a Bellaire interchange.
6. Frontage roads should be provided on both sides of SH121 between State Highway 183 and Bellaire Drive so as to provide access to and around SH121. The LPA includes a frontage road on the west side of SH121 but not on the east side.
7. There should be a "diamond" or meaningful interchange at the intersection of SH121 and Oakbend Trail, between Overton Ridge Boulevard and Oakmont Boulevard. The LPA does not include such an interchange. If an interchange is not provided the SH121 main lanes should be elevated over the proposed alignment of Oakbend Trail to allow access between the parcels severed by SH121 and allowing the future construction of Oakbend Trail without having to construct a bridge over SH121.
8. I-20 entrance and exit ramps at River Ranch Boulevard should be provided as shown on the attached plans prepared by Jacobs Engineering dated May 30, 2002 ("Exhibit C") that were provided to the City of Fort Worth's consultant, Michael Weaver, in June 2002 and to TXDOT at our meeting on February 21, 2003. We believe that this plan will improve overall circulation around Hulen Mall and reduce the congestion at the Hulen Street/I-20 intersection.

Mrs. Maribel P. Chavez, P.E.
May 2, 2003
Page 5

9. All required landscaping buffers and noise mitigation, whether in developed or undeveloped areas, should be included in the SH121 project and not left to burden the property adjoining SH121.

The Cassco interests, from only the perspective of their ownership, would prefer that SH 121 not be constructed at all if it is to be constructed as proposed at the Public Hearing or as proposed by the LPA. If it is determined by the public entities involved that this project is in the best interest of the public, then the Cassco interests respectfully request that the project be redesigned so as not to increase needlessly the cost of right-of-way acquisition and damages.

Sincerely,

A handwritten signature in cursive script that reads "Scott Walker". The signature is written in black ink and has a long horizontal line extending to the right.

Scott Walker

cc: Marc A. Ott, Fort Worth Assistant City Manager

EB. Fig. Rd

ERS, LTD
PAGE 1600
T.

CITY OF FORT WORTH
VOLUME 18788, PAGE 57
D.R.T.C.T.

TEXAS
121

No Access
Allowed

CASSCO LAND CO., INC
VOLUME 5783, PAGE 4
D.R.T.C.T.

CO LAND CO., INC
E 6886, PAGE 2336
D.R.T.C.T.

ACCESS
ALLOWED

Access per
City of
Fort Worth

SOUTH WEST PROPERTIES, L.P.
VOLUME 11512, PAGE 158
D.R.T.C.T.

CASSCO LAND CO., INC
VOLUME 5783, PAGE 4
D.R.T.C.T.

CITY OF FORT WORTH
VOLUME 8788, PAGE 57
D.R.T.C.T.

PLUNTERS RIDGE
VOLUME 30884, PAGE 39
P.R.T.C.T.

