



07-29-2020

VIRTUAL PUBLIC MEETING

Ranch-to-Market 2871 (Longview Avenue/Chapin School Road)

From I-30 to US 377

CSJ: 2855-01-022

Tarrant County, Texas

Thursday, August 6, 2020

RICARDO GONZALEZ, P.E.

SLIDE 1 – Title Slide

Good evening ladies and gentlemen. I would like to welcome you to the RM 2871 virtual public meeting, which has been pre-recorded, for the proposed improvement project to Ranch-to-Market 2871 (also known as Longview Avenue and Chapin School Road) from I-30 to US 377 in Tarrant County.

This public meeting was originally scheduled to occur on March 19, 2020 at the High Ridge Church. It was cancelled due to COVID-19 and is now currently being held as a virtual public meeting.

SLIDE 2 – Welcome

Thank you for joining us. My name is Ricardo Gonzalez and I serve as the Director of Transportation Planning and Development for the Fort Worth District of the Texas Department of Transportation, better known as TxDOT.



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This virtual public meeting, presented by TxDOT, is being provided to share information and to encourage comments from the public regarding the proposed RM 2871 Reconstruction and Widening Project.

SLIDE 3 – Virtual Public Meeting in Response to Public Health

Given the unique circumstance of the COVID-19 outbreak, along with our commitment to protecting public health during this national emergency, TxDOT is conducting this virtual public meeting to avoid in-person contact. At this time, the virtual format will be in lieu of an in-person public meeting.

The presentation will cover the same information the Fort Worth District would have shared at the in-person public meeting. However, the comment process for this virtual public meeting will be different from what we normally conduct at an in-person meeting and will be explained shortly. All project information can be found on the TxDOT website.

CMEC Narrator:

SLIDE 4 – Project Purpose and Limits

The proposed project limits extend along RM 2871 from Interstate 30 to US 377. The purpose of the proposed improvements to RM 2871 is to enhance safety and mobility in the project area.

SLIDE 5 – Project Overview

The proposed project extends approximately 5.12 miles along RM 2871 from Interstate 30 to US 377 in Tarrant County, Texas. The project lies within both the City of Fort Worth and the City of Benbrook.

SLIDE 6 – Public Involvement Goals

The public involvement goals for the proposed project include providing public involvement opportunities for stakeholders, roadway users, and the general community to engage with the project team and share feedback and to update those interested on the project process and timeline.

SLIDE 7 – Public Involvement Schedule

Two stakeholder meetings have been held for the proposed project. The first one was held in May 2018 and the second one in November 2019. This virtual public meeting is being held on August 6, 2020 and the public hearing is anticipated in the 3rd quarter of 2021. Environmental clearance is anticipated in the 4th quarter of 2021.

SLIDE 8 – Proposed Improvements

The proposed improvements to RM 2871 include:

- Reconstructing and widening 5.12 miles of RM 2871 between I-30 and US 377 from a two-lane rural roadway to a four-lane divided urban roadway, with a 6-foot to 18-foot wide curbed-median.
- Building an overpass bridge at the RM 2871 and Union Pacific Railroad (UPRR) intersection to remove the at-grade crossing.

- Adding turn bays and other improvements to existing intersections
- Providing bicycle and pedestrian accommodations.

The project alternatives would require approximately 1 to 16 acres of additional right-of-way; depending on the alternative selected.

SLIDE 9 – Considerations

Important considerations for the proposed project include enhancing safety and mobility, maintaining local access and minimize impacts, minimizing right-of-way impacts, avoiding existing utility impacts where feasible, minimizing conflicts at the UPRR crossing, and increasing capacity for projected traffic volumes.

SLIDE 10 – Existing Conditions

RM 2871 (Longvue Avenue/Chapin School Road) is currently two travel lanes (one in each direction) for most of its length. It has an undivided median with intermittent left-turn lanes with varying widths of shoulders. Limited sidewalks are only on the southern end of the corridor in Benbrook.

SLIDE 11 – Existing Operation

RM 2871 is inadequate to meet current and future traffic, resulting in congestion and reduced mobility. Portions of the existing roadway and intersections do not meet current design standards. Increasing congestion at the UPRR crossing impacts emergency vehicles and creates traffic queues within the City of Benbrook.

