

TEXAS DEPARTMENT OF TRANSPORTATION
PLANNED IMPROVEMENTS ON SH 121/SH 183
PUBLIC HEARING
FIRST BAPTIST CHURCH
EULESS CAMPUS WEST FACILITY
1000 AIRPORT FREEWAY, EULESS, TEXAS 76039
TUESDAY, AUGUST 25TH, 2009

REPORTED BY NATASHA BENCHIMOL, CSR 8514



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P R O C E E D I N G S

Tuesday, August 25th, 2009, 7:06 p.m.

MR. BARTH: Good evening. It is now 7 o'clock.

I would like to convene the public hearing for the planned improvements to State Highways 121 and 183 from Interstate Highway 820 to State Highway 161.

How's the volume?

Good evening and welcome to this public hearing. My name is Brian Barth. I'm the Deputy District Engineer for the Fort Worth District of the Texas Department of Transportation, better know as TxDOT. On behalf of the department, I would like to express our thanks to everyone who is attending this public hearing. Today, we are in the final stages of the public involvement, our public hearing. We are making both audio and video recordings of this hearing so that your statements can be accurately transcribed and understood.

I would like to give you some background information concerning the proposed project and the proposed implementation of the project due to funding constraints. We began looking into reconstructing State Highway 121 and State Highway 183 back in 1993. We first brought a plan to the public at a public meeting in August of 1993, to reconstruct the facility with express lanes. However, during development of this plan, it was determined that the projected traffic volumes for the then design year (which is typically 20 years

1 in the future) could not be accommodated within the lane
2 configuration that had been presented. So TxDOT in conjunction
3 with the Texas Transportation Institute and the Metropolitan
4 Planning Organization began studying the facility to
5 accommodate high occupancy vehicle lanes or HOV lanes. This
6 study, along with a Value Engineering study coordinated with
7 the local governments in 2001, was well underway when inflation
8 of construction costs began to rise beyond the historical
9 averages; thereby restricting TxDOT's ability to advance many
10 of the needed improvements to highways in the state. Due to
11 funding shortfalls which created the inability for TxDOT to
12 fund multiple large freeway projects in a reasonable time
13 frame, the Texas Transportation Commission worked with the
14 Texas Legislature and Texas voters to adopt funding strategies
15 to help expedite much needed transportation projects. Some of
16 these funding strategies are: Creation of regional mobility
17 authorities to fund projects, ability to sell bonds, and the
18 ability to enter into private/public partnerships to design,
19 build, and maintain these transportation facilities.

20 These public/private partnerships allow TxDOT to
21 enter into an agreement with a private company called a
22 Comprehensive Development Agreement or CDA. Due to the funding
23 shortfalls, TxDOT has pursued the CDA process to help deliver
24 and maintain the proposed highway improvements sooner than
25 funding the traditional way of pay as you go.

1 The managed lane toll concept has been
2 incorporated into the State Highway 121 and State Highway 183
3 project. Managed toll lanes are dedicated lanes that users
4 would pay a fee to use. A managed toll facility is one that
5 increases freeway efficiency by packaging various operational
6 and design actions. Lane management operations may be adjusted
7 at any time to better match regional goals.

8 This State Highway 121 and State Highway 183
9 segment is part of what we call the North Tarrant Express or
10 NTE that is being developed as a CDA. Other portions of the
11 NTE are on I 35W and IH 820. The NTE is a 36 mile project with
12 a total project cost approaching \$4 billion.

13 TxDOT executed two CDAs for the NTE with the NTE
14 Mobility Partners on June 23, 2009. The two CDAs are:

15 - A Concession CDA -- includes a design,
16 construction, financing, maintenance, and operation of
17 Interstate 820 and State Highways 121 and 183 from Interstate
18 35W to the split where State Highway 121 heads north to
19 Grapevine. This CDA is for a period of 52 years.

20 - The segments 2 to 4 CDA -- includes the
21 preparation of a master development and financial plans for
22 State Highway 183 from State Highway 121 to State Highway 161,
23 Interstate 35W from Interstate 30 to State Highway 170 and
24 Interstate 820 east from the Northeast Mall interchange to
25 Randol Mill Road.

1 A public hearing for the NTE Concession CDA was
2 held on April 14, 2009, to disclose the project financial
3 information and provide an opportunity for public comment on
4 this financial information.

5 It is TxDOT's belief that through the CDA
6 process projects like State Highway 121 and State Highway 183
7 and others are able to move forward to construction with
8 implementation coming far sooner than waiting to accumulate
9 enough funding to implement these large corridor projects in a
10 piece meal fashion over many years of construction time.
11 Typical traditional time frames associated with implementation
12 of a project such as this would be completion of the public
13 environmental process (this is where we are today on State
14 Highway 121 and State Highway 183). Then approximately two to
15 four years of right of way acquisitions, utility relocations,
16 and detailed plan development for the limits of the proposed
17 project. After these items are accomplished then the proposed
18 facility could begin construction, most likely in phases due to
19 funding constraints.

20 Through the CDA process, the activities
21 associated with implementation are concurrent so that the right
22 of way acquisition, utility adjustments, design, construction
23 are continually ongoing, thereby delivering the project sooner
24 than the traditional methods. It is anticipated that through
25 the CDA Concession project which is as stated previously runs

1 from the Interstate 35W to the split where State Highway 121
2 heads north to Grapevine, right of way, utility adjustments,
3 and construction may begin as soon as 2010.

4 I will now call on Ms. Judy Anderson, our
5 District Programs Administration Engineer, to further outline
6 the purpose and procedures for this hearing and to provide
7 further introduction. Judy.

8 MS. ANDERSON: Good evening. First, I want to
9 emphasize the difference between a public meeting and a public
10 hearing for transportation projects. Meetings are informal in
11 nature and there's a gathering of information or an exchange of
12 information with questions being asked -- being raised and
13 answered in dialogue during the course of the meetings.
14 Hearings, on the other hand, are formal and are to present
15 information to you the attendee about recommended plan derived
16 from input from previous public involvement activities and
17 design considerations.

18 More specific information about hearings, your
19 rights, and your ability to make statements will be given later
20 as we proceed in this hearing. The state and federal
21 governments have various laws, regulations, and guidelines that
22 outline the processes whereby public awareness of system
23 planning and project planning can be assured. The opportunity
24 for public involvement in these developmental phases can be
25 realized in conjunction with technical, social, economic, and

1 environmental conditions.

2 As a part of our public involvement process in
3 developing highway projects, we hold public meetings and
4 hearings as a matter of public information for those who are
5 going to be affected by a project and for those who have a need
6 to be aware of our project design. In addition, hearings are
7 held to receive formal statements from the public regarding
8 facets of the project that may be of concern to any individual
9 or group. All of the oral statements, written statements, and
10 exhibits received will be given careful consideration in the
11 final stage of the development of this project.