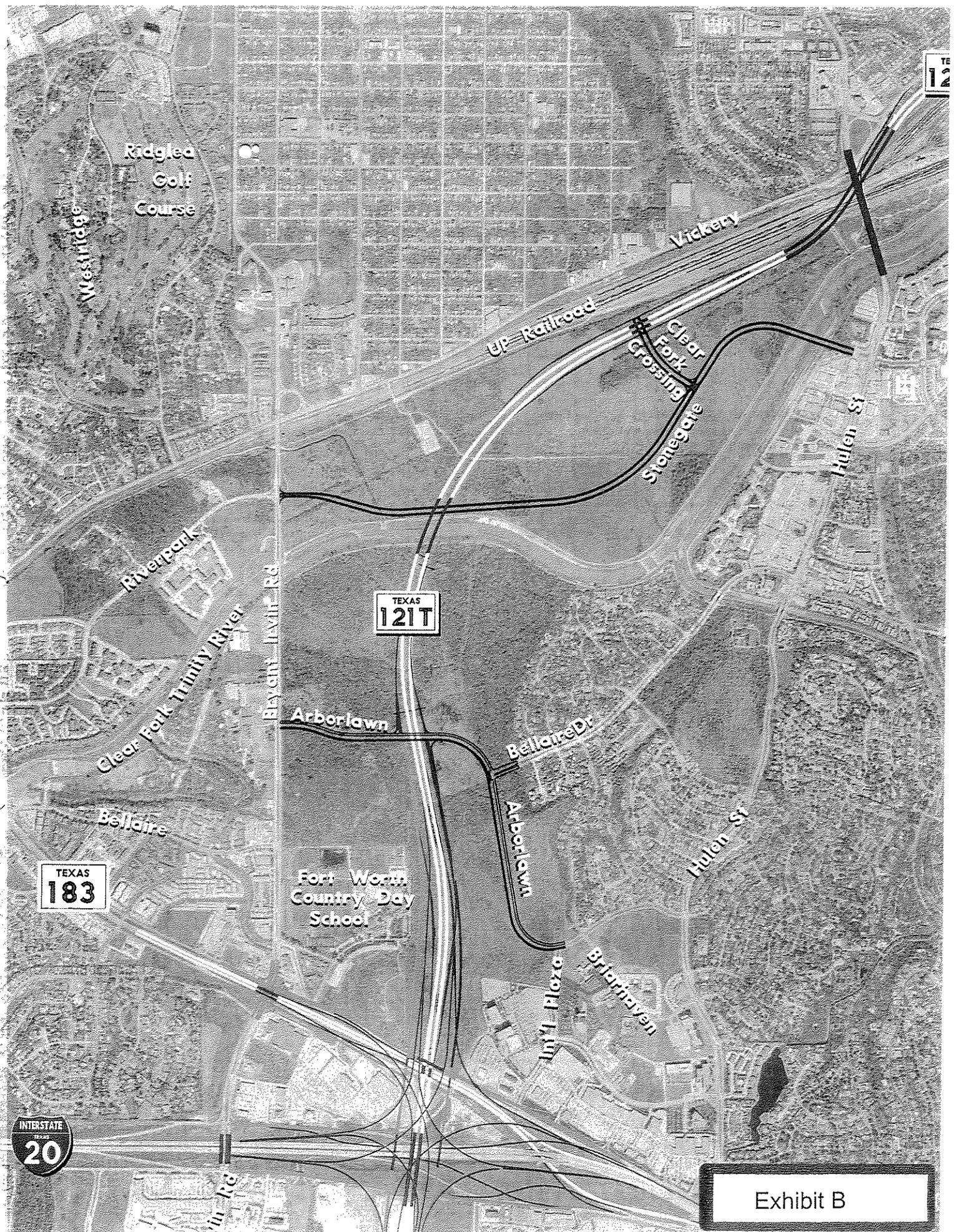
River Ranch

BLOCK 22
OVERTON SOUTH
VOLUME 30884, PAGE 39
P.R.T.C.T.

ARRIERS, LTD
PAGE 1600
T.C.T.



Overton Ridge



Ridgley
Golf
Course

Westridge

Vickery

Up-Railroad

Clear
Fork
Crossing

Stonegate

Hulen St

Riverpark

Clear Fork Trinity River

Blyant Invalr Rd

TEXAS
121T

Arborlawn

Bellaire Dr

Bellaire

TEXAS
183

Fort Worth
Country Day
School

Arborlawn

Hulen St

INTERSTATE
20

Int'l Plaza

Bridgeway

Exhibit B

Sent in
April 30
package



REQUEST TO MAKE ORAL STATEMENT

PUBLIC HEARING

State Highway 121
From IH 30 to FM 1187
Tarrant County

April 22, 2003

PLEASE CHECK APPLICABLE ITEM OR ITEMS:

_____ I would like to make an oral statement in the general assembly of the public hearing.

_____ I would like to make an oral statement to a court reporter outside the general assembly. (A court reporter will be stationed outside the assembly to take statements at your convenience any time during the public hearing.)

X_____ I am a property owner in the near vicinity of the proposed project.

_____ I have a general interest in the project. *4317 W. Vickery*

_____ I am an elected public official, and my position is:

It then will the property start to be valued and bought.

NAME: *Ed + Pauline Wittenberg*
(PLEASE PRINT)

REPRESENTING: *Self*

ADDRESS: *3009 Preston Hollow*
H. North, Texas 76109

Called



HOWELL INSTRUMENTS, INC.

3479 WEST VICKERY BOULEVARD ♦ FORT WORTH, TEXAS 76107
TELEPHONE 817/336-7411 ♦ FAX 817/336-7874 ♦ WWW.HOWELLINST.COM

April 22, 2003

Texas Department of Transportation
Attn: Ms. Maribel P. Chavez, P.E. - District Engineer
P.O. Box 6868
Fort Worth, TX 76115

Reference: Written Comments – SH121T

Dear Ms. Chavez:

Howell Instruments, Inc. is one of many businesses that will have to relocate because of SH121T. We have been in business since 1951 and have been at our present location since 1956. Howell is a leading manufacturer of turbine test equipment and instrumentation with a worldwide customer base including our largest customer the U.S. military.

The reason for this letter is to identify certain areas that should be addressed if our property is to be taken for this highway. First, we are a U.S. Department of Defense contractor holding contracts that must have timely uninterrupted deliveries. The manufacturing for these contracts is performed here at this facility, and for this reason, Howell must be given at least 18 months notice before our property is taken so a new facility can be placed into operation.

Also, we request that our situation be given first priority if the highway is finally approved. Our company has been unable to make some strategic decisions or address current facility concerns because of the uncertainty surrounding this project. Consequently, over the past several years, our business has been impacted. If a decision to build SH121T is reached, an expedited reconciliation with Howell Instruments would be appropriate.

We request our situation be addressed in your consideration of the proposed SH121T project.

If there are any questions, please do not hesitate to contact me.

Best Regards,

Scott A. Worrell
President

cc: Bryan Beck, City of Fort Worth.

A RESOLUTION

No. 2923

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

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

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

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

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

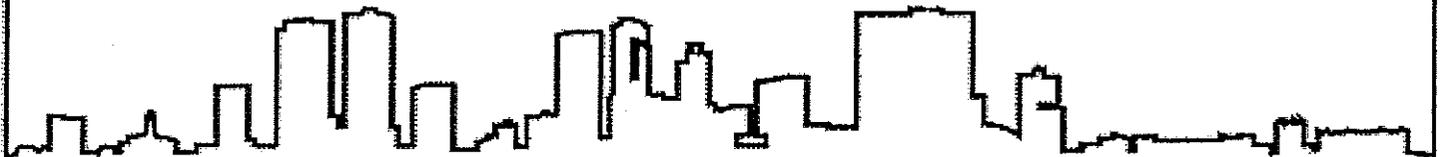
WHEREAS, the 2000 Tri-Party Agreement contained an estimate of the total Project cost of \$180 million, inclusive of right-of-way acquisition and the interchanges at IH-30 and IH-20; and

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

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

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

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



CITY OF FORT WORTH

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

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

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

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

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

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

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

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

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



CITY OF FORT WORTH

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

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

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

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

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

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

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

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

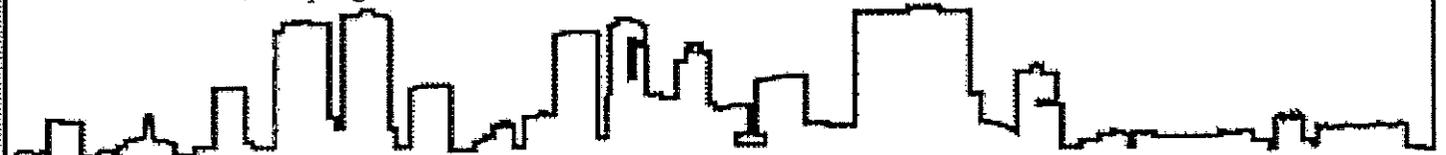
NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FORT WORTH, TEXAS:

