

SH 121/SH 183
CSJs: 0364-01-054, 0364-05-025, 0364-05-026 & 0094-02-077

SUMMARY AND ANALYSIS / RECOMMENDATIONS

Public Hearing Summary and Analysis/Recommendations
August 25, 2009

SH 121/SH 183: From IH 820 to SH 161

District/County: Fort Worth / Tarrant and Dallas County

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Proposed Improvements: The Texas Department of Transportation (TxDOT) Fort Worth District proposes to improve a 10 mile section of State Highway (SH) 121/SH 183 in Tarrant and Dallas County, Texas. The improvements extend between Interstate Highway (IH) 820 and SH 161 in Tarrant and Dallas County

The proposed improvements would widen the existing six-lane freeway to a 12-lane freeway from IH 820 to SH 161. There would be three 12-foot wide general purpose lanes (non-toll) in each direction plus auxiliary lanes and 10-foot wide inside and outside shoulders from IH 820 to the SH 183/SH 360 interchange, and four 12-foot wide general purpose lanes (non-toll) in each direction plus auxiliary lanes and 10-foot wide inside and outside shoulders from the SH 183/SH 360 interchange to SH 161. Three managed (toll) lanes would be provided in each direction from IH 820 to SH 161. The managed (toll) lanes would be 12-feet wide with ten-foot wide inside and 10-foot wide outside shoulders. The proposed improvements would provide for two 12-foot wide eastbound and westbound frontage lanes, discontinuous at the SH 183/SH 360 interchange, with auxiliary lanes and turn lanes at intersections.

The proposed improvements would require additional right-of-way of approximately 83 acres, including the displacement of approximately 128 single family residences, 104 multi-family units, and 29 businesses. Approximately 1.8 acres of the proposed ROW is from Dallas/Fort Worth (DFW) International Airport. In addition, right-of way would be required from one Section 4(f) property: L.D. Bell High School (0.68 Acre). TxDOT initiated early coordination with FHWA and was allowed to preliminarily proceed with a *de minimis* 4(f) property.

Need and Purpose: Transportation improvements are needed on SH 121/SH 183 to address current and projected traffic demands and facility deficiencies. The traffic demand on SH 121/SH 183 results from many causes including high population growth, proximity to employment centers, lack of sufficient alternative routes, and high use of single occupancy vehicle users. There are insufficient lanes on SH 121/SH 183 to carry the existing and projected east-west traffic demand. The high traffic volumes on the highway result in many effects, including slow travel speeds and extended hours of congestion, increased accidents, and increased air emissions.

The purpose of the proposed project is to improve mobility throughout the corridor to relieve existing traffic congestion, improve local traffic circulation, and accommodate future travel demand.

Environmental Document Approval: The Federal Highway Administration (FHWA) approved the environmental assessment for satisfactory for further processing on May 13, 2009.

TxDOT conducted three public meetings: the first held on August 4, 1993, the second held on November 15, 2001, and the third held on May 25, 2006.

Notices and Articles: A notice of public hearing was published in the legal section of the *Fort Worth Star-Telegram* and the *Dallas Morning News* on July 26, 2009, August 2, 2009, August 9, 2009, and August 16, 2009. A Spanish version of the notice as published in the legal section of *La Semana* on July 24, 2009, July 31, 2009, August 7, 2009 and August 14, 2009, in the legal section of *La Estrella* on July 25, 2009, August 1, 2009, August 8, 2009 and August 15, 2009 and in the legal section of *Al Dia* July 25, 2009, August 1, 2009, August 8, 2009 and August 15, 2009. Notices were mailed to adjacent property owners and public officials.

Public Hearing Date and Place: The public hearing was held at the First Baptist Church-Eules, Campus West Facility, 1000 Airport Freeway, Eules, Texas on August 25, 2009.

Attendance: Approximately 467 people attended the public hearing. Of these, approximately 431 were private citizens. The remaining attendees were from TxDOT, the design consultants, elected officials, city and county representatives, and other interested parties.

Conducted by: Mr. Brian Barth, Deputy District Engineer for the Fort Worth District of TxDOT, gave the introduction for the public hearing. Ms. Judy Anderson, Programs Administration Engineer for the Fort Worth District of TxDOT, explained the public hearing process, project introduction, the environmental assessment, and the Section 4(f) evaluations. Mr. Joe Atwood with Lockwood, Andrews and Newnam, Inc., Project Manager, discussed the recommended corridor improvements. Mr. Scott Hall, District Right-of-Way Administrator for the Fort Worth District of TxDOT, explained the right-of-way acquisition and relocation assistance process.