12 When the TxDOT submits a plan for any project
13 that involves significant right of way acquisition, additional
14 mobility, or other potential significant impacts, regulations
15 require the department to certify that it has held a public
16 hearing or has afforded an opportunity for such a hearing, that
17 it has considered the economic and social effects of such a
18 project, its impact on the environment, and its consistency
19 with the goals and objectives of planning promulgated by the
20 communities involved.

21 In accordance with these processes, a notice of
22 public hearing was published on Sunday, July 26th, August 2nd,
23 August 9th, and August 16th, 2009, in the *Fort Worth Star*
24 *Telegram* and *Dallas Morning News*. A Spanish version of the
25 notice was published in *La Semana* on Friday, July 24th and 31st

1 and August 7th and August 14th; in *La Estrella* and *A1 Dia*
2 July 25th, August 1st, August 8th, and August 15th, 2009. In
3 addition, adjoining property owners and public officials were
4 mailed individual notices.

5 Adjoining property owners are identified by
6 using county tax rolls and previous public meeting sign in
7 sheets. Therefore, if the tax rolls are updated after the
8 Department receives the list or you did not attend previous
9 meetings held, you may not be included on the list. Hopefully,
10 everyone interested was made aware through their neighbors and
11 other media notices.

12 I would like to clarify some information that
13 appeared in the legal notice in the newspaper and also on the
14 notice sent to adjoining property owners. The notice indicated
15 the following -- following concerning relocations: 27
16 businesses, one church and school, 132 residences and 2
17 professional buildings. The correct information based on the
18 data known to date is: 29 businesses which includes business
19 and commercial properties, no school or -- no church or school
20 relocation, 128 residents, and 104 multi-family residences. To
21 clarify further, there will be a need for right of way
22 acquisition from a church and a school administrative complex;
23 however, they will not be displaced. In addition, there will
24 be need for right of way acquisition from Dallas Fort Worth
25 International Airport, again with no displacements required.

1 As for the agenda today, I will outline the
2 procedures for this hearing and provide the introduction to the
3 project. The project design engineer will then discuss the
4 recommended project and bring out various aspects of the
5 proposed plan. Following that, a representative from our
6 District Right of Way office will discuss with you the right of
7 way acquisition and relocation assistance procedures.

8 We will then take about a 20 minute recess to
9 allow everyone time to look at the display in more detail.
10 Several individuals involved in the project will be on hand at
11 the display to assist you with orientation or questions that
12 you may have.

13 After the recess, the floor will be open for
14 statements so that we may have the benefit of your concerns
15 about the project. This time will be strictly for statements
16 only, with your stated concerns being responded to only in the
17 written summary and analysis of this hearing.

18 In response to the statements, we may alter the
19 plan if a feasible and prudent adjustment is possible. If
20 altered, we will meet with the affected property owners to
21 discuss the alterations. Bear in mind that statements should
22 be made to tell us what you like about the project as well as
23 what you don't like. There have been cases where the project
24 was revised in response to negative comments only to learn that
25 we changed something that others wanted but had not voiced

1 their opinion. Help us to make as balanced of a design as we
2 can that will accommodate the needs of everyone by telling us
3 about your needs, both the pro and con.

4 Written statements will be received through
5 Friday, September 4th, 2009, and may be submitted to the
6 address located on the back of the written statement form.
7 This form is located at the registration table. If you didn't
8 receive one when you came in, please feel free to get one
9 during the recess or after the hearing.

10 If you desire to speak today, please fill out a
11 form at the registration desk before the recess is over.
12 However, if you don't, the floor will be open for other
13 statements before adjournment.

14 In order to move the hearing along, we ask that
15 all statements be limited to a maximum of three minutes. If
16 your oral statement will exceed three minutes, please furnish
17 us a written statement. You may include any information you
18 feel is necessary to explain your concerns such as graphs,
19 charts, tables, drawings, or photographs. Please submit all
20 information in hard copy.

21 TxDOT has two concurrent processes underway, the
22 CDA process and the process of addressing all environmental
23 impacts associated with the recommended plan. Regardless of
24 how we ultimately implement the project, all environmental
25 impacts associated with the proposed project must be addressed

1 per state and federal laws. Today, we are presenting our
2 findings thus far for the recommended plan of the engineering
3 and environmental studies for the proposed reconstruction and
4 expansion of State Highway 121 and State Highway 183 between
5 Interstate 820 and State Highway 161.

6 Highway planning and construction requires close
7 cooperation among all levels of government. The proposed
8 project is being developed by the Texas Department of
9 Transportation in cooperation with the cities of Fort Worth,
10 North Richland Hills, Hurst, Euless, Bedford, Tarrant County,
11 Dallas-Fort Worth International Airport, the Metropolitan
12 Planning Organization, the Federal Highway Administration, and
13 the Federal Aviation Administration.

14 The existing facility was constructed in stages
15 in anticipation of DFW Airport between 1966 and 1974, with the
16 interchange at State Highway 360 constructed in 1989. The
17 corridor, which remains much the same today, consists of a
18 six-lane freeway with access entrances and exits and
19 intermittent frontage roads. The existing right of way is
20 typically 350 feet wide.

21 After nearly 40 years of service, local growth
22 of surrounding communities has generated transportation demand
23 that exceeds the existing facility's capacity. The freeway has
24 become obsolete and in need of updating and expansion to
25 accommodate current standards and travel demand. Studies began

1 in 1993, to develop feasible and reasonable plan for roadway
2 improvements in the corridor. There have been three previous
3 public meetings. The first was conducted in August 1993, the
4 second in November 2001, and the third in May 2006. Yes, there
5 are large time gaps in which it appears nothing has happened.
6 However, due to the traffic demand and funding issues
7 previously referred to, during this time the proposed plan has
8 been significantly altered since its first inception and TxDOT
9 has been seeking ways to implement the project in a more timely
10 fashion than the traditional methods allow.

11 The 2007 average daily traffic counts were:
12 From Bedford-Eules Road to State Highway 121 split - 188,000
13 vehicles per day, from State Highway 121 split to State
14 Highway 360 - 143,000 vehicles per day, and from State Highway
15 360 to State Highway 161 - 200,000 vehicles per day. The
16 traffic volumes for 2030 are projected to be: From
17 Bedford-Eules Road to State Highway 121 - approximately
18 378,100 vehicles per day and from State Highway 121 to State
19 Highway 161 - approximately 421,700 vehicles per day, an
20 increase of over 50 percent. This increase is based on the
21 development in the area as well as expected population growth
22 for the Dallas/Fort Worth region, which is currently around
23 6.6 million and is expected to exceed 9 million in 2030.