SLIDE 12 – Alternatives Development

TxDOT has developed a range of conceptual alternatives to meet the goals of the project. Conceptual alternatives were evaluated to identify the most reasonable solutions for further refinement and study. These include Alternatives A, B, and C and will be discussed in more detail later in the presentation. Environmental and engineering studies will be used by the project team to identify a recommended alternative for final design and construction.

SLIDE 13 – No-Build Alternative – Existing Two-Lane Typical Section

The No-Build alternative would leave RM 2871 in its existing condition as a two-lane undivided roadway with intermittent left and right turn lanes. The southern section within Benbrook also has an additional southbound lane for turning movements at its approach to US 377. The at-grade crossing of the UPRR would remain located just south of Aledo Rd and limited sidewalks would only occur on the southern end of RM 2871 in the City of Benbrook.

SLIDE 14 – No-Build Alternative – Existing Two-Lane Typical Section

The existing conditions that are maintained in the No-build alternative vary slightly in different sections of the RM 2871 corridor. From I-30 south to Camp Bowie West Boulevard the existing undivided two lanes are roughly centered within the 120-foot right-of-way currently owned by TxDOT.

SLIDE 15 – No-Build Alternative – Existing Two-Lane Typical Section

From Camp Bowie West Boulevard to Locksley Drive in the City of Benbrook the existing undivided two lanes are located within the western half of the TxDOT right-of-way that varies in width from 120 feet to 160 feet. The roadway crosses over Mary's Creek on a single bridge in this section.

SLIDE 16 – No-Build Alternative – Existing Two-Lane Typical Section

South of Locksley Drive in the City of Benbrook the roadway widens within the existing 160-foot TxDOT right-of-way. The existing lane in each direction is separated by a median to accommodate dedicated right-turn lanes at Jerry Dunn Parkway, Westpark Drive as well as the project terminal intersection at US 377.

SLIDE 17 – Proposed Standard Typical Section

The improved roadway would provide two lanes in each direction and include an 18-foot concrete curbed median separating the northbound and southbound lanes. A continuous 10-foot shared-use path will be completed on both sides of RM 2871 in accordance with regional plans to improve non-motorized means of travel for transportation and recreation. For most of the project corridor these improvements will fit within the existing TxDOT right-of-way.

SLIDE 18 – Proposed Standard Typical Section with Turn Lane

Extended left turn lanes will be provided at intersections with local cross streets. The improvements at the signalized intersection of Spur 580 and Camp Bowie West

Boulevard will require additional right-of way to accommodate the turn lanes and widened roadway.

SLIDE 19 – Public Meeting Displays

Downloadable version of the presented Public Meeting Displays are available at www.txdot.gov, Search “RM 2871”.

SLIDE 20 – Alternative A

The proposed widening of the existing roadway is an important improvement for the added capacity of RM 2871. Additional improvements to level of service and safety are also being evaluated where RM 2871 crosses the Union Pacific Railroad tracks just north of the City of Benbrook. This has led to several alternative solutions at this location.

Alternative A consists of a four-lane cross section with a 6-foot to 18-foot wide curbed median. Turn lanes and median breaks would be located throughout the corridor. A 10-foot shared-use path would be provided along both sides of RM 2871. This typical section is common to all the alternatives.

SLIDE 21 – Alternative A

The railroad crossing in this portion of the project for Alternative A proposes that the at-grade crossing over the Union Pacific Railroad tracks and Aledo Road would remain.

The profile of the roadway across the tracks would be smoothed out and the signal equipment would be upgraded to current standards. Alternative A would have minimum requirements for new right-of-way.

SLIDE 22 – Alternative B

Alternative B would consist of a four-lane cross section with a 6-foot to 18-foot wide curbed median. Turn lanes and median breaks would be located throughout the corridor. A 10-foot shared-use path would be provided along both sides of RM 2871. A grade-separated crossing is proposed at the Union Pacific Railroad. Frontage roads would be used to connect the bridge to local roads. Right-of-way would be required for bridges and ramps.