Exhibits: Plans illustrating the proposed project were displayed for public view and comment. These plans included design schematics on aerial photograph, a video rendering of the project, and the Environmental Assessment document. TxDOT's *Right-of-Way* booklet and *Relocation Assistance* booklets (both in English and Spanish) were made available to the public. Handouts showing general public information and the public hearing agenda were given to attendees.

Comments from Elected / Public Officials:

Verbal:

Three elected/public officials spoke in favor of the proposed project and for a speedy implementation. This included a letter of support read from the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC).

One comment from the City of Benbrook was to ensure the SH 121/SH 183 corridor was user friendly to pedestrians and bicycles. Has concerns if the project fails to accommodate pedestrians and bicycles along the cross streets, will greatly reduce the options for citizens north of SH 121/SH 183 to commute to the Trinity Rail Express. The City of Bedford supports the project however have concerns over the impact the project will have on local businesses and the loss of revenue, the City's cost participation in utility adjustments, drainage concerns along two creeks, and the number of lanes along

southbound Bedford Road. Additionally, the City of Bedford suggests TxDOT establish a contact person for the project for the cities along the corridor to answer questions.

Written:

Four elected / public officials wrote in favor of the proposed project and for a speedy implementation

One city official from the City of Bedford expressed concerns over the City's cost participation in utility adjustments, the number of lanes along southbound Bedford Road in the City of Bedford and requests a point of contact be provided for the cities along the corridor to have interaction with TxDOT and NTE Mobility Partners (Cintra) when questions arise during construction.

Two city officials from the City of Bedford expressed drainage concerns west of Bell High School, Sulphur Branch and Tributary SB1 in the City of Bedford.

Three city officials expressed concern for the proposed design for the drainage facilities for Hurricane Creek and Cyclone Branch crossing SH 183 in the City of Euless and requests if TxDOT increases flows entering the City, TxDOT should obtain the appropriate Conditional Letter of Map Revisions (CLOMAR) and Letter of Map Revision (LOMR) from the Federal Emergency Management Agency and ensure this project is fully compliant with all provisions of Executive Order 11988.

Two officials from the City of Euless expressed the capacity improvements from the intersection of IH 35W at Loop 820 east to DFW Airport must be made without any further delay. Request the segment along SH 183 from just east of SH 121 to SH 161 be moved forward as quickly as possible.

One city official from the City of North Richland Hills requested the proposed cul-de-sac at the end of Weyland Drive be eliminated and replaced as a dead-end street at the TxDOT right of way. He also requested a noise barrier be extended across the dead-end section of the street.

Comments from the Public:

Verbal:

Three people spoke in favor of the proposed project.

One person asked if 128 residences were the total number along the corridor or the remaining number of residences to be contacted.

One person on the Plainview Drive expressed concern they would not have easy access to and from their home and no easy access for emergency vehicles due to cul-de-sacs along Plainview Drive. Also expressed concern with the opening of the noise barrier at Hurstview Drive, the noise would not be reduced into their home.

One resident along Plainview Drive expressed concern about noise from the expansion of SH 121/SH 183 and were happy for the proposed noise barrier.

One resident along Plainview Drive stated they purchased their home in 2007 and the real estate agent said there would be no impact on their side of Plainview Drive. Stated a TxDOT representative informed him twice there would be a parkland, woodland trail

placed in the land between the proposed frontage road and Plainview Drive. States the TxDOT representative denied the statements at the hearing. Further stated this project would have a huge impact on young families in the area and his son would not be happy living against a 16 foot proposed noise barrier.

One resident along Plainview Drive expressed concern about children's ability to cross Hurstview Drive safely in crossing with the cul-de-sacs at the end of Plainview Drive and requested more information be provided concerning this matter.

One person on the Plainview Drive neighborhood indicated seeing bats flying at night and the impacts the project might have on these animals.

One person asked if mass transit such as light rail was considered as an alternative to the proposed facility.

One person on Somerset Circle expressed their family was stressed because they did not know if their property was impacted by the project, was concerned with not receiving information on the project and had issues with TxDOT's use of the Tarrant Appraisal Districts data base to develop the mailing list. The individual stated he received an answer concerning his residence from TxDOT Right of Way personnel at the hearing.

Three residents from the Stratford Drive neighborhood expressed concern with the location of the noise barrier and only a portion of their residences were to be purchased for the expansion of SH 121/SH 183. All expressed the desire for TxDOT to completely purchase their homes due to the devaluation of property values, proximity of the noise barrier to the residence and the increased noise level. Two residents stated their quality of life is shattered due to the noise barrier blocking the wind and all they would get is noise, emissions pollution, and an increase in dust. One resident stated they do not want feel like they are living in a cave and believes if all the homes along the south side of Stratford Drive were purchased, this area could be turned into a nice green belt area with trees and sidewalks. Another resident stated the proposed right of way take would take a separate one and a half garage, a fence, and a large concrete pad where their motor home is stored leaving them no location to store the vehicle.