24 This is a regional corridor that impacts not
25 only those adjacent to the facility but those that use the

1 facility to travel to other areas in the region. The need to
2 provide congestion relief by expanding the capacity of the
3 facility and to also provide safety to others -- excuse me --
4 to users by upgrading the facility are the primary goals of
5 this proposed project while minimizing the negative social,
6 economic, and environmental effects. An environmental document
7 has been prepared in accordance with the National Environmental
8 Policy Act, or NEPA. The document covers the social, economic,
9 and environmental effects of the proposed improvements. The
10 document includes information covering impacts associated with
11 tolls, air quality, noise, water quality, vegetation,
12 archaeology, historical properties, along with other aspects of
13 the property -- project.

14 Toll rates for the managed lanes will be based
15 on the regional toll policy developed by the Regional
16 Transportation Council, a group of transportation professionals
17 from the area including local governments. As described
18 previously, managed toll lanes allow for flexibility in pricing
19 to accommodate the traffic demands on the facility. In
20 addition, per federal requirements these facilities have been
21 identified in the Metropolitan Transportation Plan which was
22 presented to the public in public meetings held in October and
23 November of 2006. In addition, there was a 60 day review
24 period for the Metropolitan Transportation Plan and a 30 day
25 comment period that culminated in the Regional Transportation

1 Council's adoption in January 2007, with the Federal Highway
2 Administration approval received in June 2007. In addition,
3 the Federal Highway Administration is currently reviewing a
4 2009 amendment to the Metropolitan Transportation Plan that
5 includes this facility and others with toll elements. It is
6 expected this 2009 amendment will be approved on or before the
7 end of August 2009.

8 Section 4(f) of the U.S. Department of
9 Transportation Act of 1966 requires that property -- the
10 proposed use of any land from a significant publicly owned park
11 or recreation area, wildlife refuge, or historic site that is
12 listed in or is eligible for listing in the National Register
13 of Historic Places be given special consideration. Final
14 action requiring the acquisition of such land must document
15 that there are no feasible and prudent alternatives to its use
16 and a full evaluation of measures to minimize harm to that
17 resource must be made and documented. This project will
18 require right of way from one 4(f) property. It's the L.D.
19 Bell High School property. Approximately 0.68 acre of property
20 is needed from the practice fields and parking area along this
21 corridor. This area will not require the acquisition or
22 displacement of any facilities.

23 Vegetative impacts associated with this project
24 would be minimal but would occur due to the proposed right of
25 way for the new facility. However, care would be taken to

1 avoid trees that are outside the areas of conflict with the
2 roadway construction and operation. Air quality may improve
3 due to the reduction in congestion along the corridor.
4 However, because nine counties within the DFW region are
5 classified as non-attainment for ozone, it is doubtful that
6 this project in itself would significantly change the overall
7 status of the air quality in the DFW region.

8 A noise analysis for the proposed improvements
9 has been conducted. For this project, the model utilizes 2030
10 traffic data for determining the noise impacts. The model
11 indicates that there will be impacts associated with the
12 expansion of the facility and indicates locations where the
13 noise levels are projected to exceed the Noise Abatement
14 Criteria set by the Federal Highway Administration. At this
15 time, we anticipate utilizing noise barriers. Generally, noise
16 barriers are proposed at all residential areas along the
17 corridor where they do not already have some type of barrier.
18 They will generally follow the alignment of the roadway and be
19 located to the outside of the frontage road except in one
20 location. The following are the locations proposed:

21 I'll start and go down the south side of the
22 facility first. Please note, there will be side street -- side
23 road breaks for access as shown on the displays but I will not
24 point them out at this time.

25 - the area west of Weyland Drive to east of

1 Wreyhill Drive

2 - from Hurstview to Canvender Street. Due to
3 driveways, this barrier is proposed to be placed between the
4 main lanes and the frontage road

5 - the area west of Harrison Lane to
6 approximately half way between Norwood Drive and Valley View
7 Branch

8 - west of Regents Parks Court to east of
9 Somerset Circle

10 - west of Sheppard Drive to east of Ridgecrest

11 Drive

12 - from Dickey Drive to east of FAA Boulevard
13 Now, along the north side starting on the west
14 end:

15 - from Mesquite Branch to east of Juliet Place

16 - from west of Kentwood Drive to Stonegate Drive

17 - from west of Short Street to Carter Street

18 The final location of noise abatement will be
19 determined during noise workshops that will be conducted during
20 the detailed plans phase of the project. The abutting property
21 owners will be given the opportunity to participate in these
22 workshops. Noise barriers would be implemented during project
23 construction after all grading operations in the area of the
24 barrier is completed.

25 Based on the studies thus far, the environmental

1 document indicates that the preferred alternative would result
2 in a finding of no significant impacts. Both the Federal
3 Highway Administration and the Federal Aviation Administration
4 may provide comments on the environmental document. Revisions
5 may be made to the environmental document from the current
6 draft and what becomes the final to address the needs of the
7 federal agencies in addition to possible revisions as a result
8 of public comments. It is anticipated that the Federal Highway
9 Administration will concur with the findings and issue a
10 finding of no significant impact. It is also anticipated that
11 the Federal Aviation Administration will adopt the
12 environmental document and issue their own finding of no
13 significant impact.

14 Now, I would like to introduce our consultant
15 project engineer, Mr. Joe Atwood, with Lockwood, Andrews, and
16 Newman, who will give you a brief overview of the preferred
17 project improvements.

18 MR. ATWOOD: The presentation tonight will cover
19 the proposed improvements to State Highway 121 and State
20 Highway 183 from Interstate Highway 820 to State Highway 161.

21 Improvements planned within the corridor include
22 continuous managed toll lanes designed to enhance mobility
23 throughout the area.

24 The existing facility is a six-lane freeway with
25 discontinuous frontage roads serving commercial and residential

1 properties along the roadway.

2 The proposed facility is six general purpose
3 lanes with six managed toll lanes, typically in the center, and
4 two-lane continuous frontage roads. There is a traffic barrier
5 separation with full width shoulders provided between the
6 managed toll lanes and the general purpose lanes.

7 We will now describe access within the facility
8 as we go through a 3D visualization of the project.

9 The 3D visualization does not include noise
10 barriers, any aesthetic treatment, and does not reflect actual
11 or proposed traffic conditions.

12 I would like to orient you before we begin. On
13 the upper portion of the screen is an inset consisting of a map
14 with a red dot. The red dot moves with respect to the
15 animation to indicate the viewer's location within the
16 corridor. We will always be moving eastward and looking
17 eastward. As the animation moves through the project, I will
18 highlight some of the project's geometric design.

19 I'll begin at the west project limit. We're
20 viewing the proposed improvements from a bird's eye perspective
21 while looking east. We begin with managed toll lanes elevated
22 above the general purpose lanes.

23 Here we see the first ramps. I will explain an
24 access feature unique to the new facility. The managed toll
25 ramps and the general purpose ramps share the same frontage

1 road intersection with two lanes. There is a guide sign to
2 assist the traveler with the decision to use the managed toll
3 lane or the general purpose lane.