- 1) The City adopts the PDT Recommendations, Alternative A, as the City's Locally Preferred Alternative with the following modifications:
 - a) Utilize the buffers as delineated in Alternative C; and
 - b) Utilize the "C/A Combo" design for the IH-30/SH-121T Interchange; and



CITY OF FORT WORTH

- c) Utilize the Trinity River Vision Master Plan design elements as delineated by Streams & Valleys, Inc. and the TRWD in the letter addressed to the Mayor of Ft. Worth, dated January 28, 2003, for the two crossings of the Trinity River by SH-121T, attached hereto and incorporated by reference as **Exhibit B**; and
- d) North of the Trinity River in the Stonegate Area, shift SH-121T northwards towards the UP Rail Yard, and shift future Stonegate Boulevard southward, in order to facilitate better development opportunities between SH-121T and the Trinity River, including enhanced conservation of the Trinity River Corridor, which also requires Stonegate Boulevard to be constructed at grade; and
- e) In the Bellaire Area:
 - i.) SH 121T constructed as low and as close to grade as practical between the Trinity River and SH 183/I-20 interchange;
 - ii.) Arborlawn Drive serves as the primary East-West roadway between Hulen Drive and Bryant Irvin Road;
 - iii.) Bellaire Drive extended to Arborlawn Drive upon construction of the Arborlawn Drive extension to SH 121T;
 - iv.) Arborlawn Drive constructed over SH 121T;
 - v.) A full diamond interchange constructed at the intersection of SH 121T and adjacent to Arborlawn Drive, as far north as practical to aid in the safe design of the Bellaire Drive/Arborlawn Drive intersection;
 - vi.) Land to be designated as "Parkland" purchased east of SH 121T adjacent to Arborlawn Drive/Bellaire Drive, an area at least 50 feet in width measured from the right-of-way line along both sides of Arborlawn Drive from SH 121T to the Bellaire Drive/Arborlawn Drive intersection and continuing 50 feet beyond that intersection, to serve as an additional buffer;
 - vii.) Construct a frontage road along the west side of SH 121T between the Arborlawn Drive interchange and the SH 183/I-20 interchange;
 - viii.) Do not construct a frontage road along the east side of SH 121T between the SH 183/I-20 interchange and the Arborlawn Drive interchange;
 - ix.) Do not construct frontage roads along SH 121T north of Arborlawn Drive; and
 - x.) Utilize uniform traffic control devices at the Arborlawn Drive/Bellaire Drive intersection and encourage the use of Arborlawn Drive instead of Bellaire Drive.
- f) Utilize direct connection ramps between SH-121T and SH-183; and
- g) Do not reconstruct and lower Overton Ridge Boulevard nor Dutch Branch Road.
- 2) The City's funding for the project shall include \$8 million for design enhancements consistent with a Corridor Enhancement/Mitigation Design Master Plan.
- 3) In order to realize the Trinity River Vision design elements delineated in the Trinity River Vision Master Plan program referenced in **Exhibit B**, attached hereto, an appropriate level of funds shall

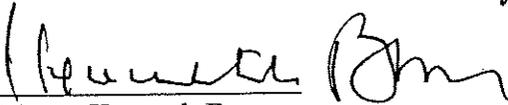


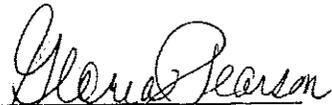
CITY OF FORT WORTH

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

- 4) The City shall provide its approval of the Project Schematic Design pursuant the 2000 Tri-Party only if the Schematic Design incorporates the Corridor Enhancement/Mitigation Master Plan.
- 5) The City shall proceed with negotiations for the Final Agreement with NTTA and TxDOT only after the Project Partners agree on and commit to a process for the development of the Corridor Enhancement/Mitigation Master Plan to be included in the Project Schematic Design.
- 6) The City shall establish a Citizens' Advisory Group to provide a process for stakeholder involvement related to development of the Corridor Enhancement/Mitigation Master Plan as well as the completion and approval of the Project Schematic Design and the desired features and themes consistent with the Locally Preferred Alternative.
- 7) The City Council hereby authorizes the Mayor and City Manager to transmit and present this resolution to TxDOT during the public comment period for the DEIS.

ADOPTED this 25th day of February, 2003


Mayor Kenneth Barr


City Secretary

APPROVED AS TO FORM


City Attorney

APPROVED
CITY COUNCIL

FEB 25 2003


City Secretary of the
City of Fort Worth, Texas



CITY OF FORT WORTH

Exhibit A

Project Development Team Transportation Design Study Report January 2001

Summary and Recommendations

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

CORRIDOR RECOMENTATION

DESIGN

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

Environmental

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

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

Architectural

- Bridge design should include cast limestone walls, attractive box beams, and decorative light fixtures.
- Retaining walls and sound walls should be cast limestone with a concrete cap. Height of retaining walls should be minimized by using two shorter walls with landscaping in between to soften impact. Consistency should be maintained along the parkway.

Signage

- Billboards will not be allowed along the parkway
- Existing signage ordinance should be reviewed to make sure height and size of signs do not product visual clutter.

Land Use

- Review of proposed land use in areas along parkway should consider minimizing impact on residential areas.
- Frontage roads should not be allowed except in the areas adjacent to the IH-20 and IH-30 interchanges.
- Require developers to provide landscaping buffers and noise mitigation compatible with the aesthetic and architecture of the Southwest Parkway.

Pedestrian Friendly

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

SOUTH SECTION RECOMMENDATIONS

Design

- Vary the median up to 100' (maximum of 50' of additional right of way)
 - Between Stonegate Boulevard and Bellaire Drive South and over the Trinity River.