A representative of the Villas of Forest Ridge Homeowners Association expressed several concerns regarding the quality of life during the 5 year construction period. The concerns were where the construction offices would be located, where construction trucks and concrete trucks might enter and exit the project. The representative requested TxDOT employ suitable measures to minimize the impacts from construction on the children and families in the neighborhood.

Written:

Thirty people expressed approval for the project and speedy implementation.

One person expressed concern that all representatives delivering the formal public hearing presentation were not present on the stage during the public hearing comment period. Only the moderator being present on the stage failed to provide a perception of care.

One person expressed concern that fault lines related to earthquakes in the surrounding area, attributed to natural gas drilling and injection wells in local media, be taken into account during planning of construction so the highways do not collapse.

One person suggested a dedicated right-turn only lane be included in the proposed design along Norwood Drive at the intersections with the eastbound and westbound frontage roads.

One person requested a direct connection from southbound SH 121 be provided to travel eastbound along SH 183 and describe if this movement is not provided motorists will still be required to exit to Murphy Drive and also travel through Westpark Way and three red lights. Another person stated the northbound entrance ramp from Central Drive to northbound SH 121 is going away and this will greatly increase traffic use of Westpark Way/Murphy Drive bridge and access roads.

One person expressed concern during the construction of SH 121/SH 183, access into their neighborhood would be disrupted. Requested consideration be given to providing access through the emergency access location. Primary access into the neighborhood is provided from the westbound frontage road through a gated entry located along Stonecourt Drive.

One person who lives along the south side of Stratford Drive in Bedford is concerned about the noise and inconvenience during the 3-5 years of construction and states the proposed noise barrier will not stop the vibrations from traffic from finding their way into the house.

Four people who live in the Storm Court E and Storm Drive neighborhood in Bedford commented on the increased dust levels and bright lighting entering their home and requests dust control measures be used during construction.

One commenter expressed an additional concern with construction occurring at night and wants a detailed schedule of work times in the area and milestone dates, i.e. Baymont Inn demolition.

One person stated with the large investment in new infrastructure, it would be prudent to consider the inclusion of a mass transit component such as light rail similar the rail line along Chicago's JFK Expressway. Another person asked if light rail transit was ever considered in place of the widening that will have an impact on the quality of life in the people of Bedford, Hurst, North Richland Hills, all the way over to Euless.

One person who owns a major hotel at 8709 Airport Freeway in North Richland Hills described concerns of the project they believe will negatively impact their business.

One person expressed several questions/concerns with the project including how the eminent domain process applied to a for profit venture, will delays in property acquisition delay construction, will cost increases delay construction, what are the managed lane fees, how many general purpose lanes are to remain open during construction, and what are the penalties for construction delays.

One person suggested moving the proposed facility to the south approximately the width of the frontage road to straighten the main lane curve at the Eules Main Street overpass.

One person expressed interest in the time frames for acquisition of their property near the east end of the project in the neighborhood east of Main Street and north of SH 183.

Fifteen individuals' commented on drainage concerns both during construction and for the final project design.

Six people requested accommodations for non-motorized traffic on cross streets and frontage roads be considered to prevent disconnecting communities, businesses, and commuters between the north and south side of this project.

One person stated local cities should not be required to pay any portion of the utility adjustments and expressed that State subsidies or other funding through the comprehensive development agreement must be provided to pay for the utility adjustments.

Two people request greenbelt access and improvements be provided. One person states the sound barriers will be ugly and a magnet for graffiti further degrading property and neighborhood values and requests having a greenbelt on the residential side of the sound barriers. Three people in the Stratford Drive neighborhood in Bedford suggest TxDOT purchase all the homes along the south side of Stratford Drive and use the left over right of way to create a green space complete with a playground, trees and picnic tables.

One person described concerns about the proposed driveway location providing access from the First Baptist Church of Eules south parking lot to the SH 183 frontage road.

One person requested the First United Methodist Church of Bedford's driveway along the frontage road west of the church be moved as far west as possible to still allow access to and from the frontage road and the westbound entrance ramp to SH 121/SH 183.

One person described concern with the placement of the proposed westbound exit to Industrial Boulevard (FM 157).

One person expressed appreciation for the additional lanes proposed, especially northbound and southbound turn lanes, along Forest Ridge.

One person expressed appreciation for allowing the public to voice their concerns through the public hearing forum and requests the proposed sound barrier near Plainview Drive be extended across the portion of Cimarron Trail that is proposed to be closed from the SH 121/SH 183 westbound frontage road. One person along the north side of Plainview Drive requested the noise wall be built so they do not see the proposed frontage road from their residence and save as many trees as possible.