4 The managed toll lane ramps connect
5 Bedford-Eules Road to the east.

6 There is a full diamond interchange connecting
7 Precinct Line Road to points east and west on general purpose
8 lanes.

9 At this point, the managed toll lanes have
10 descended to join the general purpose lanes to travel beneath
11 Hurstview Drive.

12 There are two general purpose ramps that connect
13 Norwood Drive to the west.

14 The westbound managed toll lanes elevate at
15 Norwood.

16 The westbound managed toll lanes are completely
17 elevated above Brown Trail. The westbound general purpose
18 lanes and eastbound managed lanes are tucked beneath the
19 elevated lanes. There are two ramps accessing the general
20 purpose lanes east of Brown Trail.

21 There are two ramps accessing the managed toll
22 lanes to destinations east of Brown Trail.

23 There are four general purpose ramps serving
24 Bedford Road to the east and west. The managed toll lane ramps
25 from Brown Trail are elevated and merging with the managed toll

1 lanes.

2 There are four general purpose ramps to serve
3 Central Drive to the east and the west. You can see -- you can
4 also see a general purpose exit ramp to Westpark Way and Murphy
5 Drive.

6 This interchange is where State Highway 121 goes
7 north to Grapevine. State Highway 183 continues east to
8 Euless.

9 The State Highway 183 managed toll lanes
10 continue east to Euless. There are managed toll connections to
11 State Highway 121 general purpose lanes. There is a westbound
12 general purpose exit ramp to Central Drive.

13 There is also an eastbound general purpose
14 entrance ramp from Central Drive. There are two general
15 purpose ramps connecting Westpark Way to the east. Westpark
16 Way ties to Murphy Drive.

17 Here we see two managed toll lane ramps that
18 conduct -- connect Industrial Boulevard to the west.

19 Industrial Boulevard, designated as FM 157, has
20 four general purpose ramps to access destinations to the east
21 and west.

22 At Ector Drive, the managed toll lanes are at
23 the same level as the general purpose lanes. In the
24 background, you can see that all the managed toll lanes become
25 elevated prior to the State Highway 360 interchange.

1 Euless Main Street has four general purpose
2 ramps to access destinations to the east and west.

3 There is also a westbound exit ramp from the
4 managed toll lanes to Euless Main Street.

5 State Highway 10 will have managed toll lane
6 ramps accessing destinations to the east.

7 The frontage roads will continue from Euless
8 Main Street to Bear Creek Parkway and American Boulevard.

9 Bear Creek Parkway and American Boulevard will
10 be lowered to the same level as the surrounding properties.
11 The general purpose lanes will go under Bear Creek Parkway and
12 American Boulevards. The managed toll lanes will remain
13 elevated prior to the State Highway 360 interchange.

14 The existing State Highway 360 interchange will
15 continue to operate in its current configuration. The managed
16 toll lanes divide to be located north and south of the general
17 purpose lanes.

18 You can see the eastbound managed toll lane exit
19 ramp to Amon Carter Boulevard. Here you can see one of four
20 managed toll ramps that connect to DFW Airport by way of
21 International Parkway.

22 Amon Carter Boulevard will have four general
23 purpose ramps connecting to east and west.

24 A fourth general purpose main lane along State
25 Highway 183 will be provided in each direction.

1 Here you can see a managed toll lane entrance
2 ramp from DFW Airport's International Parkway providing access
3 to the west.

4 The existing State Highway 183 at International
5 Parkway interchange will continue to operate in its current
6 configuration with the addition of managed toll ramps serving
7 DFW International Airport.

8 Full access will be available to DFW
9 International Airport from Tarrant County and Dallas County
10 destinations through both the managed toll lanes and the
11 general purpose lanes.

12 County Line Road will have two general purpose
13 ramps connecting to the west.

14 There are now direct connecting ramps to serve
15 State Highway 161 toll road. State Highway 183 general purpose
16 lanes continue to Dallas County with connections to State
17 Highway 161. The managed toll lanes offer connections to State
18 Highway 161 northbound or continued travel on State
19 Highway 183.

20 This concludes the 3D visualization presentation
21 of the proposed improvements.

22 MS. ANDERSON: Thank you, Joe.

23 At this time, we have our district Right of Way
24 Administrator, Scott Hall, who will explain the right of way
25 and relocation assistance processes.

1 MR. HALL: Good evening. My name is Scott Hall
2 and I am the Right of Way Administrator for the Fort Worth
3 District. As it has been described, this project will require
4 the purchase of additional right of way. One of the
5 fundamental rights of our Constitution is to guarantee the
6 right of private ownership of property. This right is
7 documented in the First Amendment to the Constitution.

8 Many years ago, it became apparent that
9 supporting infrastructure would be necessary if our country
10 were to grow and prosper. The land requirements of this
11 infrastructure are what prompted the passage of the eminent
12 domain laws as documented in the Fifth Amendment to the
13 Constitution. These laws provide authority for government
14 entities to acquire property for needed public works projects
15 provided the owner is properly compensated for the rights he or
16 she is losing.

17 The eminent domain laws apply only to projects
18 with a demonstrated public need. The Texas Department of
19 Transportation demonstrates the need for projects by
20 identifying operational deficiencies through long range
21 planning tools and building compelling community support
22 through public hearings and coordination with local
23 governments. This meeting tonight is a part of that process.

24 To enhance and further ensure compliance with
25 the Constitution, Congress passed the Uniform Relocation

1 Assistance and Real Property Acquisition Act of 1970. This law
2 establishes guidelines for the acquisition of property and
3 relocation of displaced individuals and businesses in
4 accordance with the guarantees of our Constitution. The first
5 aspect of this law deals with the acquisition of property. Our
6 procedures are structured to comply with all the requirements
7 of this law.

8 The sequence of the acquisition process is as
9 follows: A property owner must be notified in writing of the
10 need for his or her property. This is usually accomplished by
11 one of our staff members who have met with the owner to discuss
12 the need and a letter is sent as a follow up to the meeting.
13 An independent appraiser is then hired to do a detailed
14 appraisal of the property needed. These are independent
15 business people who provide appraisal services to anyone in the
16 community who has a need. The appraiser must have experience
17 in appraising property similar to the subject property.
18 Education, certifications, and work experience are reviewed
19 prior to making the work assignment. The property owner will
20 be given the opportunity to accompany the appraiser when the
21 property is inspected. This is the option of the property
22 owner but is strongly encouraged because no one knows the
23 property better than you. When the appraisal is complete, it
24 will be reviewed by a second equally qualified appraiser who
25 will certify that the standards of the uniform appraisal

1 practice were used in determining the value.

2 A right of way agent will then make an offer to
3 the property owner based on the value determined in the
4 appraisal report. We make no attempt to acquire the property
5 for less than the appraised value. The agent will explain the
6 impacts the right of way taking will have on the remaining
7 property and try to answer any questions that the owner may
8 have at that time.