- Between Overton Ridge Boulevard and Altamesa Boulevard.
- “Split” profile, as appropriate, to take advantage of landform between Overton Ridge and Dutch Branch.
- Stonegate Boulevard interchange: Southwest Parkway at-grade and Stonegate over.
 - Bellaire Drive is to pass over the Southwest Parkway with the Parkway at-grade or close to grade.
 - The Bellaire Drive interchange is deleted from the plan for the Southwest parkway
- Overton Ridge Boulevard, to be considered as an alternative in the NEPA process: Southwest Parkway over and lower existing Overton Ridge approximately eight feet (8’0). This requires:
 - Rearrangement of access to developed properties adjacent to the interchange
 - Maintenance of traffic costs and issues during reconstruction; and
 - Increase in overall construction costs.
- Oakbend Trail: Southwest Parkway at grade or depressed and Oakbend over
- Oakmont Boulevard: Southwest Parkway depressed and Oakmont over.
- Dutch Branch: lower Dutch Branch 6’ to 8’ and take Southwest Parkway over. This requires:
 - Reconstruction of Dutch Branch and associated traffic and maintenance costs, and;
 - Additional drainage costs and easement from adjacent property owners:
- Major reconstruction of Altamesa Boulevard/Dirks Road and associated maintenance of traffic costs.
- Southwest Parkway/IH-20/SH 183 interchange: alternative present in this report is to be carried forward into the NEPA process for evaluation with the TxDOT plan. Other alternatives are to be developed and evaluated as well.

Aesthetic/Architectural

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

NORTH SECTION RECOMMENDATION

Design

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

Aesthetic/Architectural Issues

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

Mainline Toll Plaza and Ramp Toll Plazas

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

Environmental

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

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

Streams and Valleys, Inc.



January 28, 2003

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

Dear Mayor Barr & Mr. Jackson:

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

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

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

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

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

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

Streams and Valleys, Inc.



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

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

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

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

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

Streams and Valleys, Inc.



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

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

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

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

Sincerely,

Tom Purvis, III
Chairman
Streams & Valleys

Elaine Petrus
Co-Chairman
Trinity River Vision

Steve Berry
Co-Chairman
Trinity River Vision

Enclosures

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

SH 121T - River and Trail Improvements

January 28, 2003

Projected Costs

University Drive

100 Class I Trail Head with user amenities, space for 100 vehicles \$250,000

Pedestrian Bridge across river for looped trail and neighborhood access \$100,000

Riverbank Stabilization and Development \$60,000
(2000 lineal ft @ \$300/lineal ft)

Trail Lighting (to provide for security and aesthetics) \$40,000

Paving and Landscaping \$50,000

Trail \$450,000 - 1,000,000
(apprx 1 mile in length including replacement of existing trail,
looped trail, neighborhood connections)

Planning & Design 25%

Contingency 25%

Total Estimated Cost \$1,500,000 - \$2,300,000

121 Crossing Near Bryant-Irvin

Lighting \$20,000

Trail Construction \$250,000

Riverbanks (gabion mats) \$300,000 - 400,000

Landscape Enhancements \$50,000

Pedestrian Bridge \$100,000

Planning & Design 25%

Contingency 25%

Total Estimated Cost \$1,100,000 - \$1,300,000

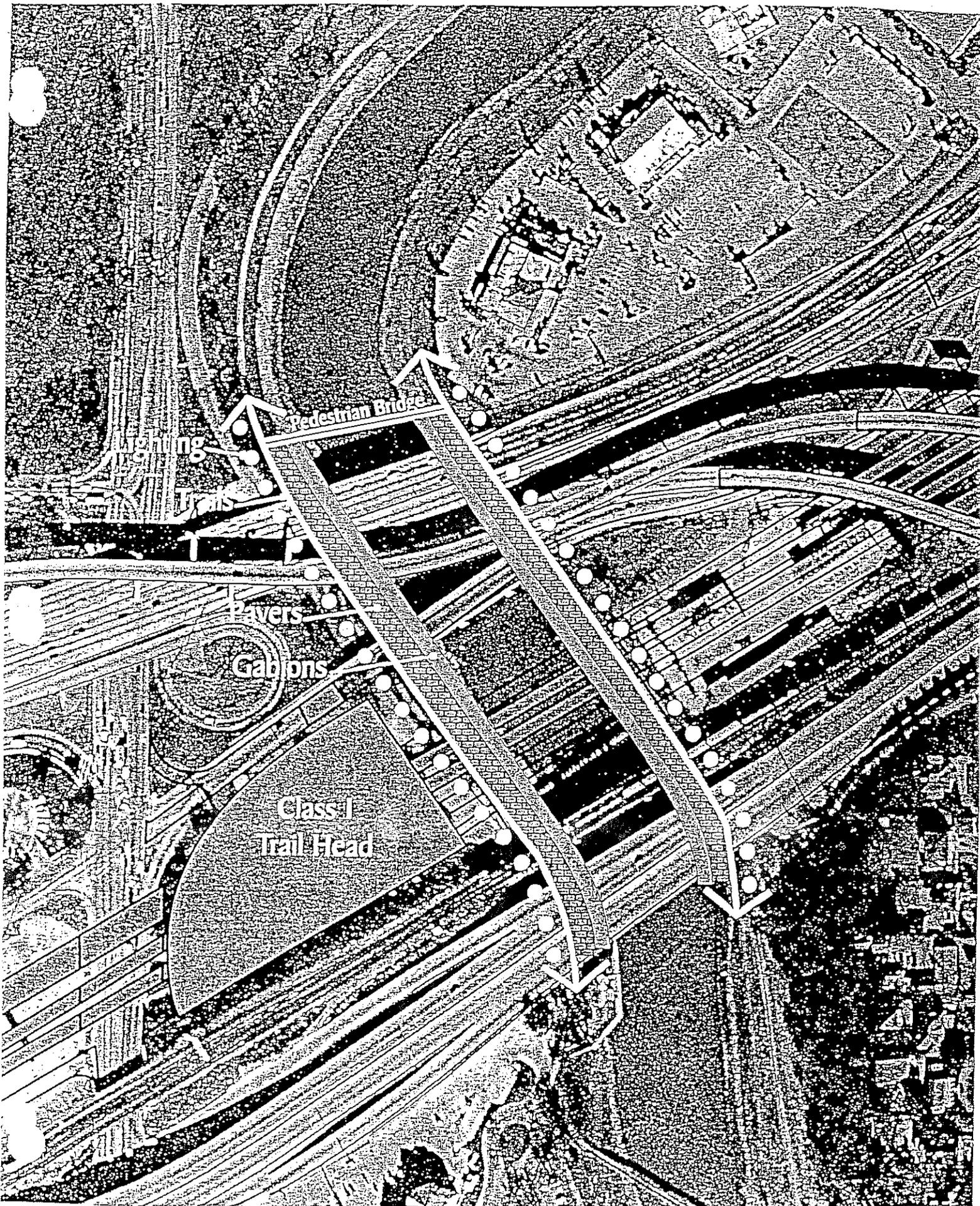
Note: If service roads are part of Parkway design, a Class II trailhead would need to be included in the design