One person stated there is an urgent need for access to the westbound frontage road at Cavender Drive.

Six people in the Plainview Drive neighborhood requested their home be acquired for the project as the frontage road will be relocated or constructed on new location near their properties. One of these people stated with the proposed frontage road practically in their front yards, they can not sell their homes.

Three people stated with the loss of homes adjacent to the freeway, previously located between their property and the roadways, the noise levels will become awful. They asked for an explanation why previous project information described a green space would be provided near Plainview Drive with no noise abatement barrier and now a noise abatement barrier is proposed next to the curb with no green space provided.

One person requested information regarding the priority listing of right of way offers, timing of when he can begin looking for a new residence, and if 30% VA disability qualifies for early relocation considerations.

One person expressed concern with the proposed closure and cul-de-sac of Plainview Drive at Hurstview Drive along with the closure of Cimarron Trail at the westbound frontage road will close easy access, especially for emergency vehicles, to their home.

Two people believe the opening of the proposed noise barrier at Hurstview Drive and the elevated lanes will allow a lot of noise and prevent them from sleeping at night.

One person requested signs alerting truckers that engine braking is no longer allowed on SH 121/SH 183 just east of Precinct Line Road.

One person in the Plainview Drive neighborhood requested information on the type of lighting to be used on the project and ask if it will seem as daylight 24 hours a day. Sixteen people in the Storm Dive, Storm Court E and Fieldstone Drive neighborhood expressed concern about the proposed roadway lighting for the facility.

One person requested the distance from the south curb of Plainview Drive to the north curb of the proposed frontage road in front of 604 Plainview Drive.

One person requested information of who to contact to change the law on how much easement there has to be from a home to the proposed right of way since they were previously told there is not a minimal distance required.

One person requested information regarding air quality and how the proposed noise barrier north of Plainview Drive will impact the air quality in the neighborhood. Two people located along Stratford Drive in Bedford stated black grime and soot from the existing traffic is already deposited on the window sills with some entering the house and believes with the new plan more soot, grime and trash will be generated and closer to the house. Five people in the Storm Drive, Storm Court E and Fieldstone Drive neighborhood requested a noise barrier to act as a barrier to all the dust, falling and shooting debris from the construction activities and believe the noise barrier will shield the residents from the extremely bright lights utilized during construction. One person located at 157 Oakhurst Drive in Hurst expressed a concern of carbon monoxide and stated TxDOT can not fix this problem.

Four people requested the proposed noise barrier east of Norwood Drive and south of SH 121/SH 183 be extended eastward to a location near the intersection of Oakhurst

Drive and the SH 121/SH 183 frontage road. One of these people stated the four home owners along Sunnyvale Terrace jointly own the property behind their homes adjacent to the freeway and would not object if the noise barrier is built on State right of way.

One person requested the criteria, including type of equipment and location of reading, used for determining the 71 dB(A) level for noise receptor R11A, what is the proposed noise barrier height compared to the managed toll lanes at this location, how will residents know the actual wall does meet the 5 dB(A) attenuation as designed and will the residents be a part of that test.

One person Requested information of when and how the impacted residents will be notified of meetings to discuss the proposed noise abatement wall and expected attenuation.

One person stated they currently have access to the eastbound frontage road through Somerset Circle. Suggested closing this access to help with noise abatement would be a better alternative than leaving the existing street access with a break in the proposed noise barrier.

Two people in the neighborhood north of SH 121/SH 183 between Sulphur Branch and Bedford Road requests sound barriers and landscaping behind houses be provided. One person in the same neighborhood in Bedford requests TxDOT purchase the two homes at the entrance to the Shady Brook Addition due to increased noise and no noise barrier or environmental barrier proposed. They further state their residence is in a low lying area and has been flooded several times.

One person requested the speed limits be enforced.

One person expressed concerns about quality of life due to traffic noise and loss of trees that will be replaced by a noise barrier. Two additional people along Stratford Drive expressed similar concerns with views from the backyard of their residence. Three people in the same neighborhood do not believe the proposed noise barrier will be sufficient to abate the freeway noise from the elevated lanes.

Fifteen people expressed concerned the value of the property will greatly decrease once the project is completed. Four people who live in the same neighborhood along the south side of Stratford Drive in Bedford request the State purchase their entire property to remedy the reduction in the quality of life, financial burdens, and noise issues associated with the expansion of SH 121/SH 183. One person along the south side of Stratford Drive describes the ability to store a second home in the back yard, a motor home, will be lost as the concrete pad and gate will be removed. Eight people who live in the Storm Drive, Storm Court E and Fieldstone Drive neighborhood stated the project will lower the value of their home. One person stated the sound barriers as described in the hearing are destructive of property values and quality of life for impacted neighborhoods.