9 The owner is given a minimum of 30 days to
10 consider the offer. This can be extended if needed and if our
11 project schedule allows it. If the offer is acceptable to the
12 owner, a closing at the title company is arranged. If the
13 property owner considers the offer unacceptable, the landowner
14 will be presented the options available to him under the laws
15 of eminent domain.

16 The second part of this law deals with
17 assistance available to occupants of displaced properties. The
18 basic procedure are as follows -- procedures are as follows:
19 At the time the offer of purchase or shortly thereafter, a
20 relocation assistance agent will meet with the property owner
21 or occupant to explain the benefit of the program. This agent
22 will work with the displacee until the move is complete.
23 Business displacees are entitled to reimbursement of the cost
24 to move personal property and inventories. Some business
25 reestablishment expenses are eligible for reimbursement under

1 this program.

2 Tonight we have brought two brochures that
3 provide additional information concerning the purchase of right
4 of way and the relocation assistance. In the months ahead, if
5 you will review these brochures, you will have a better
6 understanding of the process.

7 We anticipate there to be about 324 parcels that
8 need to be acquired. We expect 128 residents, 104 multi-family
9 units, and 29 businesses will be displaced. The information
10 being presented tonight represents the right of way
11 requirements as near as they can be determined at this time.
12 It is possible minor changes will have to be made as our
13 planning work is finalized.

14 The Texas Department of Transportation has a
15 policy that individuals impacted by the transportation
16 expansion shall not be denied benefits, excluded from
17 participation, or otherwise be subjected to discrimination
18 based on the grounds of race, color, sex, age, handicaps, or
19 national origin.

20 In the months ahead, if you have questions or
21 hear rumors about what is happening with this project, please
22 call our office and we will get your questions answered. And
23 thank you for your time.

24 MS. ANDERSON: Thank you, Scott.

25 At this time, I would like to acknowledge the

1 elected officials of the City and County or others that are
2 with us this evening. Would you please stand when I call your
3 name. We have Jim Wilson with the City of Benbrook; Gary
4 Fickes, Tarrant County Commissioner; Tom Lombard, North
5 Richland Hills City Council; Roger Fisher, City of Bedford; Roy
6 Savage, City of Bedford; Chris Brown, City of Bedford; Oscar
7 Trevino, City of North Richland Hills; Jim Story, City of
8 Bedford; Ray Champney, City of Bedford; Todd Smith, State
9 Representative; Susan Young from the State Representative Kelly
10 Hancock's office.

11 That's all I have that were signed in. Is there
12 anybody else that would like to be recognized that didn't get
13 their name put on this list? Okay. Thank you.

14 All information developed concerning this
15 project including the environmental documentation is available
16 upon request for public inspection and copying at the TxDOT
17 District Office located at Interstate Highway 20 and McCart
18 Avenue in south Fort Worth and also at the local city offices
19 in Fort Worth, North Richland Hills, Hurst, Euless, and
20 Bedford. We've also brought a copy of the environmental
21 document with us tonight for your viewing during the recess and
22 after the hearing.

23 As a reminder, if you did not sign in when you
24 came in, please do. This is for our records in determining
25 attendance at this hearing. Also, please register at the

1 registration table during the recess if you desire to make a
2 statement. When we reconvene, you will be given the
3 opportunity to give us your statement.

4 Before we recess, I would like to introduce some
5 personnel from our staff and the consultant staff that will be
6 available at the displays and in selected areas to assist you
7 with the orientation and the drawings -- on the drawings and to
8 answer questions that you may have regarding the project.

9 From the folks that are going to be at the
10 displays -- the design displays, we have Mr. Joe Atwood. He is
11 up here. You know what he looks like. We have Michael
12 McDonald. Michael, can you wave your hand? Where did you go?
13 Way in the back. We have John Tillinghast, TxDOT project
14 manager, way in the back also.

15 MR. ATWOOD: Nancy Mitchell.

16 MS. ANDERSON: Nancy Mitchell. She's...oh, over
17 here on the side?

18 MR. ATWOOD: She's on the right side.

19 Milton Richter...

20 MS. ANDERSON: Milton Richter, back in the back.

21 MR. ATWOOD: Tom Turk.

22 MS. ANDERSON: And Tom Turk, also back in the
23 back. We'll try to distribute them a little bit more evenly so
24 y'all can get your questions answered.

25 From the right of way section, they will be

1 located in my far left, back over here in the corner. We have
2 Scott Hall, he was up here on the stage. Jenny Houdman-- and
3 no, excuse me. Jenny is not here. Jeremy Tyson is waving.
4 Janis Aslin.

5 For environmental, they will be located on the
6 far back wall back here. We have Sonja Whitehead, April
7 English, and Tricia Mosier.

8 Now we will recess for about 20 minutes. By my
9 watch, it is 7:47.

10 (Recess taken)

11 MR. BARTH: At this time, we will reconvene our
12 public hearing. I will call upon the following individuals
13 first who have previously indicated a desire to make a
14 statement. Please come forward to the floor microphone and
15 give us your name and then your statement. Please limit your
16 statement to a maximum of three minutes.

17 First up, we have Ralph Willingham. Ralph
18 Willingham?

19
20 P U B L I C C O M M E N T S.

21 UNIDENTIFIED SPEAKER: No questions. Go to the
22 next person.

23 MR. BARTH: Okay. Thank you.

24 Raul Pequeno?

25 MR. PEQUENO: Yes, sir, my name is Raul Pequeno.

1 My address is 452 Plainview Drive and -- well, basically I
2 don't have a comment but I have a question. The 128
3 residences, was that the total number or is that the remaining
4 to be contacted?

5 MR. BARTH: Okay. We are not -- we are not
6 going to respond to questions or comments tonight. We will
7 respond to these questions in the written summary analysis.

8 MR. PEQUENO: Oh, well that's what I had,
9 questions. Thank you.

10 MR. BARTH: Okay. Thank you.

11 Alice and Gary Bright.

12 MS. BRIGHT: I'm Alice Bright. I live at 524
13 Plainview Drive. This is my husband, Gary. We bought this
14 house a year and a half ago knowing that construction is going
15 to be going on. Because I -- we agree, the highway needs to be
16 enlarged. But whenever I noticed the map showing that the
17 cul-de-sac is going to be right by the house, there's no easy
18 access to our home. There is no easy access for emergency
19 vehicles. We are not, like I said, young chickens but we want
20 to be able where if our house catches on fire, which it is over
21 40 years old, a fire truck can get to it as quickly as
22 possible, an emergency vehicle of any kind can get to it. When
23 we get up in the mornings, one goes to work one direction one
24 goes to work the other direction. Where we are at right now is
25 a perfect location. But if you go and close that off, then we

1 cannot get out by a decent length of time.