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

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

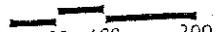
The Stonegate Drive bridge is to be constructed to accommodate pedestrian crossing as stated in Trinity River Vision

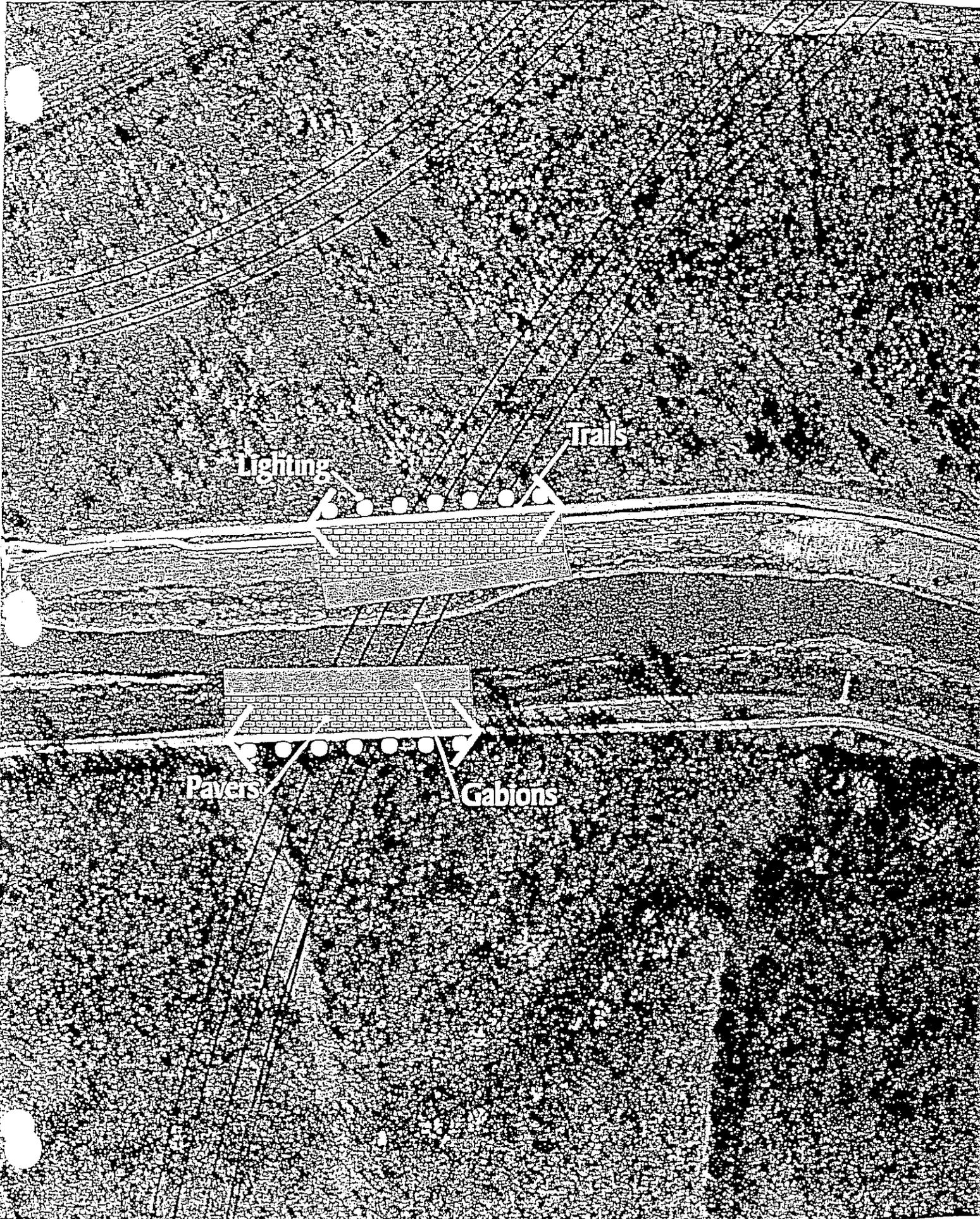
Total cost estimate for river and trail improvements: \$3,240,000 - \$4,320,000



Streams

University and I-30:





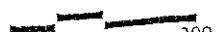
Lighting

Trails

Pavers

Gabions

Crossing Near Bryant Irvin





Class II
Trail Head

Gabions

Pedestrian Bridge

Trails

Pavers

Lighting



February 12, 2003

Mr. Tom Purvis, III
Ms. Elaine Petrus
Mr. Steve Berry
Ms. Adelaide Leavens
Streams & Valleys, Inc.
P.O. Box 101373
Fort Worth, Texas 76185

Dear Tom, Elaine, Steve and Adelaide:

We truly appreciate your ongoing commitment to Fort Worth and the Trinity River. No doubt, the partnership among the City, Streams & Valleys and the Tarrant Regional Water District has made our community a much better place.