One person stated they were not happy with the addition of toll lanes and is upset the plans for SH 121/SH 183 have changed over the past 20 years.

One person expressed concerns with the contract to construct and manage the North Tarrant Express and would like to know what will happen to the money that was set aside for the project.

Two people indicated their home is located behind a lawyer's office and parking lot on the north side of the service road between Bedford Road and Brown Trail. They request a sound buffer or wall barrier at this location as the elevated lanes will be noisy.

Two people expressed concern with changes to the service road on the north side of SH 121/SH 183 between Bedford Road and Brown Trail and ask how the project will affect their backyard and storage shed.

One person expressed concern they had not received any notification from TxDOT regarding the acquisition of their property. Two people who live in the Storm Drive, Storm Court E and Fieldstone Drive neighborhood indicated they did not know about the hearing.

One person indicated their residence is located East Fuller Drive in Euless and expressed concern why TxDOT needed to acquire their residence.

Thirty two people whose residences are located in Storm Drive, Storm Court E and Fieldstone Drive neighborhood expressed concern from the impact of noise from SH 121/SH 183 and the impact it will have on their families quality of life.

One person requested their residence at Storm Court East be purchased due to the impacts from noise and safety concerns with the proposed frontage road directly behind the residence.

Twenty three people expressed concern with the proximity of the proposed frontage road poses a safety concern to their family and pets in the Storm Drive, Storm Court E and Fieldstone Drive neighborhood. Seventeen of the commenter's expressed the desire for a noise barrier for protection from pedestrians walking along the frontage road, to shield residents from car wrecks behind homes, and from criminal activity against the residents.

One person stated the First United Methodist Church of Euless is significantly impacted by the proposed expansion and is concerned the proposed plan does not show a noise abatement barrier given the sanctuary is less than 100 feet from the proposed frontage road and 200 feet from the elevated managed lanes.

One person expressed several questions concerning, the elevation of the managed lanes in relation to the noise wall and ground level of their homes, on sound impact and monitoring stations, soil impacts and monitoring schedules, and on a temporary screening wall during the construction time frame.

Nineteen people residing in the Storm Drive, Storm Court E and Fieldstone Drive neighborhood requested trees and landscaping between the frontage road and the proposed noise barrier. One person requested aesthetics on noise barrier walls be considered to improve their appearance over what currently exists. One person requested TxDOT consider applying artwork, i.e. a simple flowing mural, to the noise barrier and be prepared to refresh the artwork to remove or cover graffiti.

One person who lives along Simpson Drive requested noise abatement along entire route at both ground level and along elevated areas. One person who stated their residence was a quarter mile from SH 183 at Eules Westpark Way, experiences noise now and when the highway is expanded the noise level is expected to increase. This person further stated no noise barriers are proposed between Eules Westpark Way and Industrial Boulevard and requests TxDOT re-consider placement of a noise barrier in this area.

One person stated the right-of-way acquisition impacts from the proposed project are anticipated to slightly impact the Airport Freeway Church of Christ and requested details if the proposed right of way line along the southeast corner of the property impacts the new trees planted, a new sprinkler system installed, and the church's LED sign.

One person requested information on when the project will take place and any other information related to the project. Additionally indicated his residence is to be removed and wants information on the right of way acquisition process and relocation information. The comment was submitted in Spanish and translated to English.

One person indicated they are the owners of property affected by the project in the Eules area and identified the properties on the displays as numbers 495, 496, and 497. They stated it appears they will be losing a portion of their parking lot and would like to discuss the project further since the only notification was sent to number 495.

One person asked when headed eastbound along SH 183 just past Eules North Main Street, where do you turn so you can go west on SH 10.

One person indicated they are the owners of Northstar Airport Freeway Partners, LP located along Airport Freeway and identified the property location as number 9 on the public hearing displays. Requested specifics on how much acreage would be required, the proximity of the freeway to the parking lot, impacts to the number of parking spaces, and the replacement of green space.

Ten people employed by Grubbs Nissan in Bedford requested TxDOT keep the access road exit to Grubbs Nissan as it currently exists.

One person stated the elevated proposal for the project would have been a better idea.

One person stated when the six lanes of westbound traffic on the expanded highway are added with traffic from IH 820 south, massive traffic tie-ups will occur when vehicles merge along the planned four lanes of IH 820 near North East Mall. Requested TxDOT participate in the planning for the expansion along IH 820 from IH 35W to SH 183.

One person doubts the project will be completed in five years.

One person requested a letter stating due to the expansion of SH 121/SH 183, TxDOT is planning to completely acquire the Baymont Inn & Suites in Bedford. The commenter was told by TxDOT officials at the hearing to write an e-mail requesting this letter.