2 We -- I mean, the noise is bad enough now. In
3 fact, our son came in from the Navy. He could not sleep
4 because of the noise in the front bedroom. So the noise
5 barrier will be great on part of it but when you are right
6 there at a street, Hurstview, the noise barriers are not going
7 to help because you are still going to hear it.

8 MR. BRIGHT: Yeah, that was my (unintelligible)
9 the noise coming in between, you know, between the barriers of
10 the street.

11 MR. BARTH: Okay. Thank you for your comments.
12 Rochelle Ross.

13 MS. ROSS: My questions have been answered.
14 Thank you.

15 MR. BARTH: Okay. Thank you.
16 John Schleeter. John Schleeter? Roger Fisher.

17 MR. FISHER: Hi. My name is Roger Fisher. 2600
18 Woodson Circle in Bedford. Good evening. My name is Roger
19 Fisher and I have the privilege of representing the citizens of
20 Bedford as a member of the Bedford City Council. I would like
21 to thank you for this opportunity to speak at this public
22 forum.

23 For years, Bedford and its surrounding cities
24 have prepared themselves for the expansion of 183. This has
25 been a project that has been on again -- on and off again

1 several times. It seems now as evidence by the public hearing
2 that in the near future there will be a new highway. This is
3 an endeavor that is both welcomed and dreaded but needed by
4 all. For too long we have been straddled by traffic that does
5 not seem to have a cause. A simple turn in the road may leave
6 you sitting for 45 minutes or more. We long for the days in
7 which we can get this road moving again. Although we welcome
8 this new highway, there are some concerns that I would be
9 derelict in my duties if I did not bring up in a public forum.
10 As you know, Bedford central business district runs up and down
11 the current highway. Restaurants, gas stations, and shops
12 primarily south of the freeway will bear a huge economic cost
13 during construction. This in turn will cause a huge economic
14 loss for the Bedford citizens as a whole. I bring this up not
15 as to bring pity but to more or less make sure that you realize
16 we are definitely paying our dues for this road.

17 I also bring this up because we lose revenue
18 because of the construction -- as we lose revenue because of
19 the construction, it seems as though we may be responsible for
20 50 percent of the relocation costs of local utilities. This is
21 where Bedford and our sister cities have slight problem. We
22 simply do not have the money to either A. front the cost of
23 utility relocation or B. pay half the utility relocation cost.
24 It would seem to me that a road that would cost an estimated \$2
25 billion, that we cannot find a way pay \$8 million more to cover

1 this utility relocation. I am not saying this as a way to save
2 the city some money, I'm mentioning this only because the City
3 of Bedford simply does not have it. As I mentioned earlier, we
4 have been preparing for the construction of this road for some
5 time. Utility relocation has never been a part of those plans
6 nor has the estimated \$8 million price tag.

7 Another area of concern for Bedford citizens is
8 the drainage -- is drainage, especially west near Bell High
9 School and the Sulfur Branch project. This has been a long
10 time problem for Bedford and we have a plan to fix it.
11 However, changes in the highway plans are affecting drainage
12 patterns and we fear that your changes will increase flooding
13 downstream of the project. Once again, we do not have
14 additional funds to redesign this plan or enlarge it. If the
15 construction of the new highway negatively affects drainage in
16 this area, the citizens of Bedford expect TxDOT to help fund
17 the expansion of the project or find another way to ease runoff
18 in this area. I urge strong cooperation with our engineers and
19 the construction team when it comes to Sulfur Branch. Our
20 public works department is ready to work for you in this area.

21 For the record, your proposed plan only
22 indicates two lanes southbound at Bedford Road. Currently,
23 this intersection has three lanes, a turn lane for those
24 wishing to travel east on 183, a center lane for those wishing
25 to continue south on Bedford Road, and a turn lane for those

1 wanting to travel west of 183. There is a reason for this
2 three lane configuration. It is a very busy intersection. I
3 fear that your proposed plan will leave traffic in the area
4 congested at all hours, especially for traffic going south on
5 Bedford Road and west on 183.

6 Finally, Bedford and its surrounding cities need
7 a go-to person. I realize that the construction of this
8 highway is a new public/private partnership. This new
9 relationship can lend itself to a lot of, "go ask your father,
10 go ask your mother" scenarios. Do we interact with TxDOT or
11 Centra? As elected officials, myself and my colleagues will be
12 asked many questions and we will take the blame for many things
13 during construction. I do not mind this. However, when it
14 comes to getting an answer, I do not think that it is
15 unreasonable to have someone to call.

16 I would like to close by reiterating that we are
17 truly excited about this highway. With its completion, I can
18 see great rebirth to the mid-cities and Bedford in particular.
19 I do not want to sound like an alarmist or someone causing
20 trouble. I wish construction could start tomorrow. The city
21 of Bedford is prepared to meet the challenges of this new
22 highway and I want to reassure our citizens of that. We look
23 forward to working with TxDOT and Centra on the project and we
24 hope that we can come to an agreement on the issues raised this
25 evening. Should you have any questions or would like to speak

1 with me, I will leave my business cards and my remarks for the
2 record. Thank you.

3 MR. BARTH: Thank you, Councilman.

4 Robin Willmer.

5 MR. WILLMER: Hi. My name is Robin Willmer. I
6 live at 308 Plainview Drive in Hurst. I bought the house in
7 2007. My real estate agent checked with the City of Hurst who
8 said there would be no impact on my side of the road for that
9 -- for the new extension. I also, on seeing a lot of the
10 houses across this side of the road being demolished, I've been
11 alarmed. I did some research on the Internet, contacted John
12 Tillinghast of TxDOT who told me that there is going to be a
13 new extension roadway. There would be a frontage road between
14 Brown Trail and Hurstview, further, and the land in between
15 would be a parkland, woodland trail thing. So it would be
16 environmentally friendly. He has told me this twice, now. I
17 have since spoken to him this evening. He denies ever saying
18 it. All I have to say -- all I have to say is why would
19 someone say this? I have no reason to lie.

20 I like the neighborhood. I like the area. This
21 highway is going to have a huge impact on the young families in
22 the area. My son -- my own included. My son is 16 years old
23 himself. He is not going to be happy living against a 16 foot
24 wall, which is the proposed height for the wall outside my
25 house. This is the wall which, incidentally, is going to be

1 ten feet away from the other side -- from the curb side of my
2 house. Thank you.