We thank you for your recent efforts working with your consultant, Gideon Toal; our consultant, Prime Strategies; and City Staff to develop a program for the SH-121T river crossing in the context of the Trinity River Vision Master Plan. The specific program elements put together by Gideon Toal, which you presented at our meeting on January 28, are reasonable and needed for the success of both SH-121T and the Trinity River Vision.

In moving this issue forward, we are also appreciative of TxDOT and NTTA for their willingness to work cooperatively with you. Likewise, we are appreciative of your cooperative spirit and willingness to be flexible in terms of working with the City, NTTA and TxDOT to realize the program. We clearly understand your need for assurances from the SH-121T partners, given the importance of the Trinity River to all of us.

We wish to encourage a continuation of the creative dialogue at our last meeting. We were intrigued by the notion that the tollway partners might consider entering into an agreement with the Tarrant Regional Water District so that it may undertake some of the work on behalf of the SH-121T partners in light of the Water District's role as the fee owner and manager of the Trinity River. Regardless of the specific delineation of responsibility, cost and the eventual engineering/architectural details, we are committed to realizing the program set forth in your letter presented to us January 28.

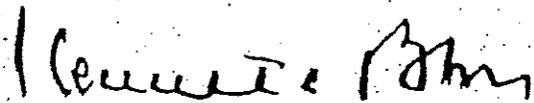
Since our last meeting, City Staff and Prime Strategies have been discussing the proposed program with NTTA and TxDOT. In that regard, Maribel Chavez's comments at the PDT/CAC meeting February 3, 2003, were positive and clear in terms of TxDOT's commitment to the program elements set forth in your January 28 letter.

Based on the positive discussions with our partners and Ms. Chavez's refreshing comments, the City Manager and I will recommend to the rest of the City Council that the City commit an appropriate level of funds to realize the program elements delineated in your letter. That commitment will be based on that which is necessary to complement the investment of NTTA and TxDOT. Because these program elements are integral to offset the impact of the roadway project on the Trinity River Corridor, these costs shall be included in base funding and construction.

The City's commitment will be incorporated into the anticipated City Council resolution for adoption of the City's Locally Preferred Alternative (LPA). The recommended LPA will also include a statement to the effect that, because the City is a full partner in the funding and development of SH-121T, the City will be working with the other SH-121T partners throughout the design process so that the goals of the Trinity River program are included in the context of the City's eventual required approval of the schematic design for SH-121T. To that end, the City commits to include Streams and Valleys and the Tarrant Regional Water District in the City of Fort Worth's final schematic design review process.

Again, thank you for your vision and efforts on behalf of our community.

Sincerely,



Kenneth Barr

cc: Fort Worth City Councilmembers
Maribel Chavez, P.E., District Engineer, TxDOT
Randy Bowers, P.E., TxDOT
Jerry Hiebert, Executive Director, NTTA
Katherine Nees, P.E., Deputy Executive Director, NTTA
Daryl Thompson, P.E., Carter Burgess
James Oliver, General Manager, Tarrant Regional Water District
Michael Morris, P.E., N.C.T.C.O.G.
Gary Jackson, City Manager, City of Fort Worth
Marc Ott, Assistant City Manager, City of Fort Worth
Robert Goode, P.E., Director, T/PW, City of Fort Worth
Richard Zavala, Director, PACS, City of Fort Worth
Doug Rademaker, P.E., Director, DOE, City of Ft. Worth
Bryan Beck, P.E., 121-T Project Manager, City of Ft. Worth
Mike Weaver, Prime Strategies, Inc.
Scott Polikov, Prime Strategies, Inc.



EXHIBIT D

Texas Department of Transportation

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

February 18, 2003

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

Dear Mayor Barr:

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

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

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

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

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

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

The Honorable Kenneth Barr

Page 2

February 18, 2003

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

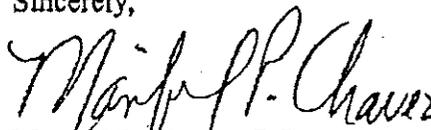
I believe that should the project receive environmental clearance, that the design elements that have been discussed in this letter are a very important and integral part of a successful transportation project.

I anticipate the support, cooperation and partnership of the City of Fort Worth, TRWD and Streams and Valleys, Inc. in developing a transportation project that will complement the Trinity River Corridor.

We look forward to hearing of these and many other issues at the Public Hearing for the DEIS of SH 121T on February 25, 2003.

If you should have any questions concerning this matter, please contact this office at (817) 370-6511.