One person stated TxDOT is taking her house at 100 Ridgecrest Drive and a portion of their property owned at 101 Windward Way in Eules. Requested TxDOT completely

purchase the property at 101 Windward Way due to the burden of continued tax payments on the property, maintenance, devaluation and the unmarketability of the property due to the small remainder. Additionally stated since the owners are having to sell and not by the commenter's choice, the commenter should receive a portion of the earnings.

One person stated with the expansion of SH 121/SH 183, Northeast Plaza Ltd. retail center will lose highway access.

One person indicated they own property along N. Main Street in Euless and currently has a lease with Starbucks for at least 10 years. Stated concerns based on the terms of the lease due to loss of access and noise impacts.

One person stated there is no eastbound entrance into the managed HOV lanes for southeast Bedford and south Euless except via Highway 10 which can not be accessed via the frontage road.

One person described that tall grass and overgrown weeds exist on properties TxDOT purchased and removed homes several years ago for the project and this displays a total lack of respect for the existing neighbors.

One person expressed concern an existing driveway along the westbound frontage road serving a QuickTrip gas station located at the intersection of SH 121/SH 183 and Precinct Line Road was indicated to be removed based on the displays presented at the public hearing.

One person stated they are the owners of lot numbers 22 and 23 designated on TxDOT's public hearing displays and these lots adjoin to the east with the existing QuickTrip, lot number 21, to form on a combined basis approximately 9 acres of commercial retail frontage property. Stated concerns about access to property.

One person representing McDonald's USA requested further information from TxDOT concerning the impacts the expansion of SH 121/SH 183 will have on the McDonalds located at 105 W Airport Freeway in Euless.

One person expressed concern the project will impact a portion of their backyard.

Summary of Major Comments/Issues that were Addressed: Detailed TxDOT response to issues and concerns can be found in the *Comment and Response Report*.

The verbal and written comments suggest an overall support for the proposed project and a desire for the project to proceed quickly. Several comments raised concern regarding the following: (1) pedestrian and non-motorized traffic be considered; (2) construction activities may disrupt access to neighborhoods, create noise and debris, increase dust levels and bright lighting entering homes, and all suitable means should be utilized to ensure young children are not impacted; (3) consider a mass transit component such as light rail within the corridor or in place of reconstruction and widening the corridor; (4) drainage impacts and flooding of homes due to the proposed project and storm water runoff during construction activities leading to health issues; (5) greenbelt access and aesthetic improvements be provided near sound barriers and within proposed right of way remainders to increase the quality of life for homeowners

remaining in the neighborhood; (6) requests purchase of their homes as property values will be decreased due to frontage roads being relocated or constructed near or within their property resulting in increasing traffic, noise, and creating a safety hazard for their family; (7) proposed roadway lighting for the facility near neighborhoods; (8) air quality including black grime and soot from existing traffic and carbon monoxide; (9) locations noise barriers were not proposed to be implemented adjacent neighborhoods; (10) the proposed noise barrier along the north side of the frontage road near Kentwood Circle and Stratford Drive will not adequately reduce noise levels that will increase due to the proposed project and adjacent elevated managed lanes; (11) several employee's requested the access to Grubbs Nissan remain as it currently exists and several employee's and the business owner stated agreement with the proposed altered access.

TxDOT Response to Public Hearing Comments

- (1) A proposed raised median between the travel lanes and the Texas U-turn will accommodate pedestrian traffic for Precinct Line Road (FM 3029), Norwood Drive, Forest Ridge Drive, Central Drive, Industrial Boulevard (FM 157) and Ector Drive. Sidewalks are proposed on the Hurstview Drive, Brown Trail, Murphy Drive/Westpark Way, North Euless Main Street, and Bear Creek Parkway/American Boulevard underpass bridges to also accommodate pedestrian traffic. Additionally, all side streets and frontage road typical sections have been developed to accommodate a future sidewalk within the border width. On all cross streets, a 14 foot outside lane with a 1 foot curb offset will be provided.
- (2) The detailed traffic control plan/sequence of work for the reconstruction has not been developed at this time. Access to and from city streets, businesses and residential neighborhoods will be maintained during construction. Temporary closures during the day for construction activities may be required and most likely will occur during the evening hours and other non-peak periods to minimize the impact to the local residents, provide a safe and efficient facility during construction for the traveling public, and expedite the reconstruction. Measures to control dust, debris, noise, and temporary lighting during construction will be employed as a part of the sequence of work. TxDOT and NTE Mobility Partners will work with local entities to develop traffic control plans/sequences of work to minimize construction impacts to the local communities and traveling public and ensure compliance with any local noise ordinances. Construction activities most likely will occur during the evening hours and other non-peak periods during the day to minimize the impact to local residents and businesses, provide a safe and efficient facility during construction for the traveling public, and expedite the reconstruction.
- (3) The reconstruction and additional lanes proposed for this corridor along with parallel mass transit lines are required to meet mobility needs of the region. Transit, including rail, in the area of SH 121/SH 183 is currently available through the Trinity Rail Express (TRE) under the joint jurisdiction of The Fort Worth Transportation Authority (The T) and the Dallas Area Rapid Transit (DART). For information on upcoming projects and request for mass transit locations you can visit their websites at <http://www.the-t.com> and <http://www.dart.org>. For further information on regional rail studies, you may view the North Central Texas Council of Governments (NCTCOG) website at <http://www.nctcog.org>.
- (4) The storm sewer systems and culverts for the project will be sized to convey the recommended design frequency for this facility based on TxDOT's Hydraulic Design Manual and Federal Emergency Management Agency (FEMA) policies and procedures. TxDOT will meet and discuss specific drainage design issues with the local entities along the corridor and develop solutions that satisfy the local needs