3 MR. BARTH: Thank you.

4 Jim Wilson did -- did you want to speak?

5 MR. WILSON: My name is Jim Wilson. I live at
6 7205 Royal Oak in Benbrook. I'm a member of the City Council
7 of Benbrook. As a citizen in the DFW area, obviously I use,
8 like everyone else, this highway on a regular basis and I
9 recognize the inadequacy of it in its current state. However,
10 highways of a normal size separate communities. This one can
11 do far worse. Federal guidelines within the next several years
12 will require more complete streets program or access to all
13 users, motor vehicles, non-motorized, pedestrians, the
14 physically impaired. Quote, "this project is being built for
15 cars" is what was explained to me this evening before the
16 meeting started. I disagree. The highway section pavement is
17 being built for motorized traffic but the cross streets should
18 be engineered for all users. That would be motor vehicles,
19 non-motorized vehicles, and pedestrians. The crossing should
20 include 88 sidewalks. They should have wide outside right-hand
21 lanes for pedestrians and bicycles. In no way am I asking that
22 they be bike lanes or bike routes but provide the access. Our
23 surface and city or urban roads are for all use by all users
24 not just motorized. These cross streets are included in that.
25 If this project does not account for all users, it will further

1 a Berlin Wall, if you will, approach for non-motorized
2 commuters regarding crossing from one side to another of this
3 project. I ask all users be considered and accommodated in
4 cross roads in this project. Building this any other way will
5 not allow future retro fit.

6 Another consideration, the TRE provides
7 alternative transportation options on a great deal of the south
8 side of this project. If this project fails to accommodate
9 pedestrians or bicyclists, it would greatly reduce the options
10 of citizens north of the project regarding commuting to and via
11 the Trinity Rail Express. I'm not suggesting the inclusion of
12 bike lanes, bike routes, or any other facilities. Just that we
13 provide access with sidewalks and wider outside lanes for
14 cyclists that are now recommended on a nationwide basis.
15 Again, I ask a careful review of this project's crossings to
16 accommodate all users of the project and to prevent
17 disconnecting of those communities, businesses, and commuters
18 between the north and south side of this project. Thank you.

19 MR. BARTH: Thank you, Councilman.

20 Let's see. Phillip Podhrasky, is that close?

21 MR. PODHRASKY: Close enough. My name is
22 Phillip Podhrasky. We live at 628 Plainview Court. We are in
23 the cul-de-sac at the -- at the end of -- pretty much the
24 beginning of the project. We have many concerns as far as this
25 project goes. There's sounds walls, there's going to be a

1 cul-de-sac down at the end of our street, and there's going
2 further down the street from us there's a crosswalk to go
3 across the highway to the high -- to the Shady Oaks -- Shady
4 Oaks Elementary School. Now, with being cul-de-sacs at the end
5 of it, I understand there is still going to be curb access for
6 -- for emergency vehicles to cross those curbs to get to access
7 those streets in case of fires or whatnots. But will those
8 same things be taken in effect with children? Will small
9 children be able to cross Hurstview and still be safe? There's
10 -- there's many -- there's many concepts to this that are
11 confusing to everybody because it's not quite clear what's
12 going to happen. We would just like to get an answer and to
13 know when will we get a final answer on the -- the different
14 aspects this. So that's pretty much all I have.

15 MR. BARTH: Okay. Thank you.

16 Jamie Janke.

17 MR. JANKE: Hi. My name is Jamie Janke. I live
18 at 912 Stratford Drive in Bedford. I travel Highway 183 every
19 day to and from Dallas to Bedford each direction and have been
20 for almost 20 years now, where I've lived in Bedford at this
21 location. The highway is inevitable. We knew that when we
22 moved into our house. I don't have a with problem with that.
23 It's -- it's well overdue. What I do have a problem with is
24 over the last 15 years or 16 years since we have been told
25 different things. We were told that -- we were told and the

1 homes along Stratford Drive were told that they were going to
2 take all our homes, the whole house and build from there. What
3 in essence now, what has happened, they are now going to take
4 two-thirds of our backyard. Some of the homes are losing
5 storage buildings, half of a swimming pool, I will be ending up
6 with the right of way within 15 foot of my bedroom window. I
7 don't have a problem with doing the highway. Please, just take
8 the house. You basically -- my resale value has gone out the
9 window.

10 My quality of life is been shattered. I will
11 stare at this huge retaining wall that might be what, 19 feet
12 tall? And the elevated lanes are going to be what, 25 or 30
13 feet tall? There will be no wind coming into my backyard. All
14 I will get is the noise from the elevated lanes dropping down
15 into my backyard, as little as it will be. As well as all the
16 dirt from the road falling down into my yard, which I get now
17 but at least the wind blows it away. I don't feel like living
18 in a cave. You can go ahead and take all the houses. There's
19 about ten of us right there. You can take the whole bunch of
20 houses, put up a retaining wall, and make a nice greenbelt area
21 there with trees and sidewalks so that at least the home owners
22 on the other side and people in the neighborhood will be able
23 to walk back and forth towards L.D. Bell High School and the
24 church that's on the corner there. And let -- give a chance
25 for the noise to damper before it gets to their homes.

1 Otherwise, I will be living with that noise for the rest of my
2 life and I don't think that's right.

3 Now, all the westbound lanes which run on the
4 north side are elevated but yet all the homes on the south side
5 of 183 are gone. And yet those lanes are going to be low. It
6 doesn't make sense to me that you are going to have all the
7 homes gone and low lanes but you are going the let us keep our
8 houses and put the elevated lanes right in front of us. What
9 are we going to do? We are already living with a 71 decile
10 noise level. Period. And the main highways are already
11 elevated. I can see them over my fence, the cars going by. So
12 we are going to 71 decibels, the retaining walls are going to
13 be up 19-20 feet. How high are the retaining walls going to
14 be? It doesn't make sense to me.

15 I would like or you to at least look at,
16 reevaluate it, and take our homes on Stratford. Make that
17 greenbelt for the rest of the city where it could be a nice
18 sidewalk and it will look nice. And I don't have a problem
19 with that. So I would like you to reconsider looking through
20 that area because that's all we've been told for the last -- up
21 until the last meeting a year or two ago. You were going to
22 take the entire properties and now you are not and it doesn't
23 make sense. Thank you.

24 MR. BARTH: Thank you for your comments.

25 Let's see. Berrien Barks. Berrien Barks?

1 MR. BARKS: I'm Berrien Barks. I'm here this
2 evening representing the Regional Transportation Council and
3 North Central Council of Governments, together serving as the
4 Metropolitan Planning Organization for the Dallas/Fort Worth
5 areas. The North Texas Express is needed to accommodate the
6 increasing transportation demands in our region. In addition,
7 the development of this project will reduce congestion, enhance
8 safety, and improve air quality. The recommended improvements
9 are consistent with Mobility 2030 2009 amendment, the region's
10 Metropolitan Transportation Plan. The additional general
11 purpose and managed lanes in this corridor will work in
12 conjunction with other rules of transportation plan for
13 northern Tarrant County including the commuter rail line being
14 planned from downtown Fort Worth to Dallas Fort Worth
15 International Airport and beyond.

16 Because of the critical nature of this project,
17 the North Central Texas Council of Governments is willing to
18 provide any assistance in the planning, design, funding, and
19 implementation of the project. Thank you.