Sincerely,



Maribel P. Chavez, P.E.
District Engineer
Fort Worth District

cc: Jerry Hiebert, Executive Director, NTTA
Jim Oliver, General Manager, TRWD
Michael Morris, N.C.T.C.O.G.
Bryan Beck, SH 121-T Project Manager, City of Fort Worth
Randy Bowers, SH 121T Project Manager, TxDOT

A RESOLUTION

No. 2924

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

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

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

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

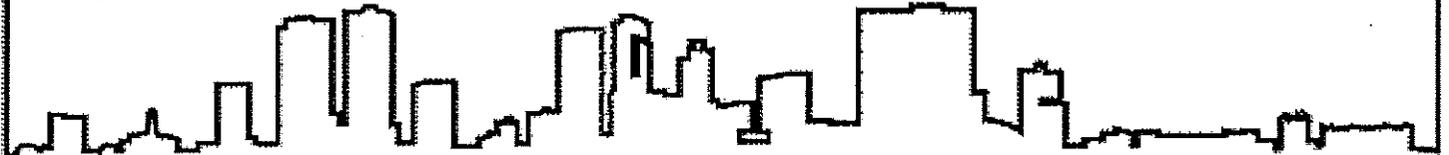
WHEREAS, the 2000 Tri-Party Agreement requires a final agreement among the Project Partners before the Project shall commence; and

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

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

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

WHEREAS, the City Council, in Resolution No. 2693, accepted the recommendations of the PDT and adopted them as the City's Preferred Design for evaluation by TxDOT and NTTA as part of the



CITY OF FORT WORTH

preparation of the Draft Environmental Impact Statement (DEIS) for the federally mandated environmental clearance process under the National Environmental Policy Act (NEPA); and

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

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

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

WHEREAS, the City has committed an appropriate level of funds to implement the Trinity River Vision Master Plan program elements as they relate to the crossing of the Trinity River by SH-121T, based on that which is necessary to complement the investment of NTTA and TxDOT for those program elements, by Resolution No. 2923, adopted 25th day of February, 2003; and

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

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

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

WHEREAS, the DEIS, prepared by TxDOT, with input from NTTA and other resource agencies, has been approved by the Federal Highway Administration (FHWA) for public comment; and

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

WHEREAS, the FHWA will consider the FEIS to determine whether the Project should be cleared environmentally; and



CITY OF FORT WORTH

WHEREAS, the DEIS did not adequately document and analyze the City's public involvement process for the Project and the design recommendations of the PDT including features and themes, Alternative A; and further, the DEIS did not clarify that those qualities were to be included as part of Alternative C; and

WHEREAS, the inadequacy of the DEIS to document and analyze the design recommendations of the PDT, as well as to compare and contrast those design recommendations with the other design alternatives, makes it impossible to determine the differences in impacts and resulting mitigation needed among the various alternatives; and

WHEREAS, the features, themes, enhancements and mitigation elements delineated in the PDT recommendations, Alternative A, as modified in the City's Locally Preferred Alternative, adopted by Resolution No. 2923, on the 25th day of February, 2003, are critical to the City's support for the Project; and

WHEREAS, the City's approval of the Schematic Design is dependent on the implementation of the features, themes, enhancements and mitigation elements delineated in the PDT's recommendations, Alternative A, as modified in the City's Locally Preferred Alternative; and

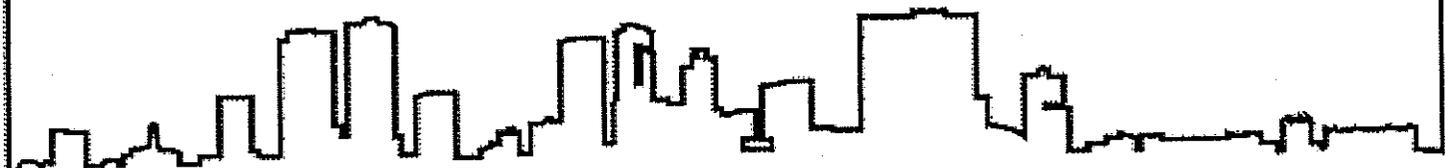
WHEREAS, the DEIS also did not adequately analyze certain potential noise, air pollution, light, traffic, historic and cumulative impacts; and

WHEREAS, TxDOT has publicly stated to the City that TxDOT will undertake additional noise analysis necessary to gauge the impacts on the Sunset Terrace Neighborhood; and

WHEREAS, the FEIS should provide an opportunity for the City to ensure that the Project is designed and constructed so that the City's Locally Preferred Alternative is implemented;

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

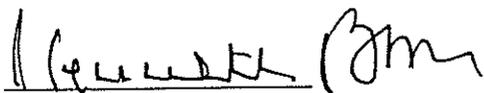
- 1) Adopts the following comments on the Draft Environmental Impact Statement such that:
 - a) The FEIS document the extensive public involvement process undertaken by the City including the work of the Peer Review Team, CAC and PDT, as well as the City Resolution No. 2693 adopting the PDT recommendations.
 - b) The FEIS document and analyze the design recommendations of the PDT (including the delineated themes and features), Alternative A, as modified by the City's Locally Preferred Alternative, as well as compare and contrast those design recommendations with the other design alternatives in the DEIS, in order to determine the differences in impacts and resulting mitigation needed among the various alternatives; and



CITY OF FORT WORTH

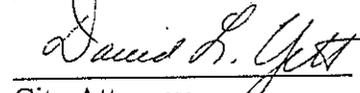
- c) The FEIS document that the Project Partners need to agree on and commit to a process for the development of the Corridor Enhancement/Mitigation Master Plan to be included in the Project Schematic Design so that the City's Locally Preferred Alternative can be incorporated into the PS&E and implemented if the Project is cleared environmentally by FHWA.
 - d) The FEIS analyze and document the impacts of shifting SH-121T north towards the UP Rail Yard between the Trinity River and the rail yard.
 - e) The FEIS facilitate and document additional noise analysis to gauge the potential impacts on Mistletoe Heights, Berkeley Place, Park Palisades, Hulen Bend Estates, Fort Worth Country Day School, Fort Worth Botanic Gardens in addition to Sunset Terrace Neighborhood.
 - f) The FEIS facilitate and document an analysis of roadway lighting impacts, and alternative technologies for lighting, along the entire corridor starting at IH-30.
 - g) The FEIS assess and document potential cumulative impacts on Mistletoe Heights Neighborhood and Sunset Terrace, including air quality, noise, and traffic impacts, generally and in terms of the neighborhood's historical significance.
 - h) The FEIS clarify and correct the issues raised by City Staff in the document attached hereto and incorporated by reference as Exhibit B.
 - i) The Project Schematic Design be developed by NTTA and approved by the City for preparation of the PS&E, as provided for in the 2000 Tri-Party Agreement, within 180 days of the publication of the FEIS.
- 2) The City Council hereby authorizes the Mayor and City Manager to transmit and present this resolution to TxDOT during the public comment period for the DEIS.