while meeting TxDOT's hydraulic design criteria and FEMA guidelines once detailed design begins. As a requirement of the NTE concession CDA for Segment 1, NTE Mobility Partners is required to ensure adjacent property is protected from damage, including flooding, as a result of construction activities. To control storm water runoff from the project, NTE Mobility Partners is required to design, place and maintain required storm water pollution prevention (SW3P) devices to be in compliance with the Texas Commission on Environmental Quality (TCEQ) storm water prevention requirements. TxDOT and NTE Mobility Partners will employ measures to reduce the opportunity for standing water within construction areas along the corridor.

- (5) TxDOT does not propose to use surplus right of way once construction is complete to develop a green belt area for the community. TxDOT is committed to preserving as many of the large trees in the area as additional right of way is acquired. Aesthetic and landscape plans will be provided and approved for areas retained within the corridor right of way prior to construction. Noise barrier workshops will be conducted prior to construction to allow adjacent residences to vote for or against the implementation of proposed noise barriers for their community. Discussions and final decisions regarding the location of noise barriers and the allowance of aesthetic treatments within noise barriers and the proposed right of way would be developed through this forum. Development, funding and maintenance of green belt areas for locations along the corridor would be the responsibility of the Cities along the corridor if the surplus right of way is sold or donated to the City. TxDOT is committed to work with the Cities along the corridor in this endeavor.
- (6) Per State Law, TxDOT can only acquire the necessary right of way needed for the construction of the SH 121/SH 183 facility. Complete acquisition of these properties is not needed for the expansion of SH 121/SH 183. A noise barrier was determined to be feasible and reasonable near these homes and is proposed to be incorporated. The location of the proposed noise wall as shown on the public hearing layout is between the homes and frontage road. A noise barrier workshop will be conducted prior to construction to allow the adjacent residences to vote for or against the implementation of these noise barriers for their community.
- (7) The illumination proposed for the project in the vicinity of adjacent neighborhoods will benefit the general purpose lanes, managed lanes, and ramps and is standard Texas Department of Transportation, (TxDOT) roadway illumination. This type of illumination is similar to a street light placed on a power pole in residential areas or on traffic signal poles at street intersections. At this time, there does not appear to be any high mast illumination, commonly used for large interchanges, directly near adjacent neighborhoods. There will be some light visible from the proposed roadway illumination, however, direct or significant light from illumination is not anticipated to be visible near neighborhoods due to the proposed project.
- (8) The primary air quality pollutants from motor vehicles are volatile organic compounds, carbon monoxide, and nitrogen oxides. Volatile organic compounds and nitrogen oxides can form ozone under the right conditions in a series of photochemical reactions. Because these reactions take place over a period of several hours, maximum concentrations of ozone are often found far downwind of the precursor sources. Thus, ozone is a regional problem and not a localized condition. It is noted that while carbon monoxide (CO) and mobile source air toxics (MSAT) emissions are also concerns for the region's air quality, CO and MSATs can be attributed to a specific project or affected network (or affected area - travel shed), respectively.

Carbon monoxide concentrations for the proposed action were modeled using TxDOT Air Quality Guidelines approved by the Federal Highway Administration (CALINE3/MOBILE6.2 software). In accordance with the guidelines, the model factored in adverse meteorological conditions and sensitive receptors at the ROW line. Based on the air quality analysis performed for the estimated year of 2030, the proposed project is not expected to exceed national standards for local concentrations of carbon monoxide.

In addition to the criteria, air pollutants for which there are National Ambient Air Quality Standards (NAAQS), EPA also regulates air toxics. Air toxics are pollutants known or suspected to cause cancer or other serious health or environmental effects. Most air toxics originate from human-made sources, including on-road mobile sources (cars, light trucks, motorcycles, and 18-wheelers), non-road mobile sources (e.g., bulldozers, locomotives, aircraft, boats, etc.) area sources (e.g., dry cleaners, gas stations), and stationary/point sources (e.g., electric utilities, petrochemical refining, and other industry).