SLIDE 23 – Alternative B

Alternative B proposes that the new roadway would cross over the UP-Railroad tracks and Aledo Road on a bridge structure. Local access to Aledo Road would be provided by entrance and exit ramps off RM 2871. Access to Chaparral Pass and Veale Ranch Parkway would be provided by a one-way frontage road looping under the bridge and connected to Rolling Hills Drive on both ends. The proposed ramps and frontage roads would require additional right of way be acquired by TxDOT.

SLIDE 24 – Proposed Bridge Typical Section – Alternative B

The bridge structure for Alternative B would provide three lanes in each direction to accommodate the required traffic movements. The shared-use paths would also cross over the railroad on this bridge and be separated from motorized traffic by a five-foot buffer including concrete barriers.

SLIDE 25 – Alternative C

Alternative C would also provide the four-lane cross section with a 6-foot to 18-foot wide curbed median. Turn lanes and median breaks would be located throughout the corridor and a 10-foot shared-use path would be provided along both sides of RM 2871. This Alternative would realign RM 2871 to the west as it crosses over Walnut Creek and the UP-Railroad tracks. This would allow the use of the existing portion of RM 2871 over Walnut Creek. Like Alternative B, a grade-separated crossing is proposed at the Union Pacific Railroad. Frontage roads would be used to connect bridge to local roads. Right-of-way would be required for bridges and ramps.

SLIDE 26 – Alternative C

The improved roadway of Alternative C would be on a bridge structure over Walnut Creek, the railroad tracks and Aledo Road. By aligning this bridge to the west, the existing portion of RM2871 over Walnut Creek can be left in place. The intersection of Chaparral Pass and Veale Ranch Parkway would also be left in their existing locations. To provide access to this area an extension of Rolling Hills Drive to the east would connect to a new intersection at Veale Ranch Parkway. The realignment of RM 2871 and the extension of Rolling Hills Drive would require that additional right of way be acquired for this Alternative.

SLIDE 27 – Proposed Bridge Typical Section – Alternative C

The bridge structure for Alternative-C would provide two lanes in each direction and full, 12-foot width shoulders for safety. The shared-use paths would also cross over the

railroad on this bridge and be separated from motorized traffic by a five-foot buffer including concrete barriers.

SLIDE 28 – Environmental Process

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

SLIDE 29 – Environmental Constraints Map

Potential environmental constraints have been identified along the project corridor. Detailed environmental field studies and technical reports will be completed for the proposed project in order to obtain environmental clearance prior to construction. A downloadable copy of the Environmental Constraints Map is available at www.txdot.gov, Search “RM 2871”.

SLIDE 30 – Estimated Project Milestones

The anticipated project schedule following today’s August 6, 2020 Virtual Public Meeting include Environmental Approval in 2021. Right-of-Way acquisition is anticipated to start in 2023 with design 100% complete and utility coordination complete by 2024. Construction is estimated to begin in 2025 and finish in 2027.



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SLIDE 31 – Share Your Input

TxDOT is committed to continuing our efforts to gain public feedback about this project. We understand this virtual public meeting format is a bit different, so let's take a few minutes and explain the comment process – which is the most important part of this video. Given our current COVID-19 situation, the Fort Worth District is asking the public to provide their comments in the following ways:

- Comments can be made throughout the comment period and will be included in the meeting documentation.
- You may email your comments to: Ram.Dhakal@txdot.gov.
- You may call Ram Dhakal at (817) 370-3519 during regular business hours.
- You can mail your comments to:

Texas Department of Transportation

ATTN: Ram Dhakal, P.E.

2501 Southwest Loop 820

Fort Worth, TX 76133

- Additionally, you may submit your comments online by visiting the website www.txdot.gov. Search "RM 2871". Then click on the "Submit Your Comment" button.

The public comment period closes on August 21, 2020 which is 15 days from this virtual public meeting. Please ensure your comment is received or postmarked by this date.

The public may call project staff at (817) 370-3519 during regular office hours or email project staff at any time in the project development process.

Thank you for attending the RM 2871 Virtual Public Meeting.