ADOPTED this 25th day of February, 2003


Mayor Kenneth Barr


City Secretary

APPROVED AS TO FORM


City Attorney



CITY OF FORT WORTH

Exhibit A

Project Development Team Transportation Design Study Report January 2001

Summary and Recommendations

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

CORRIDOR RECOMENTATION

DESIGN

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

Environmental

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

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

Architectural

- Bridge design should include cast limestone walls, attractive box beams, and decorative light fixtures.
- Retaining walls and sound walls should be cast limestone with a concrete cap. Height of retaining walls should be minimized by using two shorter walls with landscaping in between to soften impact. Consistency should be maintained along the parkway.

Signage

- Billboards will not be allowed along the parkway
- Existing signage ordinance should be reviewed to make sure height and size of signs do not product visual clutter.

Land Use

- Review of proposed land use in areas along parkway should consider minimizing impact on residential areas.
- Frontage roads should not be allowed except in the areas adjacent to the IH-20 and IH-30 interchanges.
- Require developers to provide landscaping buffers and noise mitigation compatible with the aesthetic and architecture of the Southwest Parkway.

Pedestrian Friendly

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

SOUTH SECTION RECOMMENDATIONS

Design

- Vary the median up to 100' (maximum of 50' of additional right of way)
 - Between Stonegate Boulevard and Bellaire Drive South and over the Trinity River.

- Between Overton Ridge Boulevard and Altamesa Boulevard.
- “Split” profile, as appropriate, to take advantage of landform between Overton Ridge and Dutch Branch.
- Stonegate Boulevard interchange: Southwest Parkway at-grade and Stonegate over.
 - Bellaire Drive is to pass over the Southwest Parkway with the Parkway at-grade or close to grade.
 - The Bellaire Drive interchange is deleted from the plan for the Southwest parkway
- Overton Ridge Boulevard, to be considered as an alternative in the NEPA process: Southwest Parkway over and lower existing Overton Ridge approximately eight feet (8’0). This requires:
 - Rearrangement of access to developed properties adjacent to the interchange
 - Maintenance of traffic costs and issues during reconstruction; and
 - Increase in overall construction costs.
- Oakbend Trail: Southwest Parkway at grade or depressed and Oakbend over
- Oakmont Boulevard: Southwest Parkway depressed and Oakmont over.
- Dutch Branch: lower Dutch Branch 6’ to 8’ and take Southwest Parkway over. This requires:
 - Reconstruction of Dutch Branch and associated traffic and maintenance costs, and;
 - Additional drainage costs and easement from adjacent property owners.
- Major reconstruction of Altamesa Boulevard/Dirks Road and associated maintenance of traffic costs.
- Southwest Parkway/IH-20/SH 183 interchange: alternative present in this report is to be carried forward into the NEPA process for evaluation with the TxDOT plan. Other alternatives are to be developed and evaluated as well.

Aesthetic/Architectural

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

NORTH SECTION RECOMMENDATION

Design

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

Aesthetic/Architectural Issues

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

Mainline Toll Plaza and Ramp Toll Plazas

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

Environmental

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

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

Exhibit B

CITY OF FORT WORTH STAFF COMMENTS ON SH 121T DRAFT ENVIRONMENTAL IMPACT STATEMENT

Overall, the Draft Environmental Impact Statement (DEIS) is complete and presents expected conclusions concerning the anticipated benefits of SH 121T, including greater mobility, reduced congestion, and potentially improved air quality. The DEIS also provides a thorough history of the project, starting in 1962, and explains all of the design options considered over time. However, some information is out-of-date and lacks clarity, and some assertions are not sufficiently justified by supporting documentation.

- Page II-17: References the "planned" RAILTRAN line. This section should be updated to reflect the current Trinity Railway Express service.
- Page II-20: Discusses quicker access to the north side (Historic Stockyards area), Central Business District, the Cultural District, and the medical complex in southwest Fort Worth. The reference to the Stockyards should be deleted, and a reference to the Medical District should be added.
- Page III-67: "...comparative analysis of Build versus No-build traffic operations does not assume any affect on demographic growth..." based on the existence of the project. It would seem that the project would attract growth, which would impact traffic operations.
- Exhibits IV-1 through IV-4 (Land Use maps): May be based on 2000 Comprehensive Plan future land use, which is out-of-date. For example, the Cassco property south of Vickery and north of the Trinity River is shown as industrial, not commercial.
- Pages V-2 through V-4: References the 2000 Comprehensive Plan, but should reference the 2002 plan. This section also states that "SH 121T would potentially help the City of Fort Worth achieve its land use goals of developing multiple growth centers...." The DEIS lacks documentation to justify this assertion that the project would support development of mixed-use growth centers rather than the standard suburban growth pattern of single-use subdivisions, shopping centers, and office parks.
- Page V-28: References out-of-date capital costs, such as \$35 million for a "Trolley System," and \$40 million for "Convention Center Upgrades."
- Page V-82: Identifies three "receiver" sites as being impacted by noise, but defers any specific noise abatement measures until a final noise analysis is conducted.
- Page V-140: Identifies 13 potential National Register eligible sites, but there are only three houses selected from the Mistletoe Heights Neighborhood. It is unclear why only three are selected.
- Page V-144: The report should note that as of 8/13/02, Mistletoe Heights is a local district as well. (Report identifies that it is a local conservation area.)
- V-153: The last line of the last paragraph is unclear: "North Holly is potentially eligible for NRHP listing under Criteria A and C; however, there will be no direct taking is proposed by the project of any..."