MSAT are a subset of the 188 air toxics defined by the Clean Air Act. MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

The approach used in the analysis of MSATs within the SH 121/SH 183 study area considers the on-road sources for the six priority MSATs (i.e., acetaldehyde, acrolein, benzene, 1,3 butadiene, diesel particulate matter [DPM], and formaldehyde). This analysis is based on existing or base year (2007) and future volumes of traffic (2015 and 2030) that have been projected by the NCTCOG travel model. An affected transportation network was derived from the 2030 No-Build Scenario compared to the 2030 Build Scenario to determine which roadway links in the model achieve a $\pm 5\%$ volume change. The affected transportation network was then compared to the 2007 and 2015 models in order to extrapolate the baseline and interim year model. Speeds were modeled as average speeds and weighted by both the type of roadway and by the amount of total VMT that occur at that speed.

This MSAT analysis uses MOBILE6.2 inputs that are appropriate to the Dallas-Fort Worth Urban Area. These inputs are consistent with those used for other modeling activities in the area (e.g., SIP inventories, conformity analyses). Modeling parameters and more detailed information can be found in the Mobile Source Air Toxic Analysis - SH 183/SH 121 (Airport Freeway) Technical Report, which is on file with TxDOT Fort Worth District and the Environmental Affairs Division Office in Austin.

Results of the MSAT analysis indicated substantial decreases in mobile source air toxics (MSAT) emissions will be realized from a current base year (2007) through the estimated time of completion for the planned project and its design year some 23 years in the future. Accounting for anticipated increases in vehicle miles traveled (VMT) and varying degrees of efficiency of vehicle operation, total MSAT emissions were predicted to decline approximately 60 percent from 2007 to 2030. While benzene emissions were predicted to decline more than 47 percent, emissions of DPM were predicted to decline even more (i.e., 88% in the Build scenario). It is noted that DPM emissions may contribute to grime, soot, and dust.

- (9) TxDOT performed additional modeling efforts near neighborhoods noise barriers were not proposed to be implemented. Noise barriers, determined to be reasonable and feasible for implementation through the revised analyses, are now proposed to be implemented between the frontage road and existing right of way along the south side of SH 121/SH 183 near Oakhurst Drive, along the north residential property boundary of the neighborhood including Fieldstone Drive, Storm Drive, and Storm Court East located south of SH 121/SH 183, between the westbound general purpose lanes and frontage road near Sheppard North, and near East Fuller Drive along the north side of westbound frontage road. Additional noise barriers were modeled between the westbound general purpose lanes and frontage roads, for neighborhoods just east of Brown Trail and between Sulphur Branch and Bedford Road along the north side of SH 121/SH 183, but were determined to not be feasible to implement.
- (10) The proposed noise wall, along the westbound frontage road, stretching from Kentwood Circle to Stonegate Drive ranges from 14 to 19 feet in height. Near receivers representative of this neighborhood, the proposed westbound frontage road lanes are typically at grade with the westbound general purpose lanes, the eastbound managed lanes, and the eastbound general purpose lanes. The westbound managed lanes are elevated and the eastbound frontage road lanes are depressed slightly. Based on the design schematic, the westbound managed lanes are elevated approximately 53 feet above the general purpose lanes in this area. The westbound managed lanes are typically approximately 55 feet higher than and 180 feet south of the residences. The eastbound frontage roads are depressed approximately 5 feet beneath the eastbound general purpose lanes. The goal is to reduce design year noise levels by at least 5 dBA. Although the purpose of a noise wall is to reduce noise levels for residential receivers adjacent to the roadway, no wall of any design can eliminate all traffic noise.
- (11) Grubbs Nissan is located along the eastbound frontage road between Norwood Drive and Brown Trail. Proposed eastbound access will remain as existing through the Norwood Drive/Brown Trail exit ramp west of Norwood Drive. Existing westbound access is from the Norwood Drive exit through travel along Norwood Drive and the eastbound frontage road. Proposed westbound access is available through the Brown Trail/Norwood Drive exit located east of Brown Trail and travel along the westbound frontage road, Norwood Drive, and along the eastbound frontage road. The existing westbound SH 121/SH 183 Norwood Drive exit is proposed to be removed to limit future right of way impacts to Grubbs Nissan and L.D. Bell High School.

Recommendation: After review of the comments received during the public involvement phase, TxDOT will continue to work with the local municipalities and property owners during the design and construction phases of the project. All comments have been satisfactorily addressed and the project is recommended for approval as a Finding of No Significant Impact (FONSI).