20 MR. BARTH: Thank you.

21 Tony White.

22 MS. WHITE: My name is Tony White. I live at
23 916 Stratford. It's at the corner of Stonegate and Stratford.
24 According to the plans I've seen and people I've talked to,
25 we'll lose approximately two-thirds of our backyard also. In

1 that area they are taking, I have a separate garage that's a
2 garage and a half. I also have a large \$3,000 concrete pad for
3 my motor home. I have a fence that's going to go. That's the
4 gate I get my motor home into. So therefore, not only am I
5 losing value to my home, I lose the ability to store my second
6 home. I will be forced to sell it. I have -- I cannot put it
7 on the street, my driveway is not big enough, and I'm very
8 concerned about the noise. If I read the plans right, again I
9 am going to have this noise barrier probably about 2 feet from
10 the edge of my patio. That's just way too much noise and dirt.
11 I will no longer have a backyard.

12 I'm deeply concerned about the traffic that will
13 increase on the corner of Stonegate going onto what I am
14 assuming will be Airport Expressway, still. We have high
15 traffic now. It will be even higher. I feel that I have lost
16 value in both of my homes. Thank you.

17 MR. BARTH: Thank you for your comments.

18 Gerald Hartsel. Gerald Hartsel? Let's see.
19 George (sic) Torres or Jorge Torres?

20 MR. TORRES: Thank you. My name is Jorge
21 Torres. I live in 270 Somerset Circle in Bedford. My family
22 and I have been stressed out to the maximum because we didn't
23 know if our property was going to be impacted by this project.
24 And today, partially I had an answer by the gentleman over
25 there with the Right of Way Section. But apparently the Right

1 of Way Section is getting the information to contact the owners
2 from the appraisal district and that information is never out
3 there. I mean, they never update that information. So I guess
4 my petition is somehow drop a note in the mail to the owners
5 that are going to be impacted, you know, the 128 residences
6 that -- some of us don't know what is going to happen. So
7 tonight, you know, I got some information but I would
8 appreciate if, you know, the Right of Way Section will drop a
9 note in the mail to the owners. Thank you.

10 MR. BARTH: Thank you.

11 Tammy Johnson.

12 MS. JOHNSON: My name is Tammy Johnson and I
13 live on 908 Stratford Drive in Bedford. And the current plans
14 show as stated twice before that the retainer wall is going to
15 go through the middle of wall -- middle of my pool. Nearly
16 taking two-thirds of my backyard. So the wall will go straight
17 through the middle of my backyard through my pool.

18 And I understand that the plans are to currently
19 only buy half of my backyard and not the whole house. I don't
20 want to move but if you are going to take half of my yard and
21 pool, please take my whole house. Knowing how loud and dirty
22 it is today, I cannot imagine what our quality of life will be
23 like with a retainer wall 10 to 15 feet from my back door. No
24 air flow, the sounds, the emission pollution, general dust and
25 dirt, not to mention I don't think I would be ever able to sell

1 my house again in the future. Please take my whole house if
2 you are going to take anything. That's all we ask.

3 MR. BARTH: Thank you.

4 Mike Curtis. Mike Curtis? Bruce Hansberry?
5 Russell Floyd.

6 MR. FLOYD: My name is Russell Floyd. I live at
7 228 Plainview Drive in Hurst. I've just got a couple of
8 concerns. One, we have noticed actual bats flying around at
9 night. And I'm an environmental wacko kind of guy. I do
10 wonder about the impact on bats because they do keep away the
11 mosquitos.

12 Also, next point. In all this planning for
13 TxDOT, did y'all ever come to the conclusion of light rail mass
14 transit instead of actually proposing 12 lanes each way that --
15 or six lanes each way that will have an impact on the quality
16 of life in the people of Bedford, Hurst, North Richland Hills,
17 all the way over to Euless?

18 MR. BARTH: Thank you.

19 Rajkamal Rao.

20 MR. RAO: Hello. My name is Rajkamal Rao.
21 Thank you for taking my comments. I live in 1732 Timber Glen
22 Drive in Bedford. I'm here as the treasurer of the Villas of
23 Forest Ridge Home Owners Association. We -- I represent 52
24 homes and we border Cantebria Lane and Forest Ridge Drive and
25 Oak Lane. We actually sit right behind State Representative

1 Barks' office. Our concern is while, you know, while the end
2 -- the end stage of the highway would certainly be a welcome
3 change and needed development, our concern is what happens to
4 quality of life to our community during the construction. I
5 believe that while plans are not -- have not been finalized by
6 TxDOT as to where construction trailers might be parked during
7 construction -- and construction trucks might come and go,
8 cement mixers and all that. Our community is -- has a lot of
9 young families. We have a lot of young children. And if this
10 construction takes five years, what is going to happen to our
11 quality of life? So whatever it is that you do, I request you
12 to consider, you know, suitable means to make sure that, you
13 know, families and kids in our neighborhood are not impacted by
14 construction activity. Thank you.

15 MR. BARTH: Thank you.

16 That is everybody that's signed up to speak. Is
17 there anyone else who would like to make a statement? Anyone
18 else?

19 Each statement made at this hearing and each
20 written statement received on or before Friday, September 4,
21 2009, will be carefully analyzed in writing in the Summary and
22 Analysis. Where appropriate, changes will be incorporated in
23 the project design and the analysis will be attached to the
24 environmental document. In addition, property owners that are
25 in an area that may have a change made will be contacted and

1 coordinated with concerning any proposed changes.

2 After review of the transcript of these
3 proceedings and addressing all concerns and concepts contained
4 in the statements, environmental approval is anticipated. Once
5 approval is received, the acquisition of right of way, utility
6 relocation, and design may begin. Construction can begin when
7 right of way has been obtained, and utilities are relocated,
8 and on the section that is not in the CDA when the funding is
9 available.

10 On behalf of TxDOT, again let me thank you for
11 coming and participating in the public hearing. It is now
12 about ten till 9:00 and the public hearing for State Highway
13 121 and State Highway 183 from Interstate 820 to State Highway
14 161 is officially adjourned. If you want to stay and look at
15 the displays, we will have people around to answer your
16 questions but this hearing is officially adjourned. Thank you.

17 (Proceedings concluded at 8:49 p.m.)

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REPORTER'S CERTIFICATE

THE STATE OF TEXAS)
COUNTY OF TARRANT)

This is to certify that I, Natasha Benchimol, a certified shorthand reporter in and for the State of Texas, reported in shorthand the proceedings had at the time and place set forth in the caption hereof, and that the above and foregoing 48 pages contain a full, true, and correct transcript of the said proceedings to the best of my ability.

Certified to on this 28th day of August, 2009.



Natasha Benchimol, Texas CSR 8514
Expiration Date: 12/31/2011
Tarrant County, Texas
Fort Worth, Texas